



U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046 ♦ Stark, Billings and McKenzie Counties, North Dakota

Draft EIS Public and Agency Involvement Report

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Executive Summary

This Draft EIS Public and Agency Involvement Report documents input received from agencies and the public regarding the Draft Environmental Impact Statement (EIS) for the US Highway 85– Interstate 94 (I-94) Interchange to Watford City Bypass (McKenzie County Road 30) project.

- ◆ On May 1, 2018, the Draft EIS was approved and signed by the Federal Highway Administration (FHWA) and North Dakota Department of Transportation (NDDOT).
- ◆ On May 8, 2018, the Draft EIS was distributed to the cooperating and participating agencies and members of the stakeholder group.
- ◆ On May 11, 2018, a Notice of Availability (NOA) was published in the *Federal Register* (Volume 83, Number 92) announcing the availability of the Draft EIS for public review and comment.

Prior to the release of the Draft EIS, one stakeholder group meeting (stakeholder group meeting #2) was held on October 30, 2017, to discuss the status of the project, project corridor, and issues of concern. Stakeholder group meeting #2 was held at 5:00 p.m. (MDT) at the Billings County Rural Fire Hall (12811 20th Street SW), in Fairfield, North Dakota. Postcards announcing the meeting were mailed to the public and interested parties in Fairfield.

Upon release of the Draft EIS, one lead, cooperating, and participating agencies meeting and three public hearings were held to discuss the Draft EIS. The lead, cooperating, and participating agencies meeting and public hearings included a formal presentation, which described the purpose and need, Preferred Alternative and options, potential impacts associated with the Preferred Alternative and options, environmental commitments, schedule, and next steps. Newspaper advertisements announcing the public hearings were published in the *McKenzie County Farmer* on May 9, 2018, and *Dickinson Press* and *Billings County Pioneer* on May 10, 2018; press releases were published on May 7 and 22, 2018; post cards were mailed to interested parties and landowners; and public hearing information was available on

The Preferred Alternative includes a combination of Alternative B: Four-lane Divided Highway with Depressed Median, Option FF-1: Urbanized, Four-lane Highway on Existing Alignment, Option INT-2: Multi-lane Roundabout, and Option LX-3: Remove and Replace Existing Bridge with new Four-lane Bridge.

For the federal-aid highway program, public hearings are conducted in accordance with 23 CFR 771.111(h), which prescribes the procedures and requirements for carrying out public hearing(s).

the NDDOT project website. In addition, a 45-day comment period (May 11 to June 25, 2018) was provided to agencies and the public, whereby agencies and members of the public could submit comments on the Draft EIS.

- ◆ Lead, cooperating, and participating agencies meeting was held in Rooms 310–312 at the NDDOT Central Office (608 E Boulevard Avenue) in Bismarck, North Dakota, on May 21, 2018, from 1:00 to 4:00 p.m. (CDT).
- ◆ Public hearings were held at:
 - » Belfield City Hall (107 2nd Avenue NE) in Belfield, North Dakota, on May 29, 2018, from 5:00 to 7:30 p.m. (MDT).
 - » Billings County Rural Fire Hall (12811 20th Street SW) in Fairfield, North Dakota, on May 30, 2018, from 5:00 to 7:30 p.m. (MDT).
 - » Watford City City Hall (213 2nd Street NE) in Watford City, North Dakota, on May 31, 2018, from 5:00 to 7:30 (CDT).

As a result of the lead, cooperating, and participating agencies meeting; public hearings, and 45-day comment period, a total of 10 agencies provided 60 comments and 75 members of the public¹ provided 378 comments² (as of the date of this Involvement Report). Individual comments were assigned one or more themes based on the comment's context and the topic discussed. **Table ES-1. Agency and Public Comment Themes** provides a list of the themes assigned to the agency and public comments and the total number of times each theme was assigned.

1 Some of the members of the public provided both written and verbal comments, and therefore, are only counted one time in the overall total number of public commenters.

2 For Stakeholder group meeting #2, a court reporter was not present. Discussions took place, whereby verbal comments were provided and the project team responded and answered questions. Therefore, verbal comments received during Stakeholder group meeting #2 are not included in the total number of public comments.

Table ES-1. Agency and Public Comment Themes

Comment Theme	Agency Comments	Public Comments*	Total
General Project Question/Statement	3	80	83
Safety	0	57	57
Roadway Alternatives (Badlands)	0	47	47
Economy	0	39	39
TRNP/Public Lands	1	35	36
Water Resources	34	0	34
Traffic Volume/Operations	0	32	32
Roadway Alternatives (Entire Corridor)	3	27	30
Noise	0	24	24
Wildlife Crossing and Accommodation	9	15	24
Long X Bridge Options	2	20	22
Timeframe and cost	0	21	21
Regional Transportation Network	0	18	18
Trail	0	18	18
Recreation/Tourism	0	14	14
Construction and Maintenance	1	8	9
Section 4(f)	3	6	9
Lighting	0	8	8
ROW	2	6	8
US Highway 85/ND-200 Intersection Options	0	8	8
Agency Coordination	5	1	6
Geological Resources	0	6	6
Vegetation	0	6	6
Preferred Alternative	0	5	5
Property Access	0	5	5
Public Involvement	0	5	5
Visual Resources	0	5	5
Cultural Resources	2	2	4
Agricultural Resources	0	3	3
Cumulative Impacts	0	3	3
Purpose and Need	0	3	3
Load Limits	0	2	2
Utilities	0	2	2
Air Quality	0	1	1
Alternatives Methodology	0	1	1
Sensitive Species	1	0	1
Wildlife Resources	0	1	1

* The verbal comments received during the discussions held at stakeholder group meeting #2 were not assigned themes, and therefore, are not included in this table.

Acronyms

B

BE (Biological Evaluation) E-3
BMPs (best management practices) D-9
BOPD (barrels of oil per day) F-35

C

CCC (Civilian Conservation Corps) F-20, G-3
CFR (Code of Federal Regulation) F-8
CFR (Code of Federal Regulations) 3
CWA (Clean Water Act) D-9

D

dBA (A-weighted decibels) G-6
DPG (Dakota Prairie Grasslands) E-4, F-12

E

EIS (Environmental Impact Statement) i, 1, D-3, D-8, G-4
EPA (Environmental Protection Agency) D-5
ESA (Endangered Species Act) E-3

F

FHWA (Federal Highway Administration) i, 1, D-6, E-3, F-4

G

GHGs (greenhouse gases) F-8

I

I-25 (Interstate 25) F-44
I-29 (Interstate 29) G-17
I-94 (Interstate 94) i, 1, G-17

L

LEDPA (Least Environmentally Damaging Practicable Alternative) D-6
LEDs (light-emitting diodes) G-5
LFN (Low Frequency Noise) F-13
LMNG (Little Missouri National Grasslands) F-4
LMRV (Little Missouri River Valley) F-6
LMSSRA (Little Missouri State Scenic River Act) D-4

M

MAAs (Management Areas) F-12
MHA (Mandan, Hidatsa, Arikara) E-3

MOA (Memorandum of Agreement) D-8, F-8
mph (miles per hour) 4, E-3, G-4, F-3
MUTCD (Manual on Uniform Traffic Control Devices) F-6
MVMT (million vehicle miles traveled) F-33

N

ND-200 (North Dakota Highway 200) 1, E-3, F-7, G-4
NDCC (North Dakota Century Code) D-4
NDDH (North Dakota Department of Health) D-9
NDDOT (North Dakota Department of Transportation) i, 1, D-3, E-3, F-3
NDGF (North Dakota Game and Fish) E-4, F-5
NDPDES (North Dakota Pollutant Discharge Elimination System) D-9
NDSWC (North Dakota State Water Commission) D-3
NEPA (National Environmental Policy Act) D-8, F-8, G-8
NOA (Notice of Availability) i, 2
NOI (Notice of Intent) F-38
NPS (National Park Service) D-6, E-6, F-9
NRHP (National Register of Historic Places) F-8

O

OSE (Office of the State Engineer) D-3

P

PBA (Programmatic Biological Assessment) E-3

R

ROD (Record of Decision) F-8, G-8
ROW (right-of-way) 3, E-4, F-5
RP (reference point) 1
RP (Reference Point) F-7

S

SHPO (State Historic Preservation Office) G-15
SPreAD (System for the Prediction of Acoustic Detectability) G-5
SWPPP (Stormwater Pollution Prevention Plan) D-9

T

TNM (Traffic Noise Model) , F-12, F-4
TRNP (Theodore Roosevelt National Park) 2, E-3, F-4
TSS (total suspended solids) D-11

U

USACE (US Army Corps of Engineers) D-9, G-21

USFS (US Forest Service) 2, E-6, G-4

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USGS (US Geological Survey) D-4

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1. Introduction

This Draft EIS Public and Agency Involvement Report documents input received from agencies and the public regarding the Draft Environmental Impact Statement (EIS) for the US Highway 85 – Interstate 94 (I-94) Interchange to Watford City Bypass (McKenzie County Road 30) project. This report includes an overview of the project, alternatives and options carried forward for detailed analysis in the Draft EIS, and Preferred Alternative; details regarding the agency and public involvement meetings (e.g., stakeholder group meeting #2; lead, cooperating, and participating agencies meeting; and public hearings) and their purpose; and a summary of comments received from agencies and the public.

1.1. Project Overview

The project includes the expansion of US Highway 85 and rehabilitation or replacement of the historic Long X Bridge over the Little Missouri River. The project encompasses approximately 62 miles of roadway in Stark, Billings, and McKenzie counties, North Dakota, beginning at the I-94 interchange and extending north to the Watford City Bypass (McKenzie County Road 30). The following alternatives and options were carried forward for detailed analysis in the Draft EIS:

- ◆ No Action Alternative (Alternative A) – No build
- ◆ Build Alternatives:
 - » Alternative B – Divided, four-lane highway with a depressed, center median
 - » Alternative C – Divided, four-lane highway with a flush, center median
- ◆ Fairfield Options:
 - » Option FF-1 – Existing Alignment – Urban
 - » Option FF-2 – West Bypass
 - » Option FF-3 – East Bypass 1
 - » Option FF-4 – East Bypass 2
- ◆ North Dakota Highway 200 (ND-200)/ US Highway 85 Intersection Options:
 - » Option INT-1 – Standard Intersection
 - » Option INT-2 – Roundabout

- ◆ Long X Bridge Options:
 - » Option LX-1 – New Two-lane Bridge, Rehabilitate Existing Long X Bridge
 - » Option LX-2 – New Four-lane Bridge, Retain Existing Long X Bridge for Alternate Use
 - » Option LX-3 – New Four-lane Bridge, Remove Existing Bridge

1.2. Preferred Alternative

After considering all of the potential alternatives and options, collaborating with the public and cooperating and participating agencies, and conducting engineering and environmental studies for the project, the North Dakota Department of Transportation (NDDOT) and Federal Highway Administration (FHWA) have recommended that the Preferred Alternative include a combination of the following:

- ◆ Alternative B: Expand the existing roadway to a divided, four-lane section with a depressed, center median in all areas of the project corridor except Fairfield, the Badlands, and Watford City.
- ◆ Option FF-1: Expand the existing roadway through Fairfield to a four-lane, urban section with reduced speeds.
- ◆ Option INT-2: Construct a multi-lane roundabout at the ND-200/US Highway 85 intersection.
- ◆ Option LX-3: Replace the Long X Bridge with a new four-lane bridge.

The Preferred Alternative would also include expanding the existing roadway through the Badlands and Watford City to a divided, four-lane section with a flush, center median with reduced speeds; incorporating a trail on the east side of US Highway 85 from the northern project terminus to McKenzie County Road 34; constructing an anchored, drilled shaft structure at Horseshoe Bend; constructing three wildlife crossings at reference points (RP) 122.5, 126.1, and 126.6, as well as wildlife fencing, from RP 120.9 to 128.9; replacing the South Branch of the Green River and Spring Creek bridges with box culverts; extending the existing reinforced concrete box culverts and structural plate pipe culverts; modifying or replacing the centerline culverts; extending existing cattle passes and removing one; resetting, reinstalling, or adding Intelligent Transportation System devices; expanding intersection illumination lighting; and installing destination lighting.

2. Agency and Public Involvement Meetings

This chapter includes details regarding the agency and public involvement meetings (e.g., stakeholder group meeting #2; lead, cooperating, and participating agencies meeting; and public hearings) and their purpose.

- ◆ Prior to the release of the Draft EIS, one stakeholder group meeting (stakeholder group meeting #2) was held on October 30, 2017.
- ◆ On May 1, 2018, the Draft EIS was approved and signed by the FHWA and NDDOT.
- ◆ On May 8, 2018, the Draft EIS was distributed to the cooperating and participating agencies and members of the stakeholder group.
- ◆ On May 9, 2018, a lead and cooperating agencies meeting was held.
- ◆ On May 11, 2018, a Notice of Availability (NOA) was published in the Federal Register (Volume 83, Number 92) announcing the availability of the Draft EIS for public review and comment (see **Appendix C**).
- ◆ Upon release of the Draft EIS, one lead, cooperating, and participating agencies meeting was held on May 21, 2018, and three public hearings were held on May 29 through 31, 2018.
- ◆ A 45-day comment period (May 11 to June 25, 2018) was provided to agencies and the public, whereby agencies and members of the public could submit comments on the Draft EIS.

2.1. Stakeholder Group Meeting #2

Numerous stakeholders have been identified throughout the 62-mile project corridor. The following are members of the stakeholder group:

- ◆ Lead Agencies (FHWA and NDDOT)
- ◆ Cooperating Agencies (National Park Service, US Army Corps of Engineers, and US Forest Service [USFS])
- ◆ Tribal Consultation Committee

The purpose of the stakeholder group is to act as an advice-giving role to the NDDOT by providing informed and thoughtful input and to act as a liaison to other groups, individuals, business owners, and landowners throughout the EIS process.

The goals of the stakeholder group are to (1) provide detailed information regarding the project to stakeholders, (2) receive detailed information and input from the concerned stakeholders on important issues of concern, and (3) work together to resolve, minimize, or produce compromises with the issues of concern.

- ◆ County Representatives (Stark, Billings, and McKenzie Counties)
- ◆ City/Community Representatives (Belfield, Fairfield, Grassy Butte, and Watford City)
- ◆ Special Interest Groups
- ◆ Landowners
- ◆ Utilities

Stakeholder group meeting #2 was held on October 30, 2017, at 5:00 p.m. (MDT) at the Billings County Rural Fire Hall (12811 20th Street SW), in Fairfield, North Dakota. Post cards announcing the meeting were mailed to members of the Stakeholder Group. Stakeholder group meeting #2 was held to discuss the status of the project, project corridor, and issues of concern.

A total of 52 people attended stakeholder group meeting #2. During the meeting, a presentation (i.e., story map) was shown that included an overview of the project and descriptions and simulations/figures for the following:

- ◆ Alternatives and options being considered
- ◆ Badlands segment of the project corridor
- ◆ Wildlife crossing system and construction easements
- ◆ Long X Bridge construction easements and examples
- ◆ Alternatives considered, but dismissed for the portion of the roadway through the Theodore Roosevelt National Park (TRNP) – North Unit
- ◆ Anchored, drilled shaft structure at Horseshoe Bend
- ◆ Trail alignment and typical section
- ◆ Construction phasing

After the presentation, discussions took place amongst the stakeholder group and project team. Meeting minutes that summarize the discussions held during stakeholder group

meeting #2 were developed. Copies of the postcard, sign in sheet, agenda, example simulations from the viewshed analysis, story map contents, and meeting minutes are provided in **Appendix A. Stakeholder Group Meeting #2 Materials**.

2.2. *Lead, Cooperating, and Participating Agencies Meeting*

The lead, cooperating, and participating agencies meeting was held in Rooms 310-312 at the NDDOT Central Office (608 E Boulevard Avenue) in Bismarck, North Dakota, on May 21, 2018, from 1:00 to 4:00 p.m. (CDT). A total of 26 people attended the meeting, two of which attended via teleconference. All attendees were provided with an agenda and summary of environmental commitments. During the meeting, a presentation was shown that included a description of the purpose and need, Preferred Alternative and options, potential impacts associated with the Preferred Alternative and options, environmental commitments, schedule, and next steps. The public hearings were also discussed at the meeting. Copies of the sign in sheet, agenda, summary of environmental commitments, and presentation are provided in **Appendix B. Lead, Cooperating, and Participating Agencies Meeting Materials**.

2.3. *Public Hearings*

For the federal-aid highway program, public hearings are conducted in accordance with 23 Code of Federal Regulations (CFR) 771.111(h), which prescribes the procedures and requirements for carrying out public hearing(s). Three public hearings were held at the following locations:

- ◆ Belfield City Hall (107 2nd Avenue NE) in Belfield, North Dakota, on May 29, 2018, from 5:00 to 7:30 p.m. (MDT).
- ◆ Billings County Rural Fire Hall (12811 20th Street SW) in Fairfield, North Dakota, on May 30, 2018, from 5:00 to 7:30 p.m. (MDT).

The purpose of the public hearing is to gather comments and input on the Draft EIS and the recommended Preferred Alternative for the US Highway 85 project.

- ◆ Watford City City Hall (213 2nd Street NE) in Watford City, North Dakota, on May 31, 2018, from 5:00 to 7:30 (CDT).

Newspaper advertisements announcing the public hearing were published in the *McKenzie County Farmer* on May 9, 2018, and *Dickinson Press* and *Billings County Pioneer* on May 10, 2018; press releases were published on May 7 and 22, 2018; post cards were mailed to interested parties and landowners; and public hearing information was available on the NDDOT project website. A total of 136 people¹ attended the public hearings: 31 attended in Belfield, 47 attended in Fairfield, and 58 attended in Watford City.

All attendees were provided with a handout, comment form, and public participation survey. The handout contained details on the project, purpose and need, alternatives and options being studied (specifically the recommended Preferred Alternative), right-of-way (ROW) acquisition, potential impacts from the project, cost and construction schedule, adoption of the Long X Bridge, next steps, and directions for submitting comments. The public hearings began with an open house, whereby members of the public could view large exhibits of various aspects of the Preferred Alternative, discuss questions with the project team, and provide comments and input. Following the open house, a formal presentation was shown, which described the purpose and need, Preferred Alternative and options, potential impacts associated with the Preferred Alternative and options, environmental commitments, schedule, and next steps. The public hearings ended with a questions and answers/input gathering session. In addition, a Story Map was available for review on the NDDOT project website during the public comment period.

Copies of the affidavits of the newspaper publications, press releases, post cards, sign in sheets, handouts, presentation, and story map contents are provided in **Appendix C. Public Hearing Materials**.

1 This total is limited to the individuals that signed in via the sign-in sheets that were provided at the public hearings. Some individuals that attended the public hearings may not have added their information to the sign-in sheets, and therefore, are not counted in the total number of attendees.

3. Summary of Comments

3.1. Stakeholder Group Meeting #2 Comments

During stakeholder group meeting #2, discussions took place, whereby verbal comments were provided, and the project team responded and answered questions in an open forum.² A court reporter was not present; however, verbal comments and responses were documented by the project team in meeting minutes (see **Appendix A. Stakeholder Group Meeting #2 Materials**). Individuals provided the following types of comments:

- ◆ General: Project funding and completion.
 - ◆ Roadway: Roadway widening along the entire corridor and at Watford City; concern with access, crossing the highway, turn lanes, and intersections; locations for mailboxes; consideration for speed limits (throughout the entire project corridor); and construction timeline.
 - ◆ Fairfield: Inclusion of additional features (e.g., stoplights, storm drains), reconnecting roadway in north Fairfield, and decision-making for option.
 - ◆ ND-200/US Highway 85 Intersection: Roundabout speed, capabilities, maintenance, and roundabouts in other parts of the country.
 - ◆ Badlands: Amount of wildlife fencing; construction required at Horseshoe Bend, for the wildlife crossing at the bridge, and for accommodating a wider roadway footprint; concern regarding landslide stability and ROW; other alternatives considered and selection of the Preferred Alternative; construction phasing for the trail and wildlife crossings; and consideration of public meetings in other locations.
 - ◆ Long X Bridge: removal of the existing bridge and new construction versus rehabilitation or alternative use of the existing bridge and construction and maintenance details.
- ◆ General: There is currently only funding available for the Long X Bridge segment of the project; no guarantee the entire project will get built.
 - ◆ Roadway: Existing roadway for Alternative B would be widened (speed limits were provided and discussed); access and crossing the highway would be more difficult under Alternative C than Alternative B, because crossovers would be installed that would provide refuge under Alternative B; smaller vehicles could cross easier under Alternative B, but larger vehicles might cross easier under Alternative C; mail would be maintained during project construction, but the locations for the mailboxes would be determined during final design; the segment north of ND-200 has higher traffic volumes than the segment south of ND-200.
 - ◆ Fairfield: A stoplight would not be warranted, but storm drains would be installed; in north Fairfield, the roadway would be widened to the west under Alternative B; FHWA is the decision-maker, but relies on NDDOT and Billings County.
 - ◆ ND200/US Highway 85 Intersection: Roundabout speed would be 25 miles per hour (mph); there would be a truck apron in the center; snow removal would be conducted; roundabouts are becoming more accepted and more are being constructed in North Dakota.
 - ◆ Badlands: There would be wildlife fencing (7 miles), wildlife guards, and jump-outs installed throughout the Badlands; existing benching south of the river requires ongoing maintenance; there is room in the Badlands to add two more lanes and retaining walls may be needed; geotechnical studies have been completed to address potential landslide issues; roadway would remain within the existing ROW through the TRNP—North Unit and USFS Roadless Areas; additional ROW would be required from private landowners and the USFS in non-Roadless Areas; NDDOT has minimized the footprint and incorporated flexible design options, while meeting the purpose and need; roadway is designed to accommodate current and future traffic volumes; current alternatives and options meet the criteria for a range of reasonable alternatives; the Draft EIS will identify the Preferred Alternative, but the Selected Alternative would be disclosed in the Final EIS/Record of Decision.

For questions that were asked, the project team provided answers as follows:

² No written comments were received at stakeholder group meeting #2. The verbal comments received during stakeholder group meeting #2 were not assigned themes.

- ◆ Long X Bridge: Option LX-1 is considered, because the existing bridge is *Eligible* for the National Register of Historic Places and is in decent shape; Option LX-1 would not have an adverse effect on the historic integrity; due to concern with potential pedestrian/wildlife conflicts, using the bridge for a trail or plaza under Option LX-2 was eliminated—McKenzie County does not want the bridge if it can't be used for recreation; under Option LX-2, the bridge would remain as an example of a Warren through truss bridge with the portals/ends gated—ongoing maintenance would be required; FHWA is the decision-maker; Option LX-3 would have an adverse effect, and the NDDOT would pursue mitigation with the State Historic Preservation Office; the bridge portion of the project would tie into the truck climbing lanes on the north and go through the curve to the south (1.8 miles total), which is included in the bridge cost estimates; new bridge would be constructed during the first season, and work on the existing bridge (e.g., demolition or rehabilitation) would be conducted during the second season.

3.2. Agency Comments

As of the date of this Draft EIS Public and Agency Involvement Report, a total of 11 agency members have provided comments. The following subsections discuss the written, verbal, and most common agency comments received and major themes of the agency comments received.

3.2.1. Written Comments

Five agencies provided 49 written comments. All of the written comments received and responses to the comments are summarized in **Table D.1. Summary of Written Agency Comments and Responses** in **Appendix D**. Each comment in **Table D.1** is assigned a unique comment number. The comment number corresponds to, and is indicated in, the actual comment received. A copy of the actual comments received is provided after **Table D.1**.

3.2.2. Verbal Comments

Five agencies provided 11 verbal comments during the lead, cooperating, and participating agencies meeting. All of the verbal comments received and responses to the comments

are summarized in **Table E.1. Summary of Agency Transcript Comments and Responses from the Lead, Cooperating, and Participating Agencies Meeting** in **Appendix E**. Each comment in **Table E.1** is assigned a unique comment number. The comment number corresponds to, and is indicated in, the agency meeting transcripts. A copy of the transcripts is provided after **Table E.1**.

3.2.3. Comment Themes

A total of 60 comments (written and verbal) were received from agency members. All of the individual comments received were assigned one or more themes based on the comment's context and the topic discussed. The following is a list of the themes assigned to the comments and the total number of times each theme was assigned:

- ◆ Water Resources: 34
- ◆ Wildlife Crossing and Accommodation: 9
- ◆ Agency Coordination: 5
- ◆ General Project Question/Statement: 3
- ◆ Roadway Alternatives (Entire Corridor): 3
- ◆ Section 4(f): 3
- ◆ Cultural Resources: 2
- ◆ Long X Bridge Options: 2
- ◆ ROW: 2
- ◆ Construction and Maintenance: 1
- ◆ Sensitive Species: 1
- ◆ Safety: 1
- ◆ TRNP/Public Lands: 1

3.2.4. Common Comments

The most common theme for agency comments received for the project pertained to water resources. These comments focused primarily on project related impacts to wetlands and the Little Missouri River. Questions were asked regarding the scope and nature of anticipated impacts on these resources, as well as several comments pertaining to permitting and the potential permits that may be required from various state and federal regulatory agencies. Wildlife crossings were also mentioned by several agency commenters. Most of these comments were questions as to the specifics of the proposed crossings, as well as questions as to how the long-term maintenance and monitoring of the structures and associated fencing would work.

3.3. Public Comments

As of the date of this Draft EIS Public and Agency Involvement Report, a total of 75 members of the public³ have provided a total of 378 comments. The following subsections discuss the written, verbal, and most common public comments received and major themes of the public comments received.

3.3.1. Written Comments

A total of 57 members of the public provided 282 written comments via the public hearing comment form, email, and letter. All of the written comments received and responses to the comments are summarized in **Table F.1. Summary of Written Public Comments and Responses from the Public Hearings and 45-day Comment Period** in **Appendix F**. Each comment in **Table F.1** is assigned a unique comment number. The comment number corresponds to, and is indicated in, the actual comment received. A copy of the actual comments received is provided after **Table F.1**.

3.3.2. Verbal Comments

A total of 25 members of the public provided 96 verbal comments during the public hearings. These verbal comments received during the public hearings and responses to the comments are summarized in **Table G.1. Summary of Public Transcript Comments and Responses from the Public Hearings** in **Appendix G**. Each comment in **Table G.1** is assigned a unique comment number. The comment number corresponds to, and is indicated in, the public hearing transcripts. Copies of the transcripts are provided after **Table G.1**.

3.3.3. Comment Themes

During the public hearings and 45-day comment period, the public provided a total of 75 commenters provided 378 comments (written and verbal). All of these individual public comments were assigned one or more themes based on the comment's context and topic discussed. The following is a list of the themes assigned to the comments and the total number of times each theme was assigned:

- ◆ General Project Question/Statement: 80
- ◆ Safety: 57
- ◆ Roadway Alternatives (Badlands): 47
- ◆ Economy: 39

- ◆ TRNP/Public Lands: 35
- ◆ Traffic Volume/Operations: 32
- ◆ Roadway Alternatives (Entire Corridor): 27
- ◆ Noise: 24
- ◆ Timeframe and cost: 21
- ◆ Long X Bridge Options: 20
- ◆ Regional Transportation Network: 18
- ◆ Trail: 18
- ◆ Wildlife Crossing and Accommodation: 15
- ◆ Recreation/Tourism: 14
- ◆ Construction and Maintenance: 8
- ◆ Lighting: 8
- ◆ US Highway 85/ND-200 Intersection Options: 8
- ◆ Geological Resources: 6
- ◆ ROW: 6
- ◆ Section 4(f): 6
- ◆ Vegetation: 6
- ◆ Preferred Alternative: 5
- ◆ Property Access: 5
- ◆ Public Involvement: 5
- ◆ Visual Resources: 5
- ◆ Agricultural Resources: 3
- ◆ Cumulative Impacts: 3
- ◆ Purpose and Need: 3
- ◆ Cultural Resources: 2
- ◆ Load Limits: 2
- ◆ Utilities: 2
- ◆ Agency Coordination: 1
- ◆ Air Quality: 1
- ◆ Alternatives Methodology: 1
- ◆ Wildlife Resources: 1

3.3.4. Common Comments

The most common theme assigned to the public comments received for the project was general project question/statement. Many of these comments were a general statement of support or opposition to the overall project as well as number of general comments or statements that were not specific to a particular resource or project element. The

3 Some of the members of the public provided both written and verbal comments, and therefore, are only counted one time in the overall total number of public commenters.

second most common theme assigned to the public comments was safety. Several members of the public identified safety issues on the existing roadway and cited improved safety as the driving need for the project. Commenters stated that there have been numerous accidents on the existing roadway and bridge resulting in injuries and fatalities. Members of the public that were in favor of the project stated that widening the existing roadway to four lanes would improve safety and reduce the number of accidents and associated injuries and fatalities, while others felt that a smaller roadway (e.g., Super 2 highway) with speed control would be more effective in reducing safety risks than widening the existing roadway to four lanes. Members of the public also suggested additional safety measures including turn lanes at select locations, improved signing, and reduced speed limits.

Another common comment received from the public during the public hearings and 45-day comment period regarded

the roadway expansion alternative for the Badlands (i.e., divided, four-lane section with a flush median). Several members of the public expressed concern with the wilderness experience in the Badlands and TRNP (e.g., solitude, serenity, quietness, landscape) being diminished by the alternative. The commenters expressed opposition to the alternative, stating that the wildlife and recreation/tourism opportunities would be adversely impacted from traffic lights and noise, increased air pollution, and visual intrusions. A few members of the public stated that the current range of reasonable alternatives for roadway expansion through the Badlands was lacking, and that other alternatives (e.g., bypass around the TRNP, smaller roadway expansion) should be assessed. Some members of the public were in favor of the roadway expansion alternative for the Badlands, stating that it would decrease safety risks for the traveling public and address truck traffic, while others expressed a desire to see the Badlands roadway design expanded to a divided four-lane highway with a depressed center median.

*Appendix A.
Stakeholder Group
Meeting #2 Materials*

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

A.1. Postcard

You are invited to attend

U.S. HIGHWAY 85

Stakeholder Meeting #2

When?
Monday, October 30, 2017
5:00 p.m. MT

Where?
Billings County
Rural Fire Hall
12811 20th St SW
Fairfield, ND 58627

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046 • Stark, Billings and McKenzie Counties, North Dakota

Little Missouri Scenic River

KLJ 4585 Coleman Street
PO Box 1157
Bismarck, ND 58503

PRSRT STD
US POSTAGE
PAID
PERMIT #419
BISMARCK, ND
58501

The purpose of this meeting is to provide an update on the US Highway 85 project and obtain feedback on the project from the Stakeholder Group prior to publishing the Draft EIS.

<<LO Name>>
<<Entity>>
<<Address>>
<<City>>, <<State>> <<Zip>>

U.S. HIGHWAY 85

A.2. Sign-In Sheets

Sign In U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046 • Stark, Billings and McKenzie Counties, North Dakota
 Monday, October 30, 2017 • 5:00 PM (MT) (6:00 CT) • Billings County Rural Fire Hall, Watford, North Dakota

Stakeholder Group Meeting
 Working Session #2

Name	Title/Company	Street Address	City/State	Zip	Email	Phone
Quita Fernal		13063 137th NW	Yarfield, ND	58627		701-875-4784
Jessica Kessel		12860 24th St SW	Bellevue, ND	58622		701-575-4715
Stephanie Klym		1862 181st One SW	Bellevue, ND	58622		701-575-8645
Robert Klym		1862 131st Ave SW	Bellevue, ND	58622		701-575-8115
Arthur Kessel		12860 24th St SW	Bellevue, ND	58622		701-575-4715
Philip Havarik		2800 Hwy 85 N	Bellevue, ND	58622		701-575-8580
Linda Weiss		3476 Hwy 85 N	Bellevue, ND	58622		701-575-4234
Dale Patten		12941 32nd St NW ND	Watford City	58835	dalepatten27@gmail.com	701-570-4908
Gina Veeder	McKenzie County Commission	1914 10th Ave NW	Watford City	58854	gveeder@co.mckenzie.nd.us	701-570-3392
Denton Zubke	District 39 Representative	1891 Spring Creek Rd	Watford City	58854	dbzubke@gmail.com	701-570-4013
Dale Bawender	Landowner	12836 19th St SW	Bellevue, ND	58627		701-575-4789

PLEASE PRINT. Sign-in sheets will be made part of the EIS public record.

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

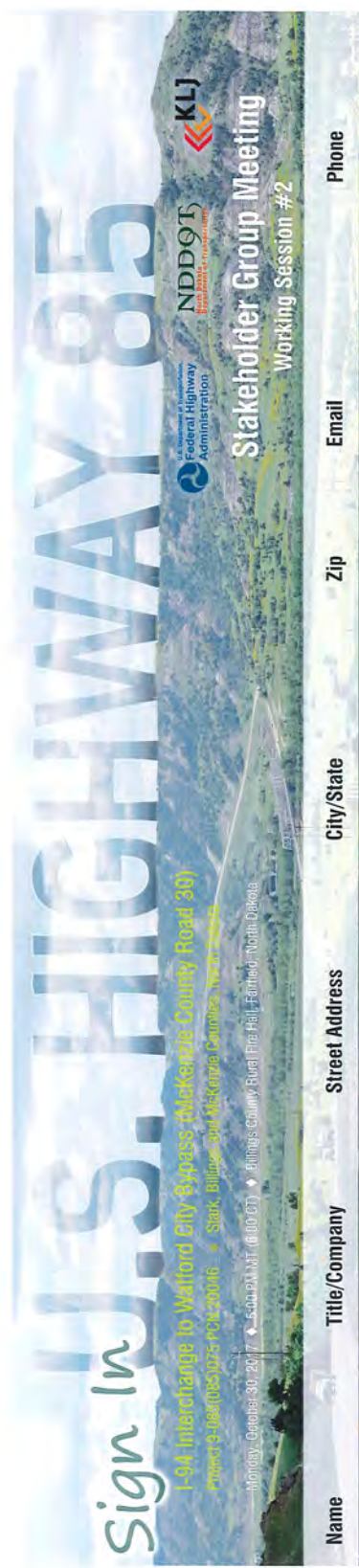


Stakeholder Group Meeting Working Session #2

Name	Title/Company	Street Address	City/State	Zip	Email	Phone
Jon Turnbow	KLJ	4585 Coleman St	Bismarck ND	58503	jon.turnbow@kljgroup.com	701-355-8464
Nath Linneman	NDDOT		Bismarck ND		nlinneman@nd.gov	701-328-6904
CAC K. Gevin	Thompson Associates, Inc	1460 21 st St SW	Bismarck ND	58503	ca.gevin@thompsoninc.com	701-523-6171
Maide Kannon	Billings Co	2984 122 nd Ave SW	Bismarck ND	58503	MA	701-677-5589
Carol L. Sertow	NPS - THRO	315 2nd Ave	Fargo ND	58105	Carol.Sertow@nps.gov	701-623-4730
Wendy Hart Ross	NPS - THRO	315 2nd Ave	Medora, ND	58545	wendy_ross@nps.gov	701-223-4166
Jan Swenson	Probert Conservation Alliance	801 N 10 St	Bismarck, ND	58501	bsj@probertconservation.org	701-255-4755
Mike McEnroe	ND Wildlife Federation	7455 Brook Loop	Bismarck, ND	58503	mcmcnroe@ndwf.org	701-224-8335
Nick Pedelick	Alroy Logistics	Alroy 7974 Bph.1	Boise ID	83704		
Devin Malkowski	McKowski Ranch	1608 188th Ave SW	Fairfield, ND	58627	devinmalkowski@gmail.com	701-682-9932
Alan Kannon	McKowski Trucking	2601 Hwy 85	Bismarck, ND	58503	Alan.Kannon@Yahoo.com	701-525-4012
Christy Baranbo	Billings Co	12836 198 th SW	Fairfield ND	58627		701-525-4849
Phyllis Baranbo	Billings Co	12836 198 th SW	Fairfield, ND	58627		

PLEASE PRINT sign-in sheets will be made part of the EIS public record

U.S. HIGHWAY 85



Name	Title/Company	Street Address	City/State	Zip	Email	Phone
Jason Jolky	USFS	99 23rd	Dickinson, ND	58601	j.jolky@fr.fed.us	701-227-7821
Shannon Boehm	USFS	" "	" "	" "	sboehm@fr.fed.us	701-227-7800
Steve Volesky	USFS	99 23rd Ave. W.	Dickinson	58601	svolesky@fr.fed.us	701-227-7855
Lori Kollar	Resident of Fairfield	1990 Hwy 85 SW	Fairfield, ND	58627	kollarlori@yahoo.com	320-496-0829
Nate Kollar	Resident of Fairfield	1990 Hwy 85 SW	Fairfield, ND	58627		320-515-1871
Stacy Wilz	NDDOT	Bismarck	Central office		Swilz@nd.gov	701-328-4430
Cory Lawson	NDDOT	Bismarck			colawson@nd.gov	701-328-4848
Rob RAYMON	NDDOT	1700 3rd AVE N	DICKINSON, ND	58601	RRAYMON@nd.gov	701-227-6544
Jeani Borckent	U N	608 E Boulevard Ave	Bismarck ND	58505	jborckent@nd.gov	701-328-4378
Dennis O'Brien	Resident of Fairfield	1995 Hwy 85 SW	Beggs, ND	58622		701-575-4632

PLEASE PRINT sign-in sheets will be made part of the EIS public record

A.3. Agenda



AGENDA Stakeholder Group Meeting #2 9-085(085)075, PCN 20046

US Highway 85
I-94 to Watford City Bypass (McKenzie County Road 30)
10/30/17
5:00 pm Mountain Time

This meeting will be held at the Billings County Fire Hall in Fairfield, ND.

- I. INTRODUCTIONS**
- II. OBJECTIVES OF MEETING**
 - A. Recap of Stakeholder Group purpose & goals
 - B. Review the status of the project
 - C. Review the project corridor
 - D. Discuss issues of concern
- III. RECAP OF STAKEHOLDER GROUP**
 - A. Purpose & Goals
- IV. PROJECT STATUS & UPDATES**
 - A. Alternatives & Options
 - 1. Fairfield Options
 - 2. ND-200/US Highway 85 Intersection Options
 - 3. Badlands
 - 4. Wildlife Crossings
 - 5. Long X Bridge Options
 - 6. Trail
 - B. Construction Methods
 - C. Cost Estimates



	Alternative B Four-Lane Divided, Depressed Median*	Alternative C Four-Lane Divided, Flush Median*
Cost without Options	\$419,000,000	\$388,000,000
FAIRFIELD OPTIONS		
FF-1: Existing Alignment– Urban	\$12,000,000	
FF-2: West Bypass	\$16,000,000	\$15,000,000
FF-3: East Bypass 1	\$16,000,000	\$15,000,000
FF-4: East Bypass 2	\$17,000,000	\$15,000,000
ND-200/US HIGHWAY 85 INTERSECTION OPTIONS		
INT-1: Standard Intersection	\$3,000,000	\$3,000,000
INT-2: Multi-lane Roundabout	\$4,000,000	\$4,000,000
LONG X BRIDGE OPTIONS		
LX-1: New Two-Lane Bridge, Rehabilitate Existing Long X Bridge	\$37,000,000	
LX-2: New Four-Lane Bridge, Retain Existing Long X Bridge for Alternate Use	\$48,000,000	
LX-3: New Four-Lane Bridge, Remove Existing Long X Bridge	\$43,000,000	
ADDITIONAL OPTIONS		
Trail	\$2,000,000	
Wildlife Crossing System	\$10,000,000	
<small>Note: *All costs include 10 percent contingency, 6 percent design engineering, 10 percent construction engineering, utility relocation, and ROW costs.</small>		

V. ISSUES OF CONCERN

- A. Identify additional issues of concern
- B. Identify potential solutions and/or action items

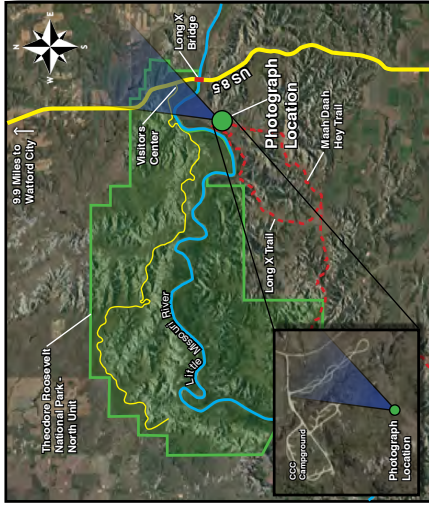
VI. NEXT STEPS

- A. Draft EIS/Notice of Availability - Winter 2017/2018
- B. Public Hearings - Winter 2017/2018
- C. Final EIS/Record of Decision - Spring 2018

VII. ACTION ITEMS

VIII. ADJOURN

A.4. Simulations



Photograph Location: Viewpoint is approximately 1.75 miles from US 85.

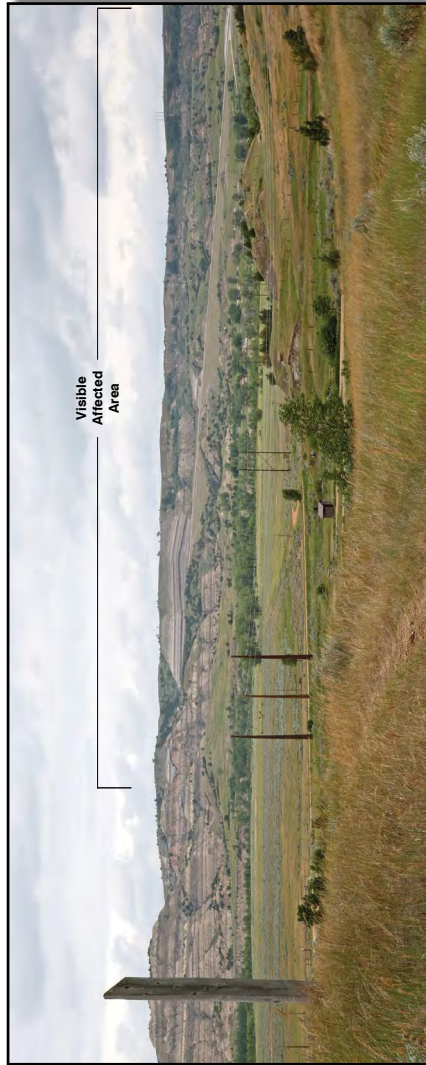


Proposed: Four-lane 12-foot-wide

Maah Daah Hey Trail
 September 2017

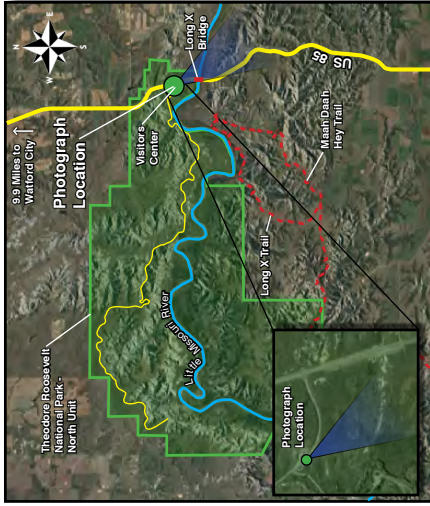


Existing Condition – View northeast from Maah Daah Hey Trail towards CCC Campground.



Simulation – Proposed is visible.

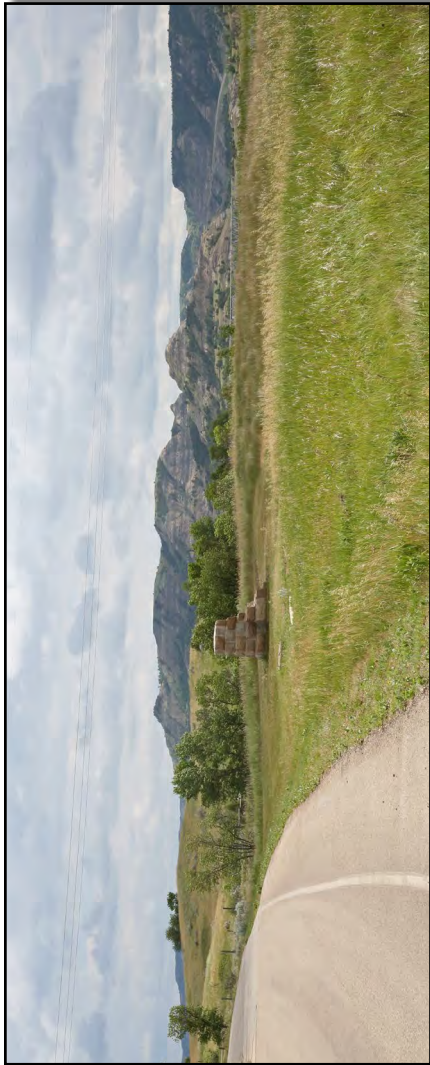
Site Conditions: Overcast - Moderately Hazy
 Photo Date and Time: 6-14-17, 3:43 p.m., Focal Length: 50mm
 When printed on 11x17 inch paper, this simulation is meant to be viewed at a distance of 15 inches.
 3D models in this simulation were prepared based on preliminary engineering and may change based on final engineering and design.



Photograph Location: Viewpoint is approximately 0.7 miles from Long X Bridge.



Proposed: Four-lane 12-foot-wide



Existing Condition – View southeast from Temporary Administrative Center within Theodore Roosevelt National Park - North Unit.

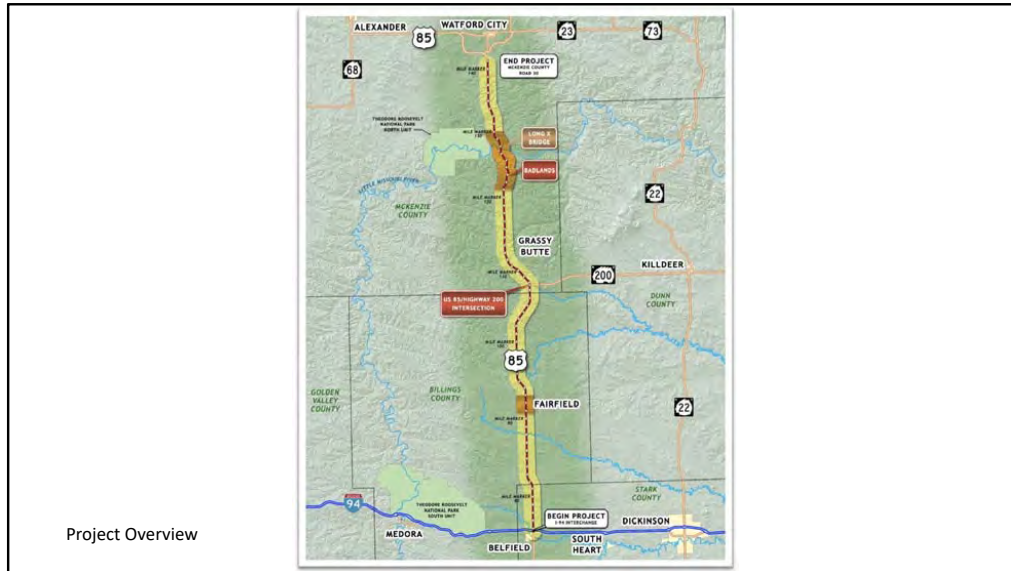


Simulation – Proposed is visible.

Site Conditions: Overcast - Moderately Hazy
 Photo Date and Time: 6-14-17, 2:08 p.m. Focal Length: 50mm
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 3D models in this simulation were prepared based on preliminary engineering and may change based on final engineering and design.

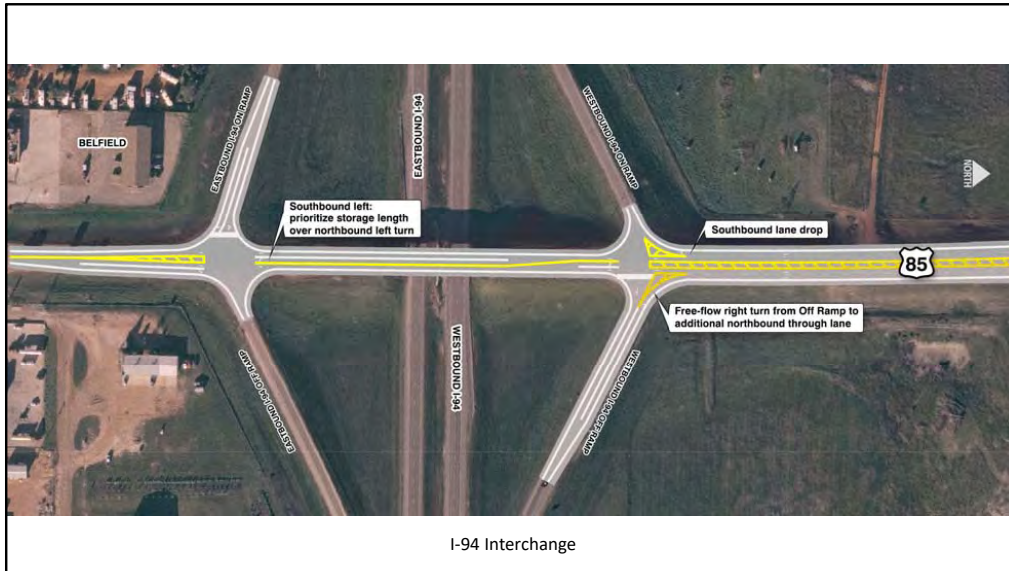
Theodore Roosevelt National Park - North Unit - Temporary Administrative Center
 September 2017

A.5. Story Map



The project begins at the I-94 interchange and extends north 62 miles to the Watford City Bypass. A No Action Alternative and two build alternatives that would widen US Highway 85 to four lanes are under consideration: Alt B (divided, depressed median) and Alt C (divided, flush median). In addition, there are options under consideration for Fairfield, the ND-200/US Highway 85 intersection, and the Long X Bridge.

Story Map Contents
Stakeholder Group Meeting #2
October 2017



The build alternatives begin at the northern end of the I-94 interchange. To tie the project into the two-lane typical section south of the I-94 interchange, restriping of the interchange would be required.

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota



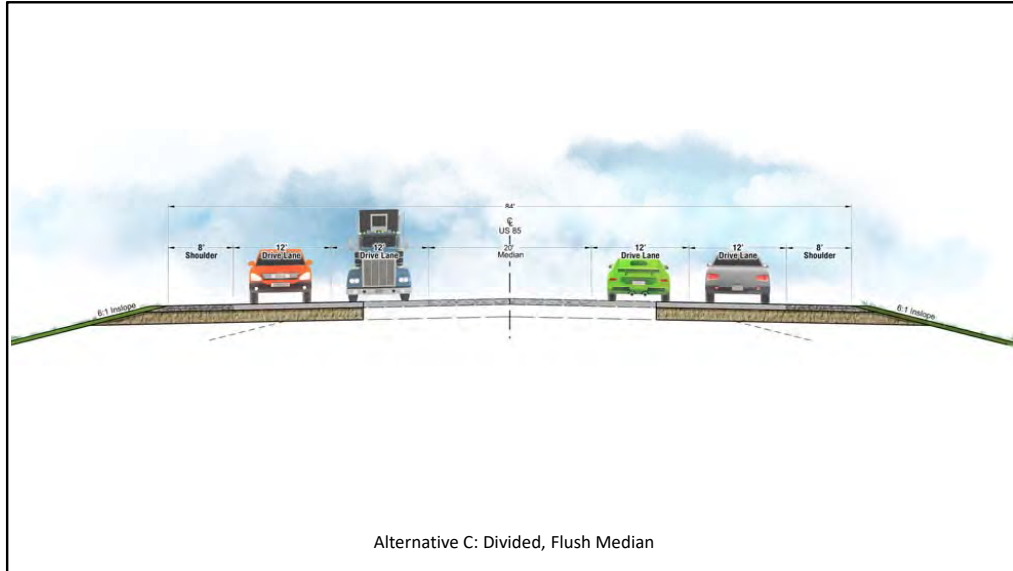
Story Map Contents
Stakeholder Group Meeting #2
October 2017



Story Map Contents
Stakeholder Group Meeting #2
October 2017

U.S. HIGHWAY 85

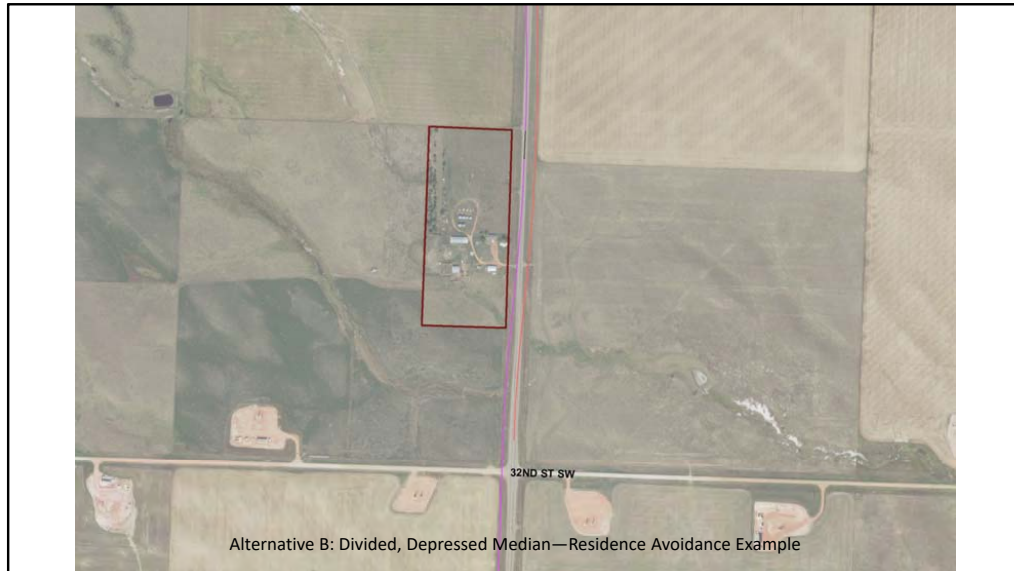
I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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Stark, Billings and McKenzie Counties, North Dakota



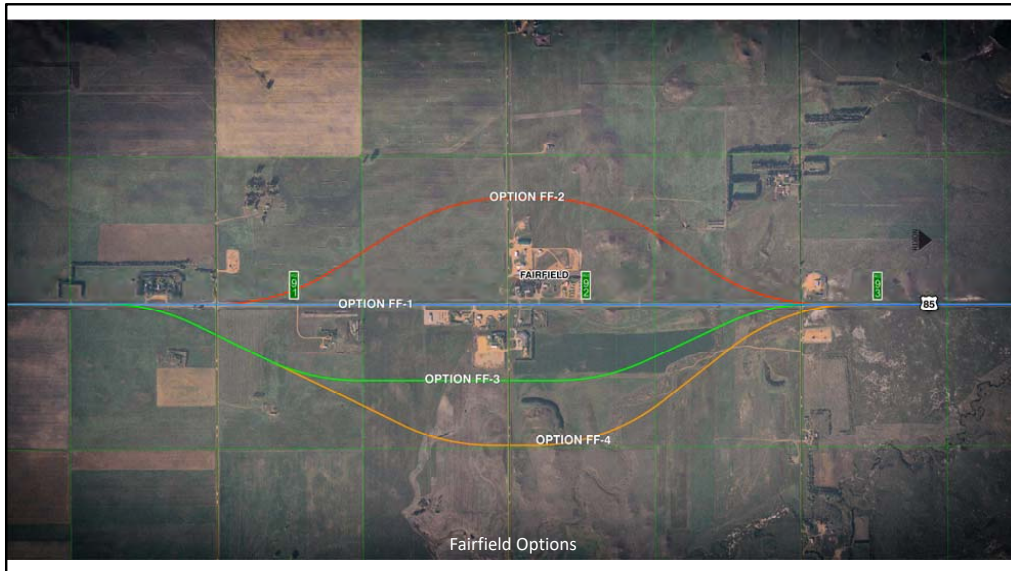
Story Map Contents
Stakeholder Group Meeting #2
October 2017



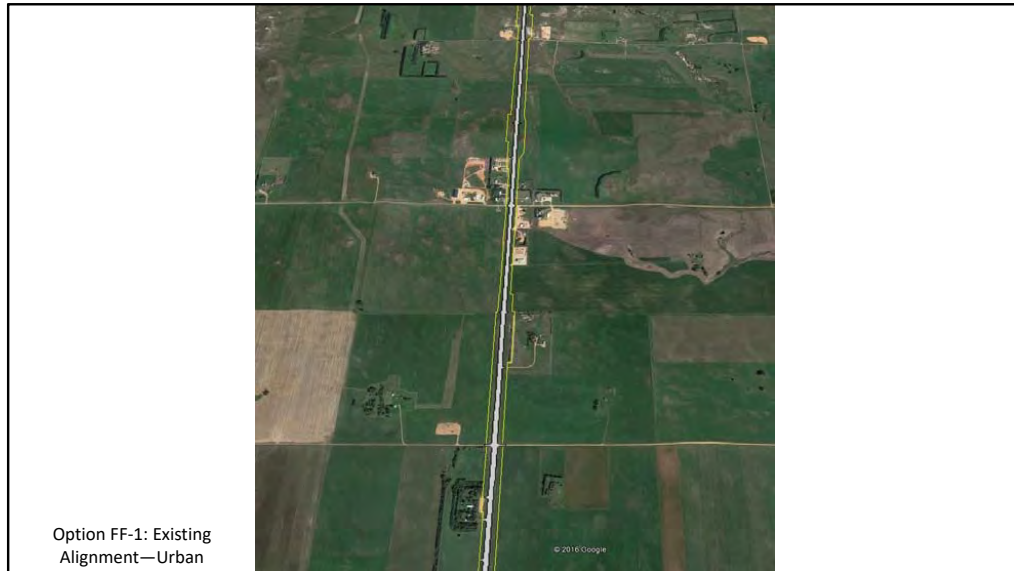
Rumble strips would be installed within non-turning lane segments of the flush, center median to discourage drivers from using the center median as a passing lane.



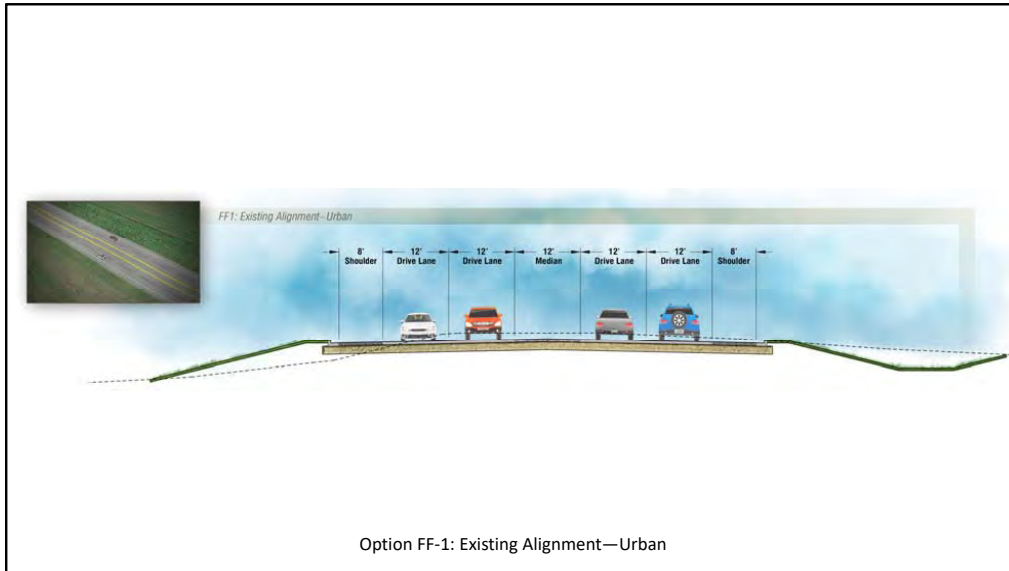
For Alt B, a roadway constraints assessment was completed to determine which side of the existing roadway would be the most optimal for expansion. The goal was to avoid impacts on existing resources (e.g., homes, buildings, large utilities, cultural resources) while minimizing the number of crossovers.



Option FF-1 would stay on the alignment through Fairfield with an urban typical section, and Options FF2, FF-3, and FF-4 would bypass US Hwy 85 around Fairfield on a newly constructed alignment using the typical section of the selected alternative.



Option FF-1 would construct an urbanized, four-lane section through Fairfield.



Option FF-1 would include curb and gutter along the outside edge of the shoulder, and storm sewer would be installed to handle drainage.



Option FF-2 would construct a 2-mile bypass around the community of Fairfield, approx. 0.4 miles west of the existing alignment.



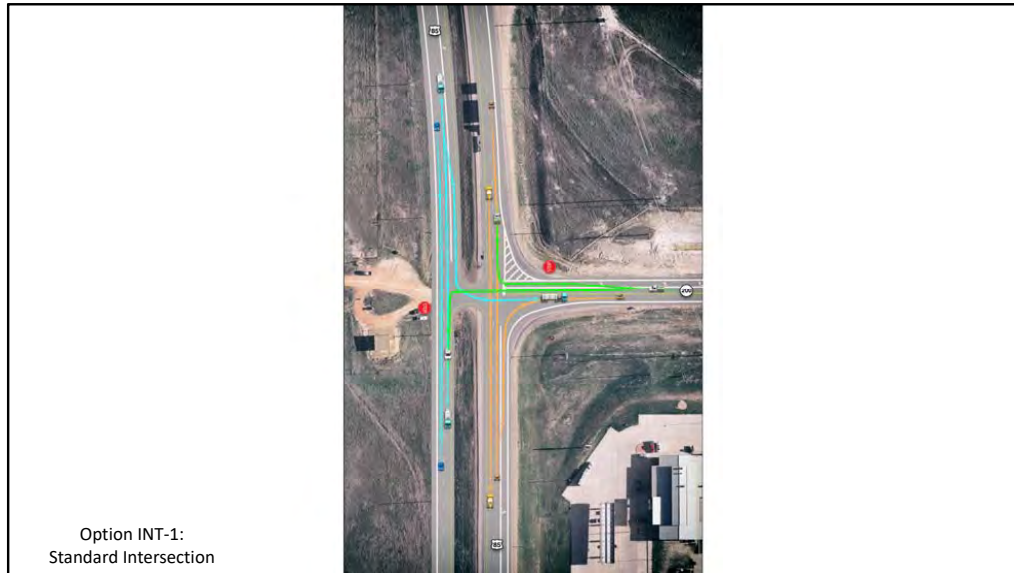
Option FF-3 would construct a 2.4-mile bypass around the community of Fairfield, approx. 0.3 miles west of the existing alignment. The intersection of 21st street SW would be realigned. The main access point to Fairfield would be from 20th street SW.



Option FF-4 would construct a 2.7-mile bypass around the community of Fairfield, approx. 0.5 miles east of the existing alignment. The intersections of 19th street SW and 21st street SW would be realigned. The main access point to Fairfield would be from 20th street SW.



Option INT-1 would construct a standard intersection; Option INT-2 a multi-lane roundabout



Standard intersection, typical of a four-lane highway. The intersection would function as it does currently with stop signs along NS-200 and the gravel roadway on the western side of the intersection.

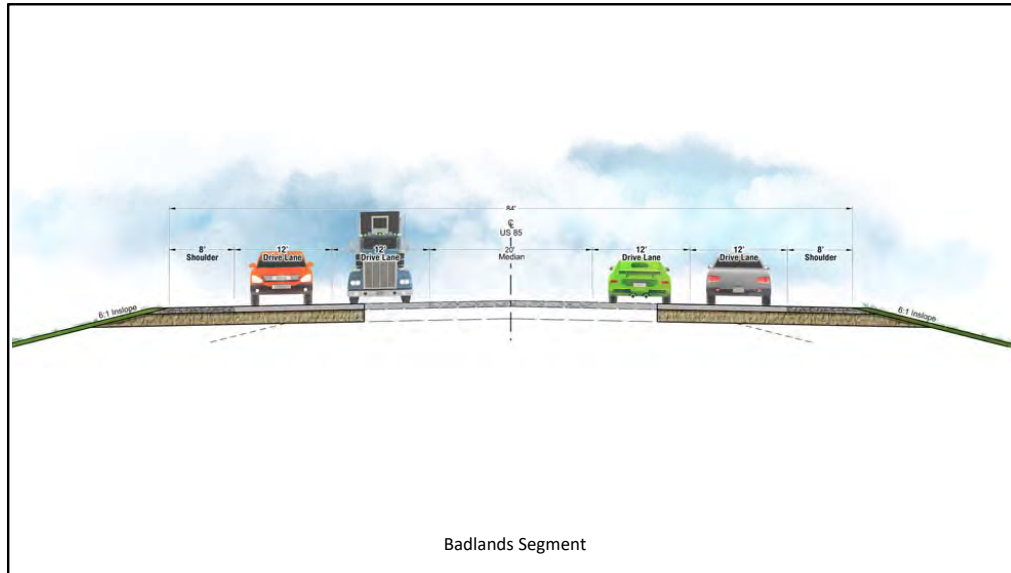


Reconstruct to multi-lane roundabout



Through the Badlands segment, the roadway footprint has been reduced to minimize environmental and socioeconomic impacts, and to minimize impacts on the TRNP–North Unit, while still addressing the project’s purpose and need. Flexible design options (e.g., retaining walls, speed limits, and varying median widths) have been incorporated.

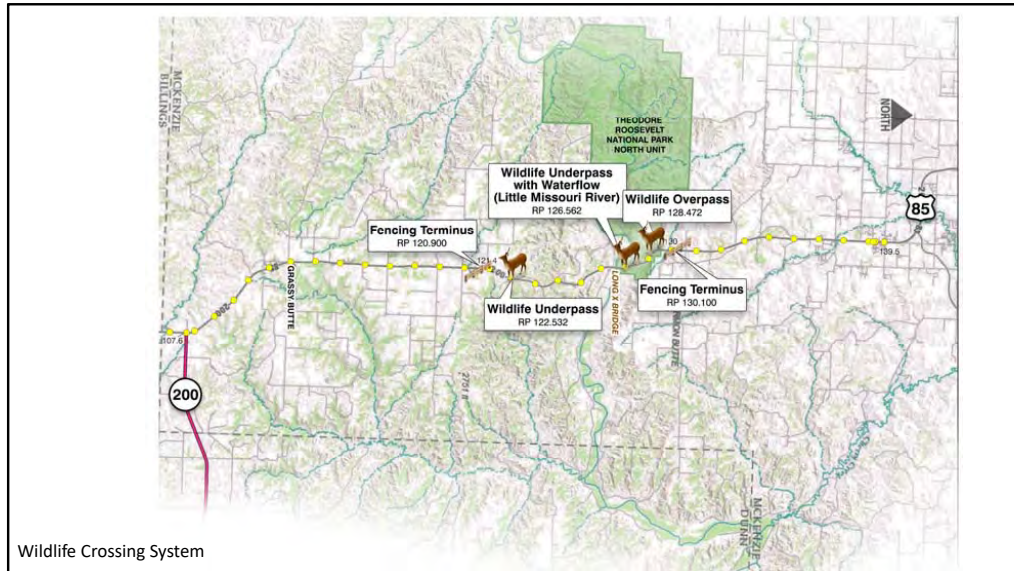
Story Map Contents
Stakeholder Group Meeting #2
October 2017



The typical section through much of the Badlands would be consistent with the divided, flush median under Alternative C. However, the center median width would be reduced to 12-feet near the entrance to the TRNP–North Unit.

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

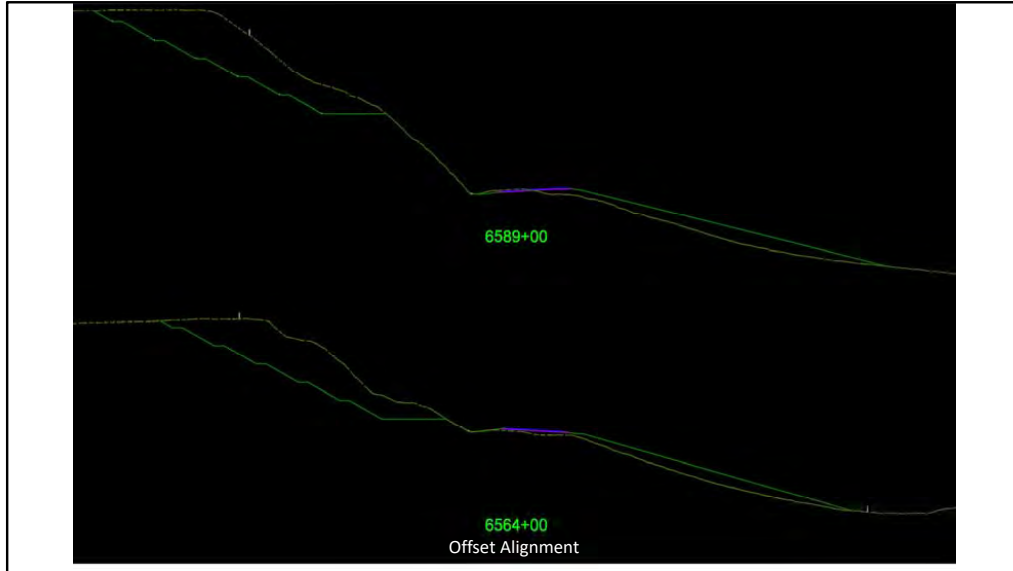


To address concerns associated with the loss of wildlife mobility and habitat connectivity, as well as safety and economic losses due to wildlife-vehicle collisions, a system of wildlife crossings with fencing have been incorporated to the project within the Badlands segment.

Story Map Contents
Stakeholder Group Meeting #2
October 2017



The wildlife underpass was designed for mule deer and would consist of a concrete box culvert with an opening 10 feet tall, 20 feet wide, and 136 feet long.



The horizontal alignment from RP 124.2 to 125.4 would be shifted 40 feet east to minimize the amount of earthwork required to stabilize the west backslope. The upper portion of the slope would be graded flatter to correct the landslide issues.



A viewshed analysis was conducted for the TRNP–North Unit and USFS lands within the Badlands segment. This simulation depicts the graded slope associated with the offset alignment, as viewed from the TRNP TEMPORARY VISITOR CENTER.



Option LX-1 would construct a new two-lane bridge and rehabilitate the existing bridge. Option LX-2 would construct a new four-lane bridge and retain the existing bridge for an alternate use. Option LX-3 would construct a new four-lane bridge and remove the existing bridge. All Long X Bridge options would retain openings under the bridge(s) to allow them to function as a wildlife underpass with waterflow.



Option LX-1 would rehabilitate the existing Long X Bridge to increase the vertical clearance and strengthen the bridge. A new two-lane bridge would be constructed east of the existing bridge that would be 42.5 feet wide by 950 feet long.



Option LX-1: New Two-lane Bridge, Rehabilitate Existing Bridge

Based on coordination with the NDSHPO, Option LX-1 would have No Adverse Effect on the existing historic Long X Bridge.



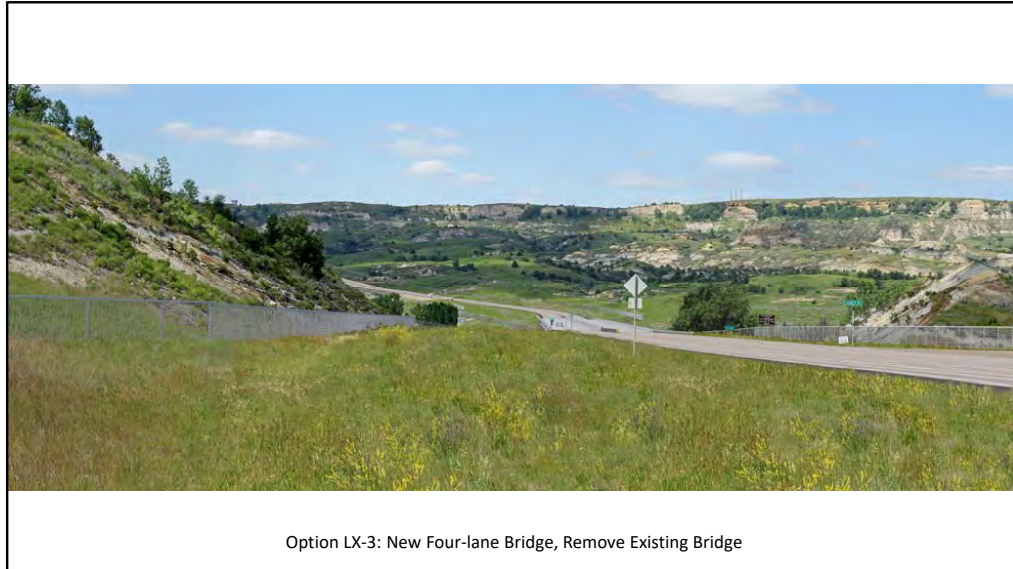
Option LX-2 would retain the existing Long X Bridge for an alternate use as an example of a Warren through truss bridge and construct a new four-lane bridge east of the existing bridge that would be 85 feet wide by 950 feet long.



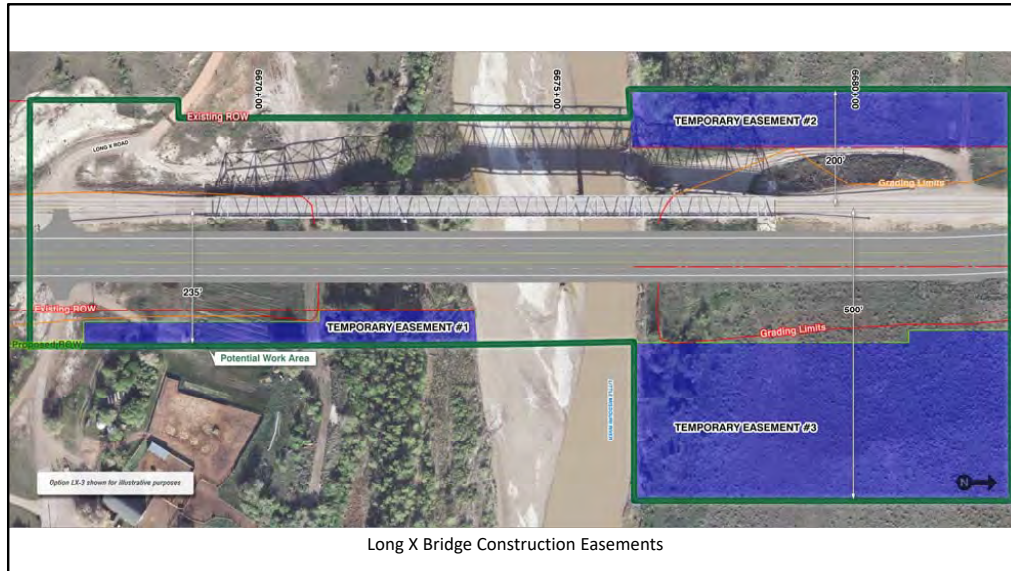
Based on coordination with the NDSHPO, Option LX-2 would have No Adverse Effect on the existing historic Long X Bridge.



Option LX-3 would demolish the existing Long X Bridge and construct a new four-lane bridge east of the existing bridge that would be 85 feet wide by 950 feet long.



Based on coordination with the NDSHPO, Option LX-3 would have an Adverse Effect on the existing historic Long X Bridge.



The contractor would have access to all land within the existing and proposed right of way during construction. In addition, temporary construction easements would be obtained for the project, including three potential areas for the Long X Bridge options.



Under the Long X Bridge options, two piers would be on the south bank, two in the river and one on the north bank. A typical pier consists of foundation piling, footing, and columns (or wall). Construction of piers and footings in the river would be accomplished using cofferdams or earthen ring dikes. A temporary causeway or bypass in the river would be used to facilitate access for construction.



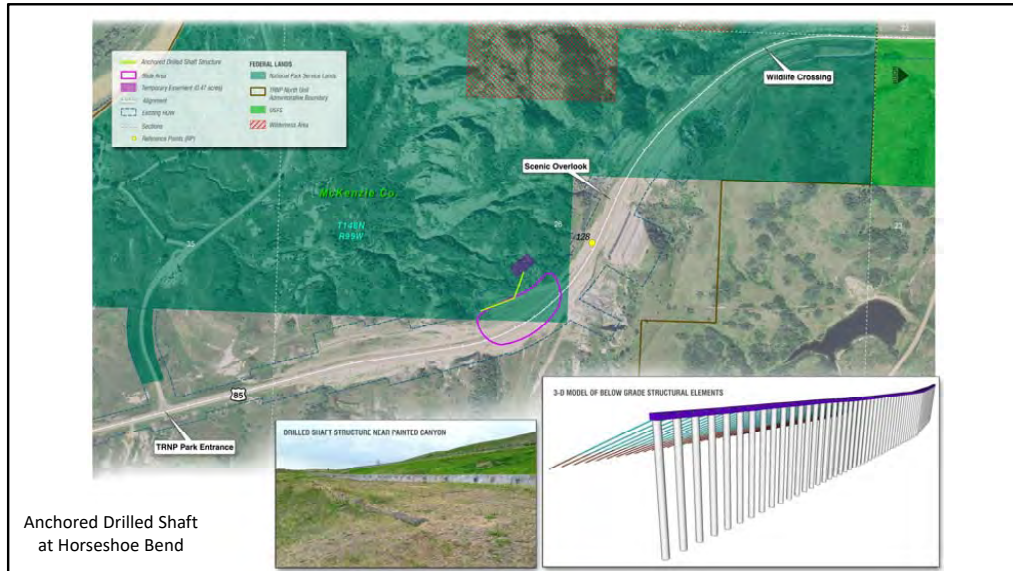
Several alignments were considered to reroute US Highway 85 away from the TRNP–North Unit that would result in greater impacts than utilizing the existing alignment. For example, this alignment would disturb an area up to 1,032 feet wide, lower the ridgeline up to 210 feet, require 8.2 million CY of earthwork, and generate 8.1 million CY of waste excavation.



One alignment considered to reroute US Hwy 85 away from the TRNP-North Unit would include relocating the Little Missouri River crossing. This alignment would disturb an area up to 1,020 feet wide, lower the ridgeline up to 82 feet, require 3.1 million CY of earthwork, and generate 2.1 million CY of waste excavation.



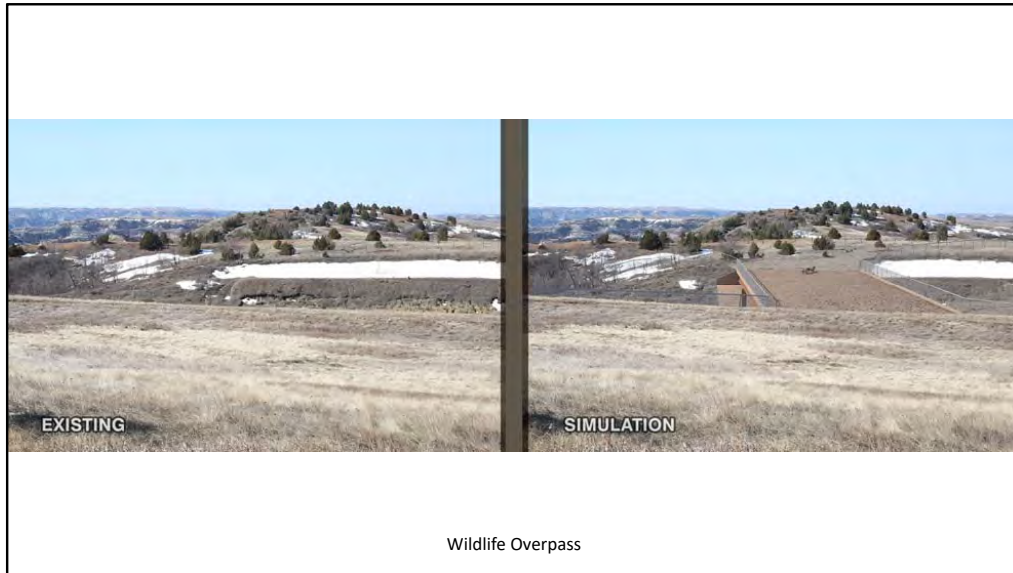
Near the entrance to the TRNP-North Unit, the center median width would be reduced to 12 feet through the northern end of the Badlands.



An anchored, drilled shaft structure would be constructed to mitigate landslides. The structure would be located within existing right of way; however, a temporary easement would be required for construction.



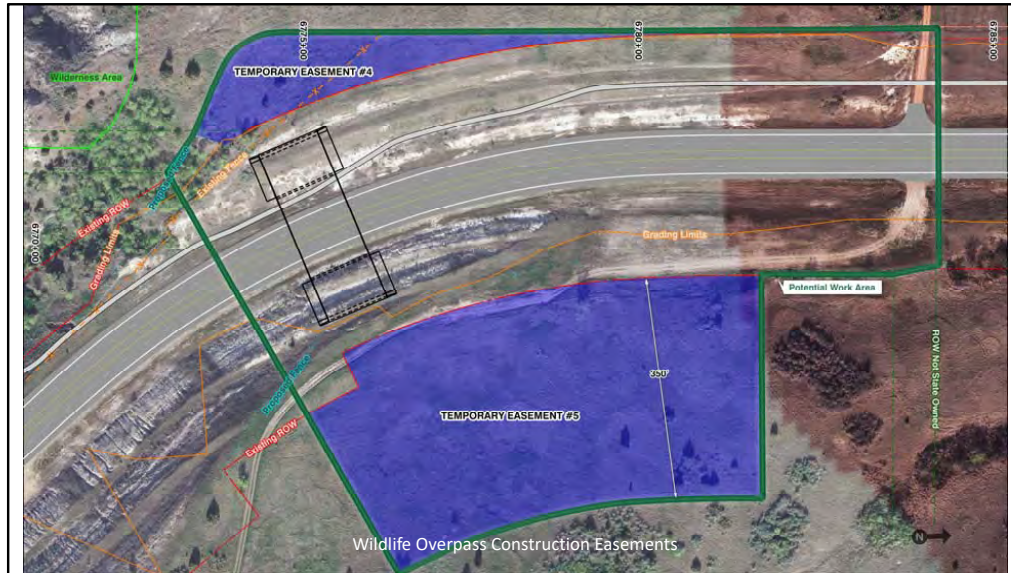
This viewshed analysis simulation depicts the extension of an existing cut section where stratified geological layers are visible, as viewed from the Maah Daah Hey trail.



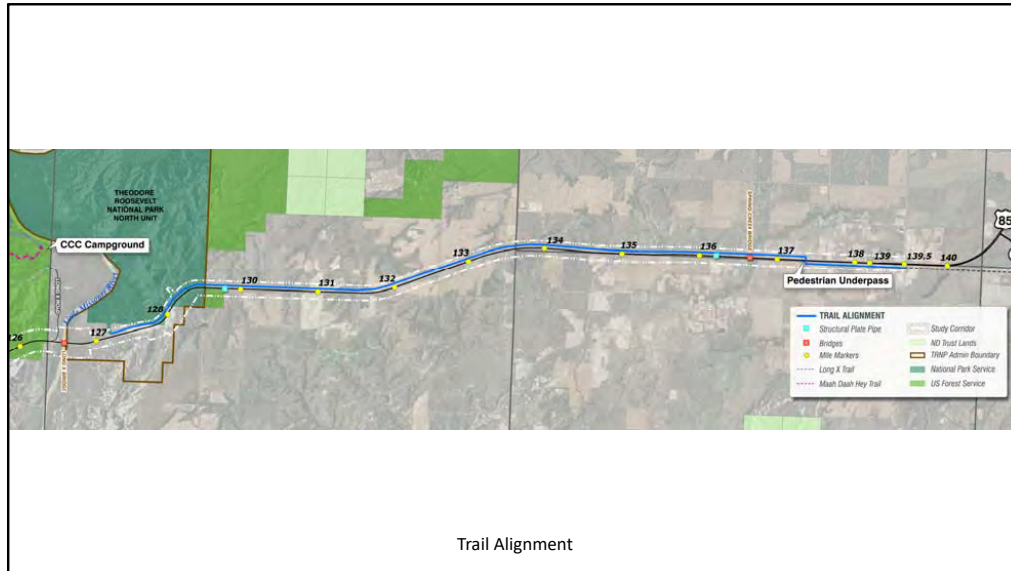
The wildlife overpass was designed for bighorn sheep and would consist of a three span, 100-foot-wide, 285-foot-long bridge covered in gravel over US Highway 85.



Overpass would provide 20.5 feet of vertical clearance for vehicular traffic.



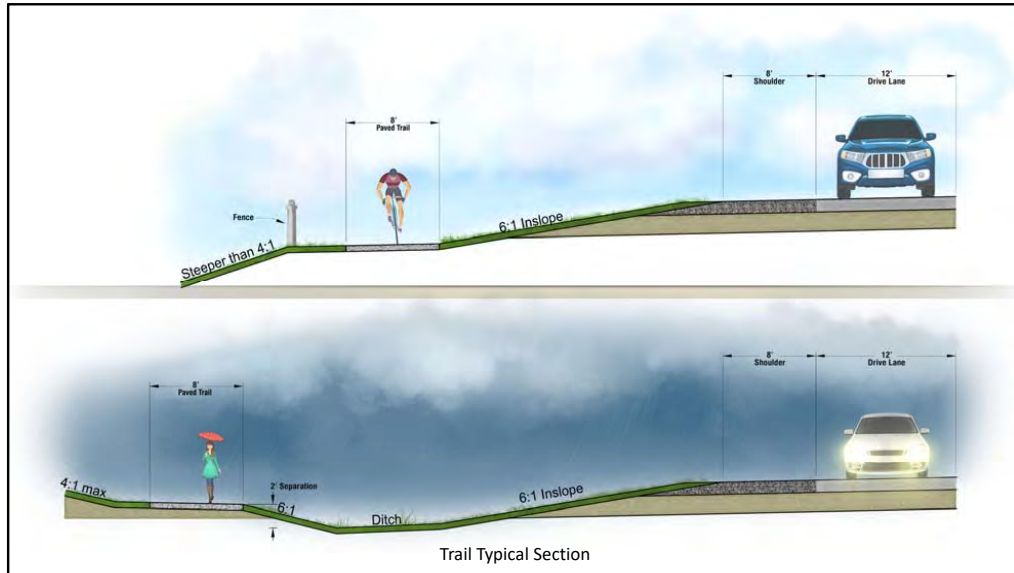
Temporary construction easements would include two potential areas for the wildlife overpass.



McKenzie County requested that a trail from Watford City to the TRNP–North Unit be included in the EIS. The trail would transition from the eastern to the western side of the highway at RP 137.3 via a 10-foot wide, 8-foot tall box culvert.

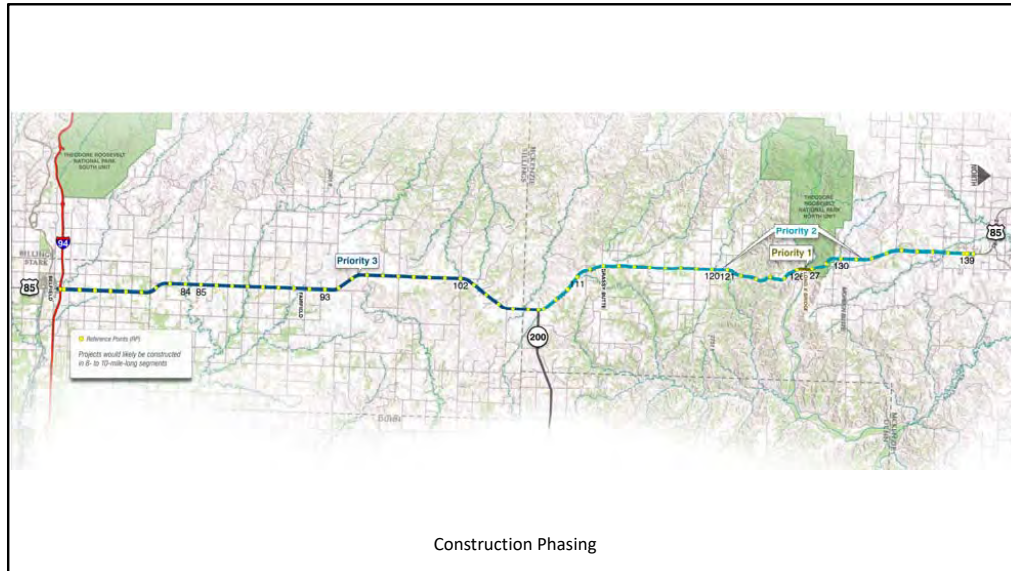
U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota



The trail would be an 8-foot wide, asphalt-paved trail for non-motorized use by bicyclists and pedestrians.

Story Map Contents
Stakeholder Group Meeting #2
October 2017



Construction phasing would depend upon how much funding is available and how it is programmed for construction. The first priority that is scheduled for construction is the Long X Bridge.

A.6. Meeting Minutes



MEETING MINUTES
Stakeholder Group Meeting
Working Session #2
9-085(085)075, PCN 20046

US Highway 85
I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
10/30/17
5:00 PM
Billings County Rural Fire Hall – Fairfield, ND

INTRODUCTIONS

- Introductions were made

OBJECTIVES OF MEETING

- A. Recap of Stakeholder Group purpose and goals
- B. Review the status of the project
- C. Review the project corridor
- D. Discuss issues of concern

RECAP OF STAKEHOLDER GROUP

- A. NDDOT and KLJ provided a recap of the purpose and goals of the Stakeholder Group and also provided a recap of the first Stakeholder Group meeting.

REVIEW OF PROJECT CORRIDOR

- A. General
 - Question: Is this project guaranteed to get built?
 - There is currently only funding available for the Long X Bridge segment of the project. There is not a guarantee that the entire project will get built.
- B. Roadway
 - Question: Would any work need to occur to the existing road for Alternative B?
 - The existing roadbed would be widened in order to accommodate wider shoulders in addition to an overlay.
 - Comment: Around Watford City, Alternative C is a disaster. People are still passing in the turn lane. If you are going to do it, do it right (in favor of Alternative B).
 - Follow-up comment: Between Watford City and Williston is better than it was. People are still passing in the turn lane, but it is much better.
 - Question: How would I get across the highway? I had trouble getting across two lanes, how am I going to get across four?
 - It would be more difficult under Alternative C with the paved median. Under Alternative B, there would be crossovers installed to maintain access. These areas provide a refuge when crossing the highway.
 - Question: What would happen to mailboxes?
 - Mail would be maintained during project construction, but the final placement of mailboxes would not be determined until final design.
 - Question: Has there been any considerations given to speed limits?



- Yes. NDDOT and KLJ provided an overview of speed limits throughout the project corridor.
- Question: Why does it slow down in the badlands and not in front of my house?
 1. There is the posted speed, the design speed, and the speed that people are actually going to drive. Those all need to line up. If you have a stretch of road that feels like it should be posted for 70 mph and we post it for 45 mph, people are not going to drive it. On a straight highway, it is difficult to design it to be driven slowly. The project will include construction of wider shoulders which should aid the North Dakota Highway Patrol in traffic law enforcement.
- Comment: You need to increase the price of speeding tickets in the state.
- Comment: The current lack of turn lanes creates a safety issue.
- Question: Why is ND 200 to Watford City Priority #2?
 - The segment north of ND 200 has higher traffic volumes than the segment south of ND 200.
- Question: If the funding were available, what would be the total construction timeline?
 - As a reference, 100 miles of US Highway 2 was built in 5 years. Watford City to Williston (minus the bridge) was constructed in 2 years.
- Question: Is it easier to cross a flat median or depressed?
 - Depends on the size of the vehicle. Small vehicles (i.e., car, SUV, pickup) could wait in the median with divided depressed. Larger vehicles pulling a trailer would likely be too long and would probably find it easier to cross a flush median.

C. Fairfield

- Billings County has identified Option FF-1 as their preferred alternative.
- Question: If a bypass is constructed, would a stoplight be installed?
 - Based on traffic operations, a stoplight would not be warranted, but those comments are ones that the county took into consideration with their selection.
- Question: If curb and gutter are installed under Option FF-1, would there be storm drains?
 - Yes, there would be storm drains installed.
- Question: What are you going to do at North Fairfield?
 - Under Alternative B, the roadway would be widened to the west.
- Question: In Fairfield, who makes the final selection?
 - FHWA is the ultimate decision maker, but they will rely on input from the County and NDDOT. A meeting was held in Fairfield to discuss the Fairfield options, and based on input provided during and after that meeting, there was no clear favorite option that rose to the top. All of the feedback obtained from this meeting was provided to Billings County to aid in their decision.

D. ND Highway 200

- Question: What would be the speed limit through the roundabout?
 - The roundabout would be designed for a 25 mph design speed.
- Question: Can a large truck get through the roundabout?
 - Yes, the overall diameter of the roundabout is large, in addition, there will be a truck apron in the center to accommodate the back wheels of long loads.
- Question: How would you keep snow out of the roundabout?
 - Snow removal from roundabouts is challenging, but doable.
- Question: Are there getting to be a lot of these roundabouts throughout the country?
 - There are getting to be more of them in North Dakota and they are becoming more accepted which helps as more users become familiar with their operation.

E. Badlands

- Question: How much fencing would there be associated with the wildlife crossings?
 - The entire badlands would be fenced, approximately 7 miles. Wildlife guards and jumpouts would also be installed.
- Question: Regarding the benching south of the river, would fixing this area be required



regardless of the roadway widening?

- It is a maintenance issue that will continue to be an issue, and yes, possibly.
- Question: How are you going to fit two additional lanes of traffic through this area?
 1. There is room in this area to add two more lanes. NDDOT has pushed past sluff material into this area that has built up over time. Some retaining wall may be needed.
 - a. Question: So when you were doing maintenance in the past you were preparing for this four lane?
 - i. No, that was just maintenance.
- Question: Is there concern that adding more lanes through the badlands will make other areas unstable?
 - Yes, we have been looking at that and doing extra geotechnical work during this phase to ensure that we are designing a stable roadway. This is our best feasible alternative.
- Discussion was had regarding the off-alignment alternatives that were analyzed to go around the park. Suggestion was made that there should be a raised roadbed to reduce the steepness of the roadway resulting in less climbing for trucks which would reduce noise.
- Comment: I don't see any compromise (as it pertains to the badlands) in what you have worked on over the past 2.5 years.
 - Additional discussion was had with regards to the badlands, in particular the area near TRNP-North Unit. Most stakeholders appeared to be in favor of the proposed badlands segment design, while a few were opposed. NDDOT stated that they believe they have done the best they can minimizing and using flexible design options while still meeting the purpose and need for the project. NDDOT also emphasized the point that the roadway is being designed to accommodate both current and future traffic volumes.
- Question (directed toward FHWA): Do the alternatives presented meet FHWA's criteria for range of reasonable alternatives?
 - FHWA response: Yes.
- Question: How long would the above ground portion of the anchored drilled shaft structure be?
 - In the order of 400-500 feet.
- Question: What would be the clearance for the wildlife overpass structure?
 - 20.5 feet. NDDOT provided an overview of how this number was determined.
- Question: Are the trail and wildlife crossing outside of the Long X Bridge phase?
 - Yes
- Question: Where are you remaining within the current ROW?
 - The roadway will remain within the existing ROW through the National Park and USFS Roadless Areas. Additional ROW would be required from private property and USFS parcels not identified as Roadless Areas.
- Question: When will alternative selections be made?
 - The Draft Environmental Impact Statement will identify the preferred alternative. Then alternatives and options for the entire project will be selected in the final Environmental Impact Statement, as part of the Record of Decision.
- Question: Have you considered having public meetings other places than along US Highway 85?
 - Yes, the thought is that we want to have public meetings along the corridor to reach out to those most directly impacted by the project. This includes public hearings in Belfield, Fairfield and Watford City. The environmental document will be available on the website and hard copies in certain locations. The website allows for anyone to comment on the document no matter their geographic location.
- Comment: I think you guys have done a very good job with this project and at looking at all of the issues. Also, I am in favor of the roundabout.

F. Long X Bridge



- Question: If you are going to spend the money to rehab this bridge, why not just spend a little more money and build a new one?
 - The bridge is historic and eligible for inclusion on the National Register of Historic Places. Therefore, the project team must look at rehab options. In addition, the bridge is in decent shape.
 - Question: How would rehabilitation affect the historic integrity?
 1. Based on coordination with SHPO, the proposed rehabilitation option (Option LX-1) would not have an adverse effect on the historic integrity.
- Question: Under Option LX-2, does the existing Long X Bridge need to be maintained?
 - There was originally discussion of using the bridge for a trail or plaza; however, NDGF has expressed concern that pedestrians on the bridge would adversely impact wildlife, so these alternate use options have been eliminated. The bridge would be there to serve as an example of a Warren through truss bridge. The portals/ends would be gated. It would need to be maintained so it does not fall into disrepair.
- Question: Under Option LX-3, can SHPO overrule the NDDOT and say that the bridge cannot be removed?
 - FHWA makes the final decision; however, Option LX-3 would be an adverse effect and NDDOT would need to pursue mitigation with SHPO.
- Comment: LX-3 is much cleaner and looks better.
- Comment: LX-2 would not really be an alternative use. It is just sitting there and costing taxpayer money to maintain.
 - Comment (from McKenzie County representative): McKenzie County has two bridges that have been retained. McKenzie County does not want this bridge if it cannot be used for public recreation.
- Question: How far back from the bridge would the bridge project go with the funding currently available?
 - That project would tie into the truck climbing lanes on the north, and go through the curve to the south: about 1.8 miles total. That work is included in the Long X Bridge cost estimates.
- Question: Would the bridge be a two-year project?
 - Yes, the new bridge would be constructed during the first season, and the second season would be for work on the existing Long X Bridge (either rehabilitation or demolition). That work would vary depending upon the selected bridge option.

*Appendix B. Lead,
Cooperating, and
Participating Agencies
Meeting Materials*

U.S. HIGHWAY 85

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

LEAD, COOPERATING, AND PARTICIPATING
 AGENCY MEETING

Monday, May 21, 2018
 1:00 p.m.

Name	Business/Organization	Street Address	City/State	Zip Code	E-mail
Mike Huffington	KLJ	724 E Beaton Dr.	West Fargo, ND	58078	mike.huffington@klj.org
Chad Zeman	NPS	315 2nd Ave	Madison, ND	58645	chad.zeman@nps.gov
Circ Pederson	NDHD		Bismarck, ND	58504	cpederson@nd.gov
Swade Hammond	USACE	3319 University Dr.	Bismarck, ND	58504	swade.hammond@usace.army.mil
Melissa Baker	NDPRD	100 Century Ave	Bismarck, ND	58503	melissabaker@nd.gov
Jessica Johnson	USFWS	3425 Mir. am Ave	Bismarck, ND	58501	jessica-johnson@fws.gov
Lana Meisinger	SMSND	612 E Blvd	Bis	58505	lmeisinger@nd.gov
Bruce Koepf	NRGFD	100N. Broadleyp	Bismarck, ND	58501	brucek@nd.gov
Lisa Seckler	SMSND	612 E Blvd	Bis	58505	lsec@nd.gov
Cory Lawson	NDOT	608 E Blvd	Bis	58505	clawson@nd.gov
Jared Huijbregtse	SWC/OSE	900 E Blvd	Bismarck	58505	j.huijbregtse@nd.gov
Kelvin Brodie	FHWA	600 E Blvd	n	"	kelvin.brodie@dot.gov
Jeanie Berchert	NDOT	2000 Murray Cir	Bismarck	58505	jberchert@nd.gov
Liv Fetterman	USFS DRG	2000 Murray Cir	Bismarck	58501	l.fetterman@fs.fed.us

58505



(PLEASE PRINT)

B.2. Agenda



AGENDA Lead, Cooperating, and Participating Agency Meeting 9-085(085)075, PCN 20046

US Highway 85
I-94 to Watford City Bypass (McKenzie County Road 30)
05/21/18
1:00-4:00 pm

This meeting will be held at the NDDOT Central Office in Rooms 310-312.

I. INTRODUCTIONS

II. OBJECTIVES OF MEETING

- A. Discuss Draft Environmental Impact Statement
- B. Discuss Upcoming Public Hearings

III. DRAFT ENVIRONMENTAL IMPACT STATEMENT

- A. Preferred Alternative and Options
- B. Impacts
- C. Comment period ends June 25, 2018

IV. PUBLIC HEARINGS

- A. May 29, 2018: 5:00 p.m. to 8:00 p.m. (MDT) (presentation at 5:30 p.m.)
Memorial Hall, 107 2nd Avenue NE, Belfield, ND
- B. May 30, 2018: 5:00 p.m. to 8:00 p.m. (MDT) (presentation at 5:30 p.m.)
Billings County Rural Fire Hall, 12811 20th Street Southwest, Fairfield, ND
- C. May 31, 2018: 5:00 p.m. to 8:00 p.m. (CDT) (presentation at 5:30 p.m.)
Watford City City Hall, 213 2nd Street Northeast, Watford City, ND

V. NEXT STEPS

- A. Public Hearings - May 29-31, 2018
- B. Final EIS/Record of Decision - Fall 2018

B.3. Agenda Packet: Environmental Commitments Summary

Environmental Commitments Summary

NO.	COMMITMENT	TIMING OF IMPLEMENTATION	ENVIRONMENTAL IMPACT CATEGORY
1	All areas temporarily disturbed by construction would be restored.	Completion of construction	Land Use, Prime and Unique Farmlands, Water Resources, Wildlife, Vegetation, Section 4(f)
2	Two lanes of traffic along US Highway 85 and reasonable construction access for all residences, businesses, and public lands would be maintained.	Throughout construction	Land Use, Social, Economics, Pedestrians and Bicyclists
3	Borrow sites, waste sites, gravel source locations, and staging areas identified by the contractor (i.e., not included in this Environmental Impact Statement [EIS]) would be approved through the NDDOT Material Source Approval Process. This process is followed to obtain environmental clearance on these sites to comply with all federal and state laws and regulations that govern the protection of wetlands, threatened and endangered species, and cultural resources. Material sources include rock riprap and material from commercial sources, and any other area of planned ground-disturbing activities, such as staging area(s), plant site(s), stockpile area(s), waste site(s), and haul road(s). These sites would not be permitted on any federal or public lands or within the bighorn sheep lambing areas located adjacent to the project corridor.	Prior to and throughout construction	Land Use, Water Resources, Wildlife, Historic and Archaeological Preservation
4	If Alternative C or different option(s) are later determined to be the Preferred Alternative, an NRCS-CPA-106 Form would be completed and coordination with the NRCS would occur.	Prior to construction	Prime and Unique Farmlands
5	Waste material would be disposed of in accordance with state and federal laws, and in a manner that avoids impacts on water channels and riparian areas.	Throughout construction	Prime and Unique Farmlands, Water Resources, Wildlife
6	Paleontological monitoring would occur through the Badlands area, with paleontological monitors following earth-moving equipment and examining excavated sediments and road cuts for evidence of significant fossil resources. In the event that significant fossils are uncovered, work would be halted within 100 feet of the discovery site until the fossils are assessed and mitigation measures are discussed amongst the NDDOT, a qualified paleontologist, and an authorized agency representative for resources located on public land. If located on private land, the landowner would be included in the assessment and mitigation. Outside of the Badlands area, all other areas through the Sentinel Butte and Golden Valley formations and Coleharbor Group, where excavation and expansion of road cuts would occur, would be spot-check inspected (i.e., windshield survey for bedrock) once during excavation and once after excavation is completed. Where bedrock is identified, the area would be surveyed on-foot and visually inspected for fossils of any kind.	Prior to and throughout construction	Paleontology
7	Temporary mailboxes would be supplied during construction as necessary.	Throughout construction	Social
8	Landowner negotiations would occur regarding the extension of existing cattle passes or incorporation of new cattle passes. If additional cattle passes are requested by adjacent landowners, these requests would be considered utilizing the NDDOT Cattle Pass Consideration process (State Form Number 10155).	Prior to construction	Social, Public Lands, Economics
9	Temporary and/or permanent replacement fencing would be provided, as necessary, to maintain existing fencing connectivity.	Throughout and completion of construction	Social, Public Lands, Economics
10	Timing of construction activities would be limited in proximity to the TRNP-North Unit. Timing restrictions would extend from reference point (RP) 126 to RP 130. In this area, regular construction activities (i.e., all activities except pile driving) would be limited to 8 am to 10 pm central time (7 am to 9 pm mountain time). Pile driving activities in this area would be limited to 8 am to 7 pm central time (7 am to 6 pm mountain time). Certain construction activities may require work outside of these times. The contractor would be required to notify the NDDOT prior to working outside of the established times, and the NDDOT would notify the NPS. Should construction fall behind schedule, sustained 24-hour construction may be required. In the event that sustained 24-hour construction becomes necessary, the NDDOT would coordinate with NPS prior to commencing this schedule. Prior to developing the Special-Use Permit for temporary construction activities on NPS-managed lands, discussions would be had regarding extenuating circumstances that may necessitate 24-hour construction and additional conditions that may accompany 24-hour construction.	Throughout construction	Public Lands, Noise, Visual

NO.	COMMENT	TIMING OF IMPLEMENTATION	ENVIRONMENTAL IMPACT CATEGORY
11	Landowner negotiations would occur regarding impacts on existing stock ponds and necessary mitigation or compensation, including coordination with the USFS and the associated grazing permit holder for a stock pond located on USFS-managed lands. Permitting may be required for mitigation actions depending upon the nature and location of the mitigation. Coordination with the USACE would be required if the proposed activity involves jurisdictional waterbodies. Additionally, if the proposed activity involves the diversion or impoundment of 12.5 acre-feet or more of water, a permit from the NDSWC would be required.	Prior to and throughout construction	Public Lands, Water Resources
12	A noxious weed management plan would be implemented during construction and re-seeded areas would be maintained until such time that the vegetation is consistent with surrounding undisturbed areas and the site is free of noxious weeds.	Throughout and completion of construction	Public Lands, Wildlife, Vegetation
13	All construction equipment and vehicles to be used on USFS- or NPS-managed lands would be pressure washed and free of noxious weeds and plant propagules (i.e., seeds and vegetative parts that may sprout) prior to entrance onto the project site. This would include equipment and vehicles intended for off-road as well as on-road use, whether they are owned, leased, or borrowed by the contractor or any subcontractor. Cleaning of vehicles and equipment would occur off-site.	Prior to and throughout construction	Public Lands, Wildlife, Vegetation
14	The seed mixture for the Badlands area (i.e., RP 121.4 to RP 130.0) would be developed in coordination with the NDDOT, FHWA, USFS, NPS, and Tribal Consultation Committee (TCC). The seed mixture for USFS-managed lands outside of the Badlands area would be in accordance with USFS Seed Mixture #37-28A Scenario #13. The seed mixture for all other areas would follow the NDDOT Standard Specifications for Road and Bridge Construction, and may include a pollinator component.	Prior to construction	Public Lands, Wildlife, Vegetation
15	The TRNP – North Unit Entry Sign would be removed (intact) and reset in accordance with a Special Provision of the Construction Specifications that would be drafted for the sign.	Prior to and completion of construction	Public Lands, Historic and Archaeological Preservation, Section 4(f)
16	Long-term, fixed lighting associated with staging areas between RP 126 and 130 would consist of downcast, shielded lighting. Lighting would not be in use 24 hours per day unless NDDOT obtains permission from the NPS for limited duration 24-hour lighting. Short-term, fixed and/or mobile lighting would not consist of downcast, shielded lighting. This lighting would be limited to the duration of construction activities, as described above.	Throughout construction	Public Lands, Visual
17	Visual screening (e.g., slatted chain link fencing) would be installed prior to construction along the western- and northern-most sides of the Long X Bridge staging areas. Visual screening would be an earth-tone color.	Throughout construction	Public Lands, Visual
18	A grinding technique (similar to Next Generation Concrete Surface treatments) would be implemented on the new Long X Bridge to minimize noise.	Throughout construction	Noise
19	Prior to commencement of bridge removal activities under Option LX-3, a demolition plan would be submitted by the contractor to the NDDOT for review and approval. Removal activities would not commence until approval of the demolition plan has been received from the NDDOT. If the bridge is adopted, the State Historic Preservation Office (SHPO) would also review and approve the demolition plan. All portions of the existing bridge that extend above the river bottom would be removed and disposed of at an approved facility or salvaged. Debris and water used during concrete sawing would be prevented from falling into the river to the extent practicable. Debris and temporary fill material would be removed from the river channel to the extent practicable.	Prior to and throughout construction	Water Resources
20	The streamage located on the Long X Bridge would continue to be operational during construction activities. Under Option LX-3, coordination with the US Geological Survey and NDSWC would occur during final design to incorporate necessary design features into the plan set and/or contract provisions for the relocation.	Prior to and throughout construction	Water Resources
21	During the use of any causeway or bypass, water flow would be maintained by installing temporary culverts or by leaving part of the channel open.	Throughout construction	Water Resources
22	Sandblasting and painting for Options LX-1 and LX-2 would include full containment of the bridge during sandblasting to facilitate collection, removal, and disposal of the existing paint and sandblasting materials. Containment would remain in-place during the application of the new paint system.	Throughout construction	Water Resources
23	Rock riprap and box culvert bottoms would be buried to minimize impacts on channels and riparian corridors.	Throughout construction	Water Resources
24	Wetland mitigation is anticipated to be accomplished through the creation of wetland mitigation site(s) and/or mitigated at a wetland mitigation bank. Mitigation would be determined during final design and permitting.	Prior to and completion of construction	Water Resources, Wildlife
25	The NDDOT would coordinate with the North Dakota Game and Fish Department (NDGF) during final design of the bighorn sheep wildlife underpass. The NDDOT would coordinate with the NDGF, USFS, and NPS during final design of the wildlife fencing and associated features.	Prior to construction	Wildlife

NO.	COMMENT	TIMING OF IMPLEMENTATION	ENVIRONMENTAL IMPACT CATEGORY
26	The NDDOT and NDGF have entered into a Memorandum of Agreement (MOA) to continue coordination with regard to pronghorn crossings, including reanalyzing the crossings during final design.	Prior to construction	Wildlife
27	The NDDOT Utility Engineer or consultant would request that utility companies install line markers (bird diverters) on overhead utility lines to be raised, lowered, and/or moved to reduce the risk of flight collisions for birds, including the whooping crane. The utility company would determine the type, number and placement/spacing of the line markers and may conclude that the placement of line markers is not feasible in certain situations.	Prior to construction	Wildlife
28	A field survey for raptor nests would be completed during the breeding and nesting season in North Dakota (February 1 to August 15) in accordance with the Eagle and Raptor Aerial Nest Survey Report and Biological Evaluation (BE) that were developed for the project. If any nests are found, appropriate minimization measures (such as timing restriction and avoidance buffers) would be implemented.	Prior to construction	Wildlife
29	If construction activities occur during the migratory bird nesting and breeding season in North Dakota (between February 1 and July 15), work areas would be mowed and/or grubbed prior to the nesting and breeding season. If mowing and/or grubbing is not completed prior to the nesting and breeding season, a qualified biologist would conduct pre-construction surveys to check the status of existing and historical nests and search for new nests, for migratory birds, including raptors, and their nests within the work areas. If active nests are identified, the NDDOT would coordinate with the USFWS prior to commencement of work to determine any measures necessary to minimize harm. In addition, the NDDOT Standard Special Provision for the Migratory Bird Treaty Act would be included with the Construction Specifications. This Special Provision includes stipulations pertaining to nests during construction activities involving bridges, box culverts, and structural plate culverts.	Prior to construction	Wildlife
30	To minimize potential impacts on sharp-tailed grouse breeding habitat, spring surveys of known leks (i.e., breeding sites) identified in the BE that was prepared for the project would be conducted prior to commencement of construction activities. If a lek site is determined to be active, all construction activity within 1 mile of the active lek site would be suspended for the first two hours of daylight beginning at sunrise for the time period of May 1 to June 15.	Prior to and throughout construction	Wildlife
31	Temporary fencing between construction activities and identified potential Dakota skipper habitat would be installed. A speed limit of 15 miles per hour would be maintained within a 0.6-mile radius of the identified Dakota skipper habitat (RP 121.5 to RP 122.9) for all construction vehicles traveling off of the existing roadway within the limits of construction from June 15 to July 15.	Prior to and throughout construction	Wildlife
32	Equipment that was last used outside of North Dakota or within a Class I infested waterbody would be inspected by the NDGF prior to being placed within waters of the state (as defined in North Dakota Century Code Chapter 60-01-01) to minimize the risk of spreading aquatic nuisance species.	Prior to and throughout construction	Wildlife
33	To minimize impacts on fish during the spawning period, work the South Branch of the Green River, Little Missouri River, and Spring Creek would not occur between April 15 and June 1, except within coffer dams installed outside of this timeframe.	Throughout construction	Wildlife
34	In the event that any threatened or endangered species are identified within 1 mile of construction activities, the contractor would be required to notify the project engineer immediately. The project engineer would then cease all construction activities, establish a minimum 0.5-mile avoidance area, and immediately notify and coordinate with the USFWS, FHWA, and NDDOT. The contractor would not resume work within the avoidance area until the project engineer has confirmed with the agencies that work may proceed (i.e., either species have left the area or approved minimization measures have been implemented). A threatened and endangered species poster or pamphlet would be provided on all job sites.	Throughout construction	Wildlife
35	To minimize impacts on the bighorn sheep during lambing season, construction activities from approximately RP 124.1 to RP 126.4 would be limited to an area generally defined as the surface of the roadway, inslopes, and ditches from April 1 to July 15.	Throughout construction	Wildlife
36	To minimize impacts on fish species, instream riverine water flow would be maintained at baseline depth during construction to allow fish passage.	Throughout construction	Wildlife
37	The NDGF and NDDOT would coordinate to monitor the effectiveness and manage the wildlife crossings. In addition, the NDDOT, NDGF, NP5 and USFS would coordinate to maintain the wildlife fencing and associated features.	Completion of construction	Wildlife
38	For each construction phase, impacts on woody vegetation would be assessed and recorded during construction. The NDDOT would coordinate with the NDGF to determine future mitigation needs and methods.	Throughout and completion of construction	Wildlife, Vegetation
39	An inadvertent discovery plan would be developed for the project prior to construction that would outline procedures and requirements in the event that cultural resources are discovered during construction.	Prior to construction	Historic and Archaeological Preservation
40	Under Option IX-2, to maintain the integrity of the historic Long X Bridge, a mechanism would be created in coordination with the NDDOT, FHWA, and SHPO to ensure continued maintenance so the bridge does not fall into neglect.	Prior to construction	Historic and Archaeological Preservation

NO.	COMMENT	TIMING OF IMPLEMENTATION	ENVIRONMENTAL IMPACT CATEGORY
41	Under Option IX-3, in accordance with the Bridge Adoption Program (23 U.S.C. 144), the Long X Bridge would be made available for adoption and advertised for 30 days. If no successful adoption occurs, a Draft MOA containing alternate mitigation measures has been prepared in coordination with the FHWA, NDDOT, and SHPO. The Draft MOA will be finalized for the Final EIS. The Final MOA and related documentation, developed in consultation with the SHPO and consulting parties (i.e., TCC), would be filed with the Advisory Council on Historic Preservation (ACHP) at the conclusion of the consultation process.	Prior to construction	Historic and Archaeological Preservation, Section 4(f)
42	The mitigation approach for the permanent impact on the Dolyniuk Homestead includes documentation of the site, as well as the nearby Gregory Homestead, in 2018.	Prior to construction	Historic and Archaeological Preservation, Section 4(f)
43	State Form Number 17987 Asbestos Notification of Demolition and Renovation form would be submitted to the NDDH at least 10 working days prior to demolition of the South Branch of the Green River Bridge and Spring Creek Bridge, and renovation or removal of the Long X Bridge. In addition, all regulated "asbestos containing materials (ACMs) identified at the Long X Bridge would be removed by properly certified and licensed individual(s), and an asbestos management/removal plan would be developed prior to renovation or removal. All waste ACMs would be properly disposed of in an approved landfill, in accordance with local, state, and federal regulations. Confirmation on whether or not the materials covering the communication box and conduit on the Long X Bridge are ACMs and proper removal of these materials prior to renovation or removal of bridge would be coordinated with the owner of the utilities prior to implementation of the project.	Prior to and throughout construction	Hazardous Waste
44	All hazardous wastes generated as a result of the project would be handled in accordance with the Resource Conservation and Recovery Act (RCRA) Subtitle C waste management program and the requirements and regulations of the NDDH.	Throughout construction	Hazardous Waste
45	If the contractor encounters abnormal conditions (e.g., presence of barrels, obnoxious odors, excessively hot earth, smoke) during construction that indicate the presence of hazardous materials or toxic wastes anywhere the contractor performs work, the contractor would immediately suspend the work and notify the project engineer. The contractor would continue construction in other areas of the project, but would not resume work in the area of the abnormal condition, unless directed to by the project engineer.	Throughout construction	Hazardous Waste
46	Lead-based paint associated with the Long X Bridge would be properly removed or stabilized prior to renovation or removal of the structure and disposed of at an off-site facility approved for lead waste.	Prior to construction	Energy, Utilities
47	Upon funding and the initiation of final design, the NDDOT would coordinate with utility companies to minimize impacts on utilities, avoid known sensitive resources (i.e., cultural resources, wetlands, USFS-designated sensitive plant populations), and coordinate ROW and easement acquisition activities.	Prior to construction	Energy, Utilities
48	Any utility relocations that occur outside of NDDOT ROW or USFS easements would be required to obtain individual state and federal approvals, as necessary. This would include obtaining a ROW permit from the NPS for any relocations occurring on NPS-managed lands.	Prior to construction	Vegetation
49	Where avoidance is possible, fencing would be installed to minimize impacts on the population of Hooker's townsendia daisy identified in the BE that was prepared for the project to prevent disturbance to the maximum extent practicable.	Completion of construction	Vegetation
50	The NDDOT would be responsible for the control of noxious weeds within NDDOT ROW/easements after construction of the project.		

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

B.4. Presentation

May 21, 2018:
1:00 p.m. to 4:00 p.m.
NDDOT

Little Missouri
Scenic River

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046 Stark, Billings and McKenzie Counties, North Dakota

**Lead, Cooperating, &
Participating Agency Meeting**

MEETING OBJECTIVES

- > Review Proposed Project and Purpose & Need
- > Describe the Preferred Alternative & Options:
 - » Roadway Section
 - » I-94 Interchange
 - » Fairfield
 - » ND-200/US Highway 85 Intersection
 - » Badlands
 - » Wildlife Crossings
 - » Long X Bridge
 - » Trail
 - » Roadway Section near Watford City
- > Discuss impacts associated with the Preferred Alternative
- > Describe Long X Bridge Replacement Project
- > Gather input on the Project and Draft Environmental Impact Statement (EIS)
 - » Comments due June 25, 2018



Proposed Project and Purpose & Need

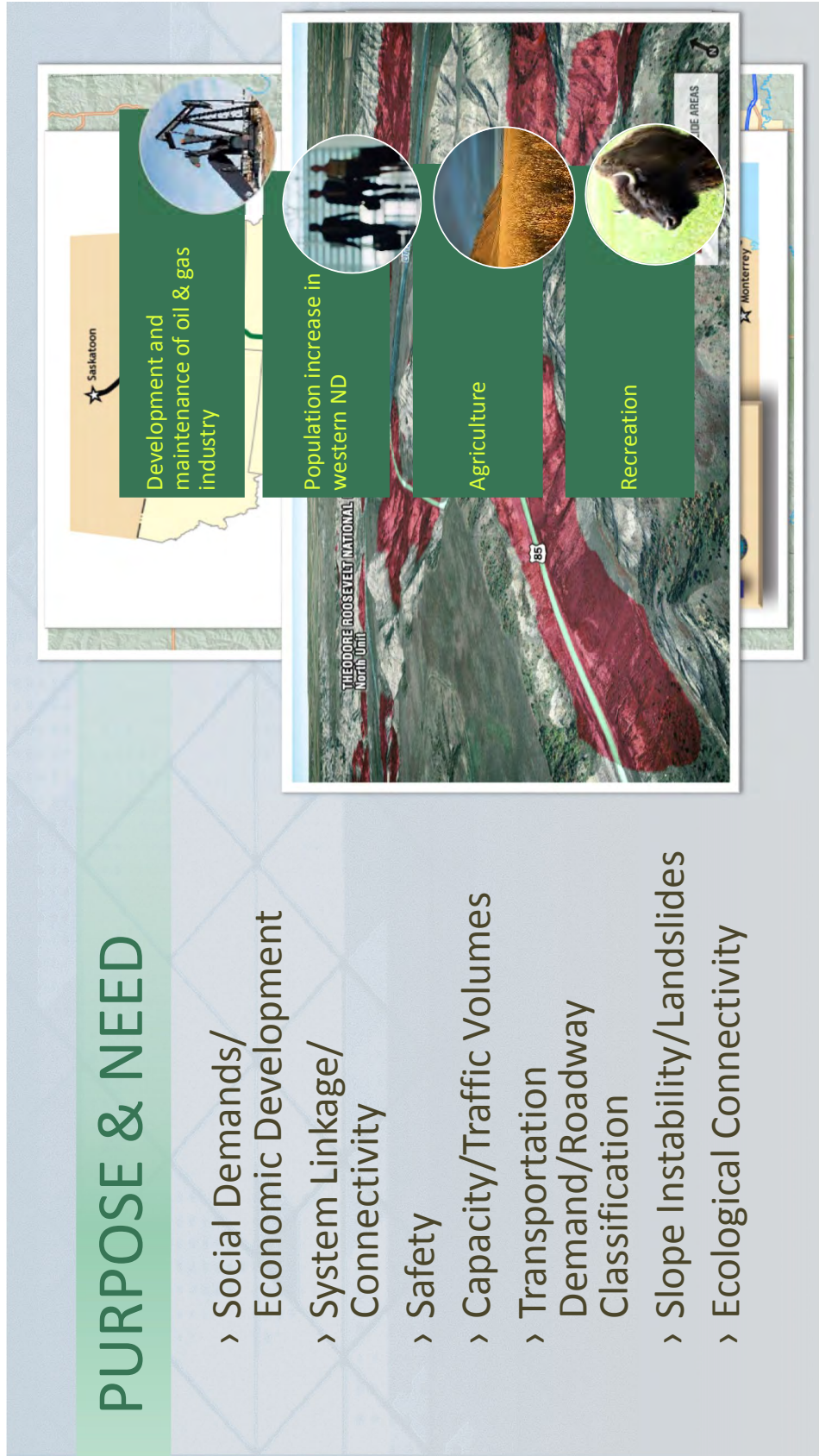


PROPOSED PROJECT

- > Expand US Highway 85 to four lanes with flexible design
- > Rehabilitate or replace the historic Long X Bridge over the Little Missouri River
- > EIS
 - » Lead agencies: FHWA & NDDOT
 - » Cooperating Agencies: NPS, USACE & USFS

PURPOSE & NEED

- › Social Demands/
Economic Development
- › System Linkage/
Connectivity
- › Safety
- › Capacity/Traffic Volumes
- › Transportation
Demand/Roadway
Classification
- › Slope Instability/Landslides
- › Ecological Connectivity



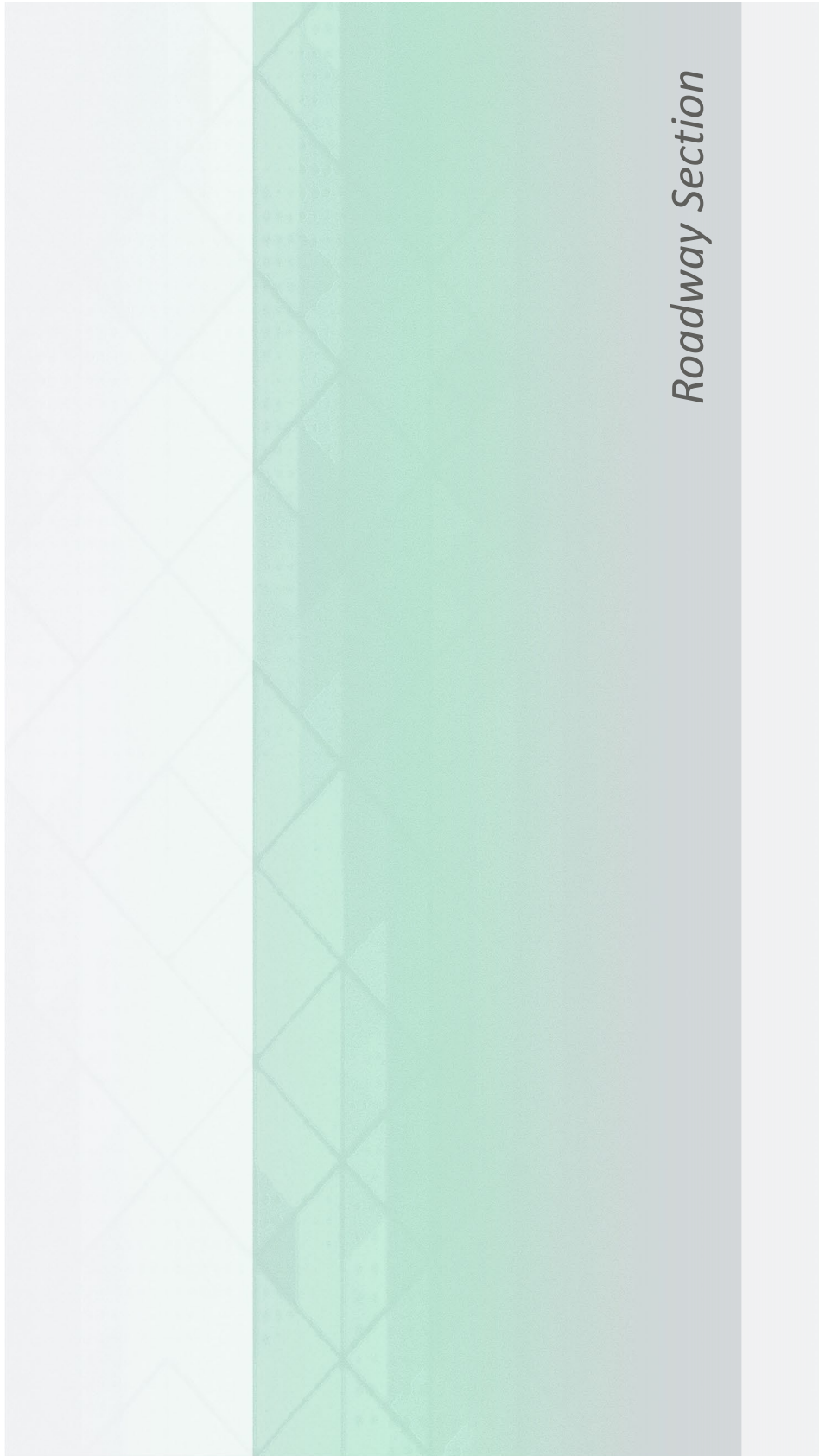


Preferred Alternative & Options

Roadway Section	Wildlife Crossings
I-94 Interchange	Long X Bridge
Fairfield	Trail
ND-200/US Highway 85 Intersection	Roadway Section near Watford City
Badlands	

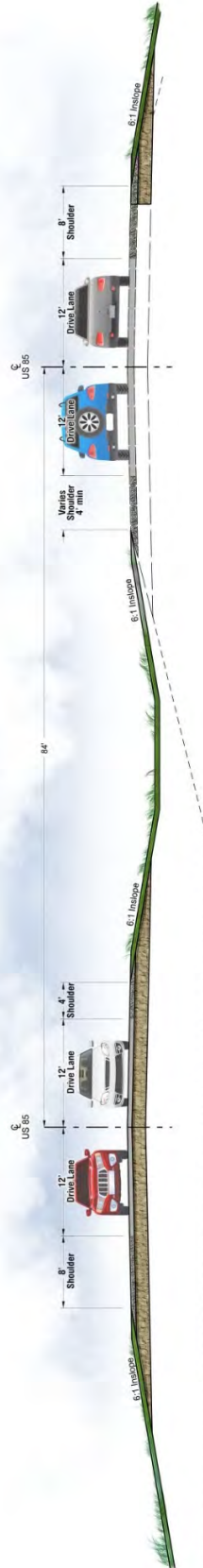
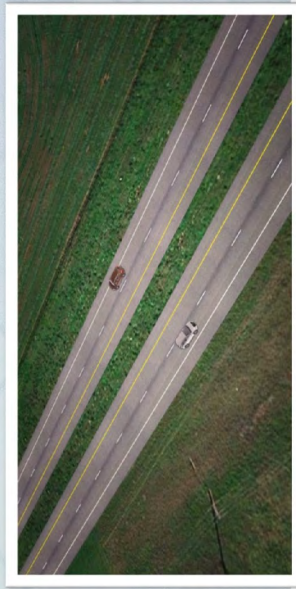
U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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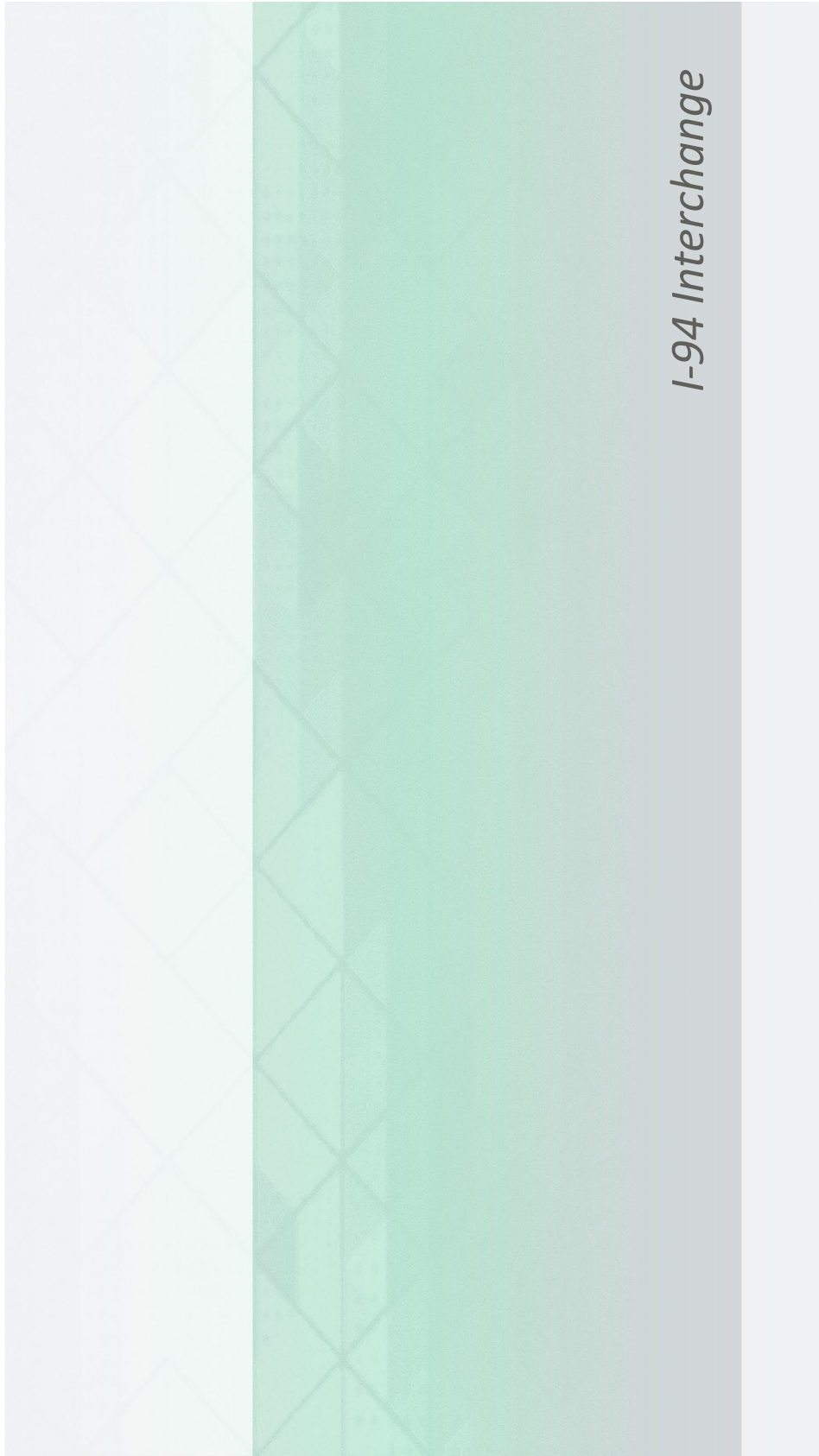
Roadway Section

ALTERNATIVE B: FOUR-LANE DIVIDED HIGHWAY WITH DEPRESSED MEDIAN



U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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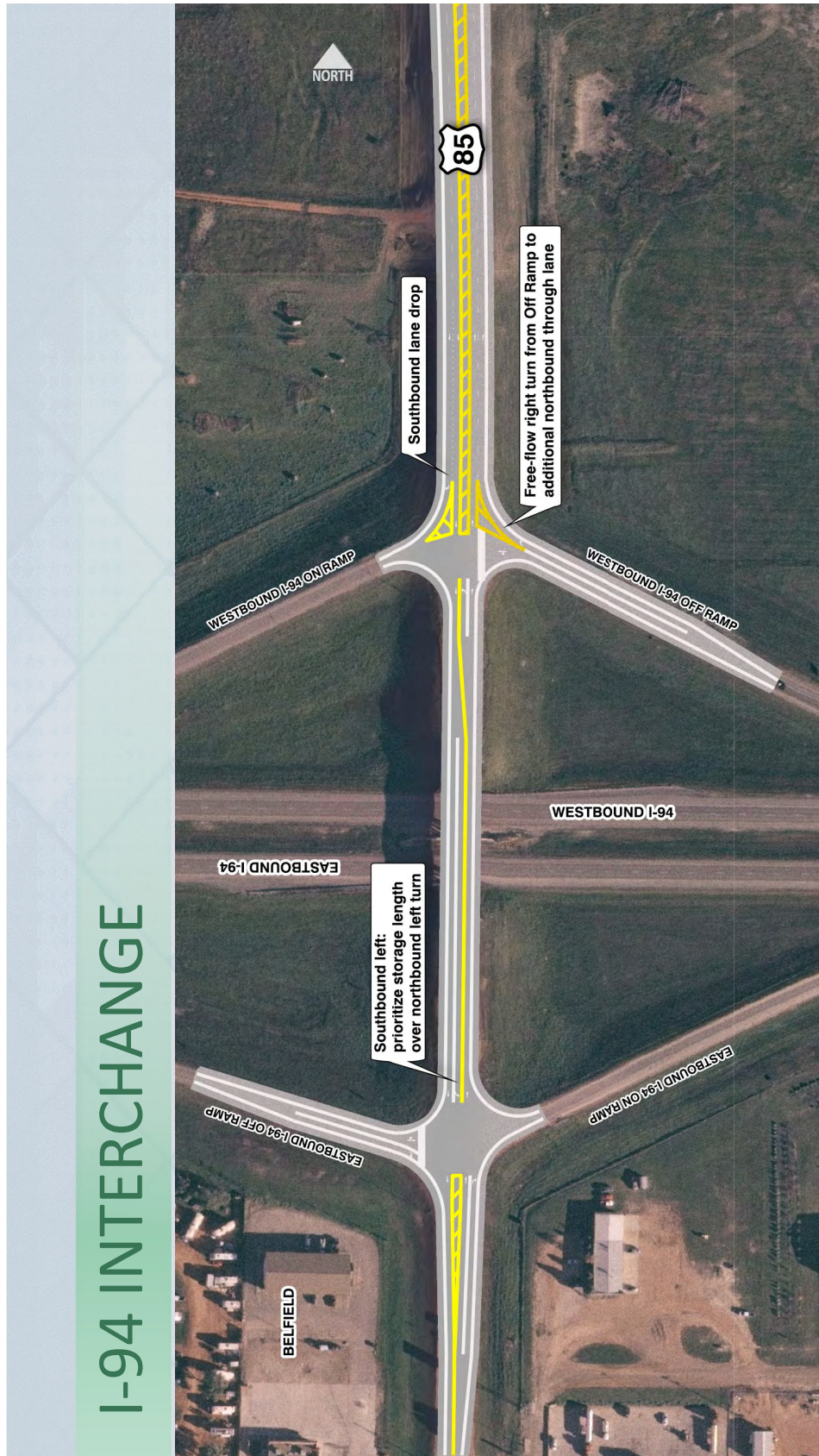
I-94 Interchange

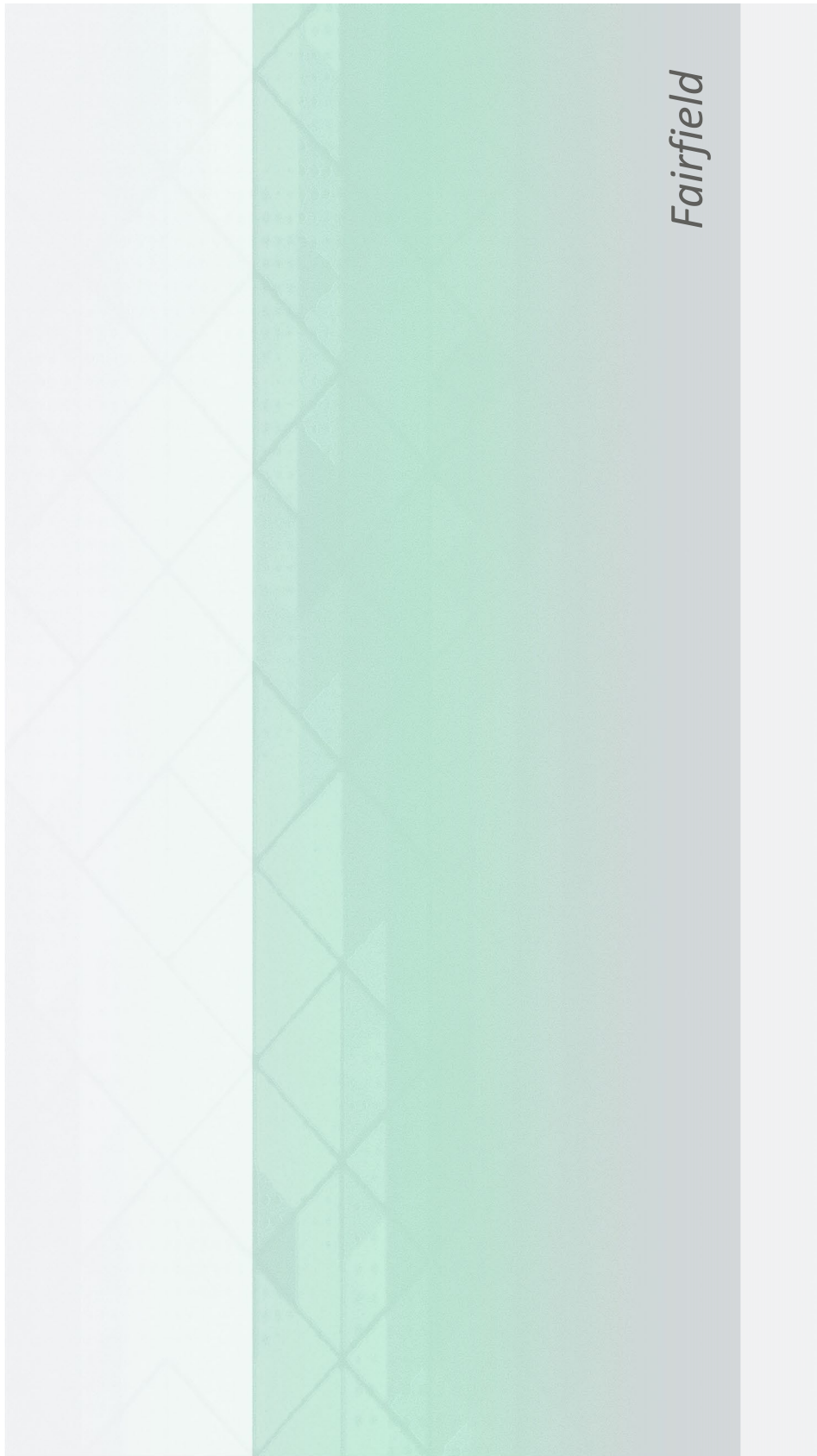
I-94 INTERCHANGE



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I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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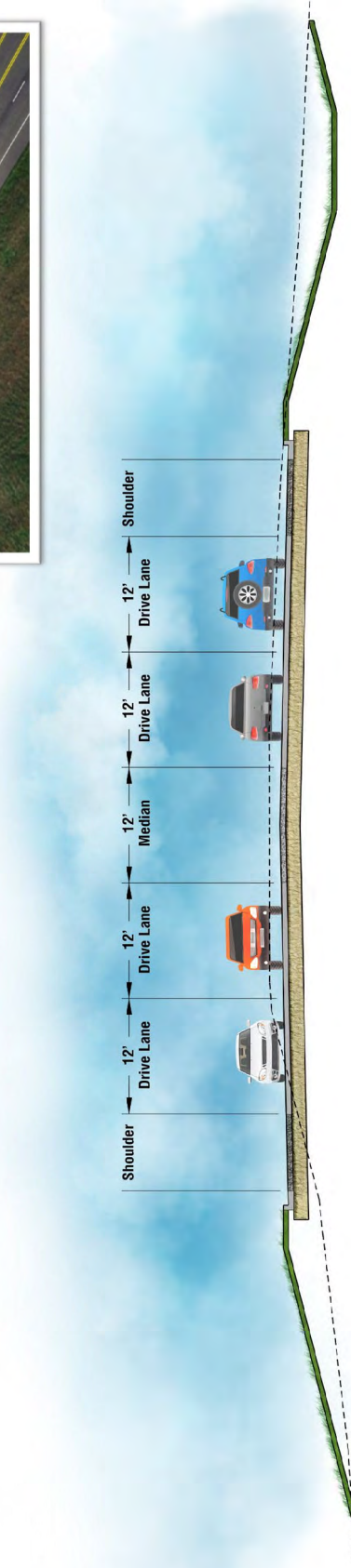
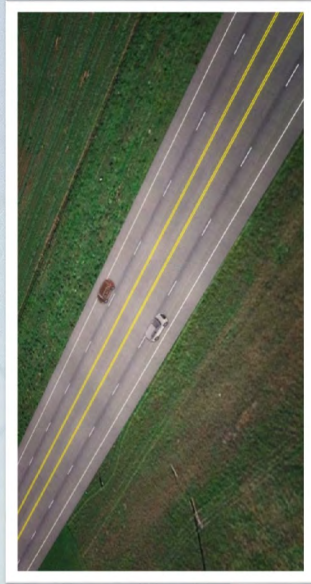


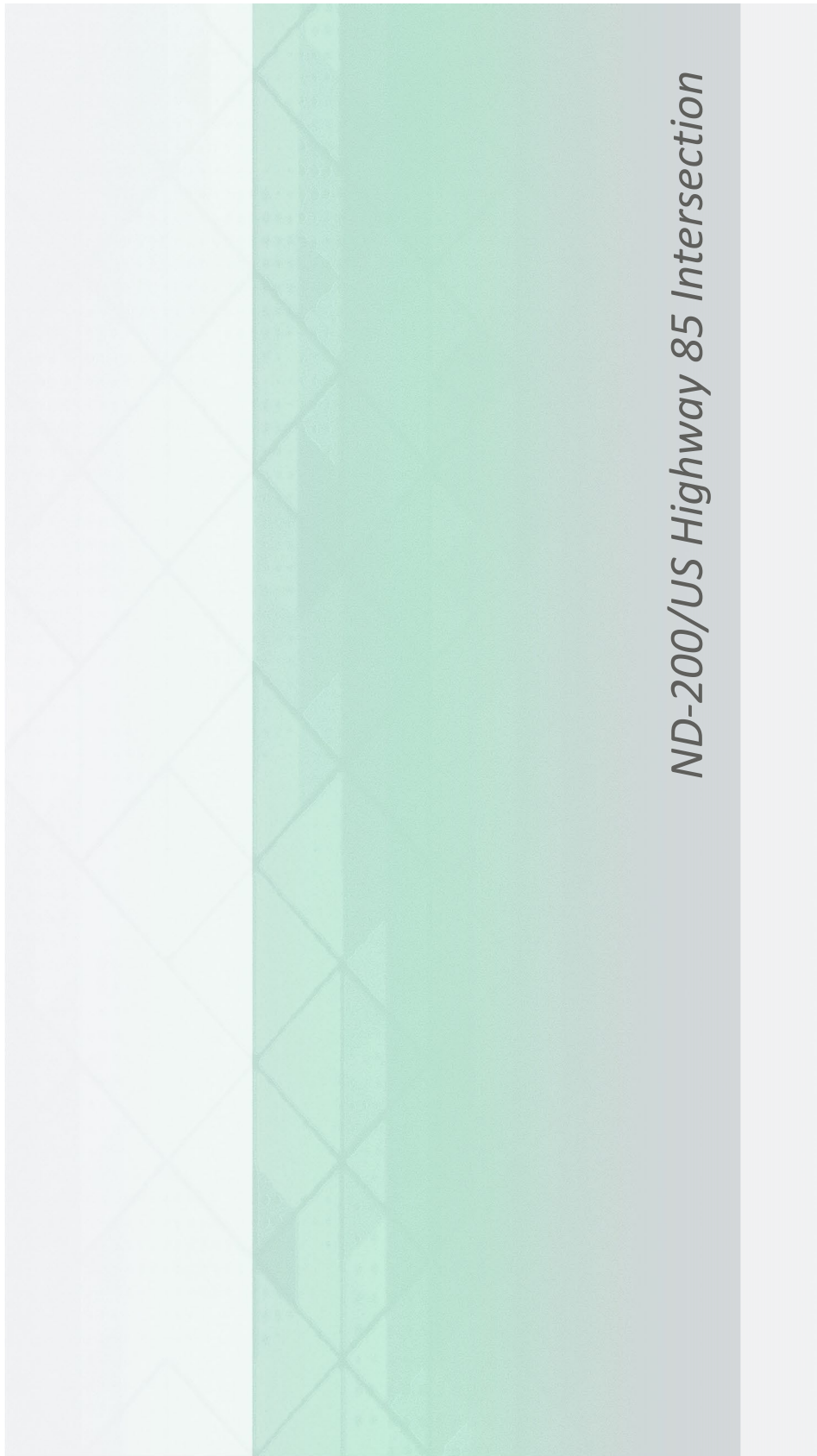
Fairfield

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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Stark, Billings and McKenzie Counties, North Dakota

FAIRFIELD OPTION FF-1: URBANIZED, FOUR-LANE HIGHWAY ON EXISTING ALIGNMENT

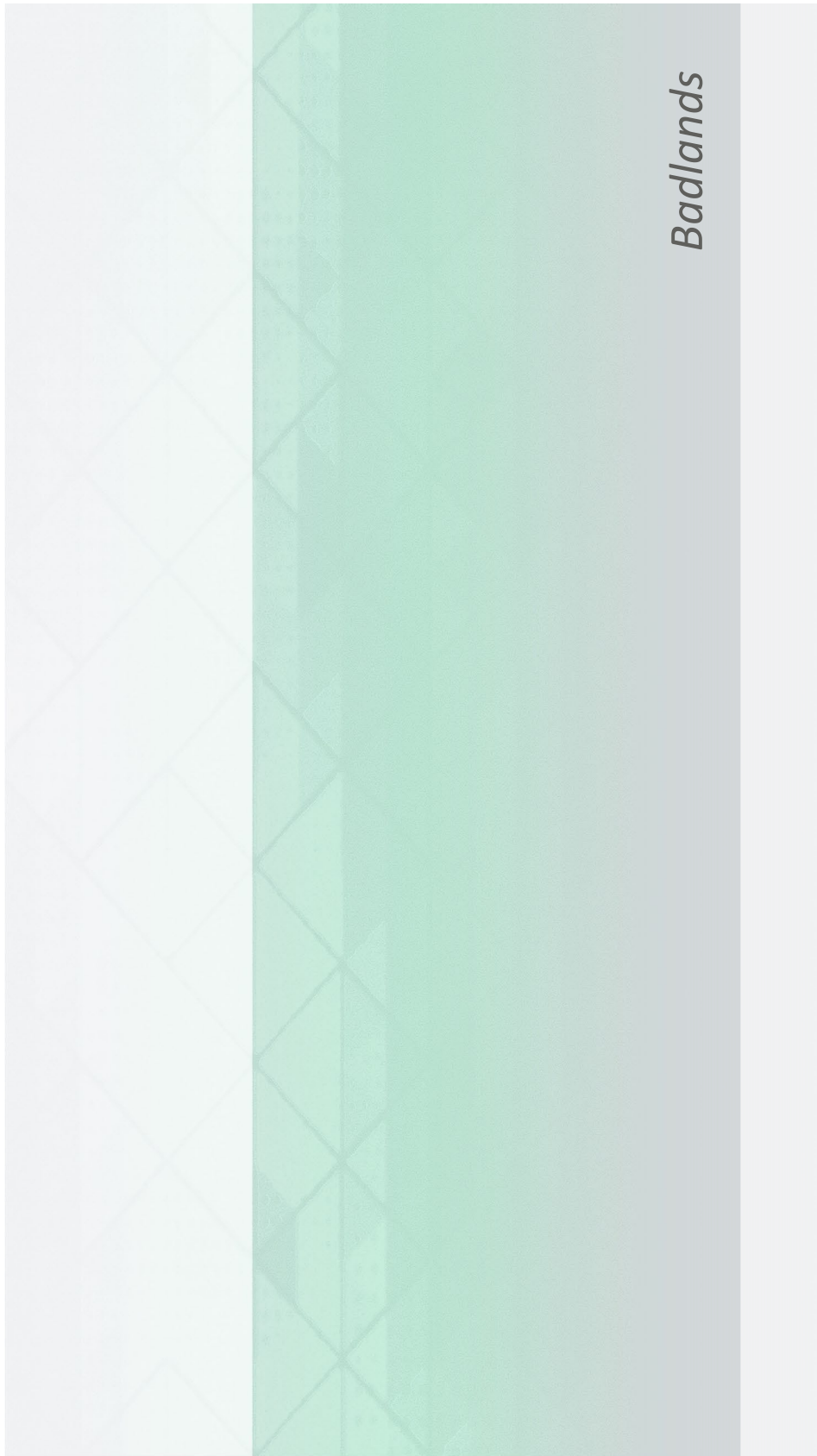




ND-200/US Highway 85 Intersection



ND-200/US HIGHWAY 85 INTERSECTION OPTION INT-2: MULTI-LANE ROUNDABOUT

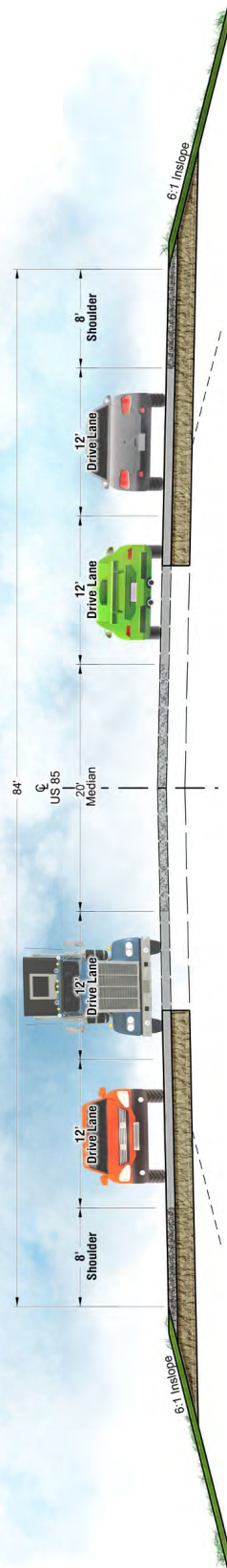
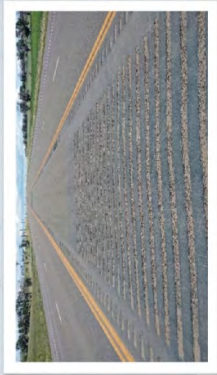
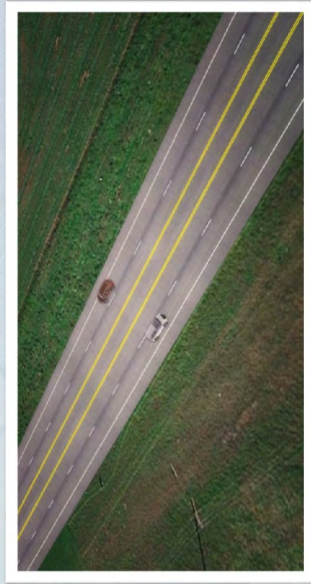


Badlands

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

FOUR-LANE DIVIDED HIGHWAY WITH FLUSH, 20-FOOT-WIDE MEDIAN



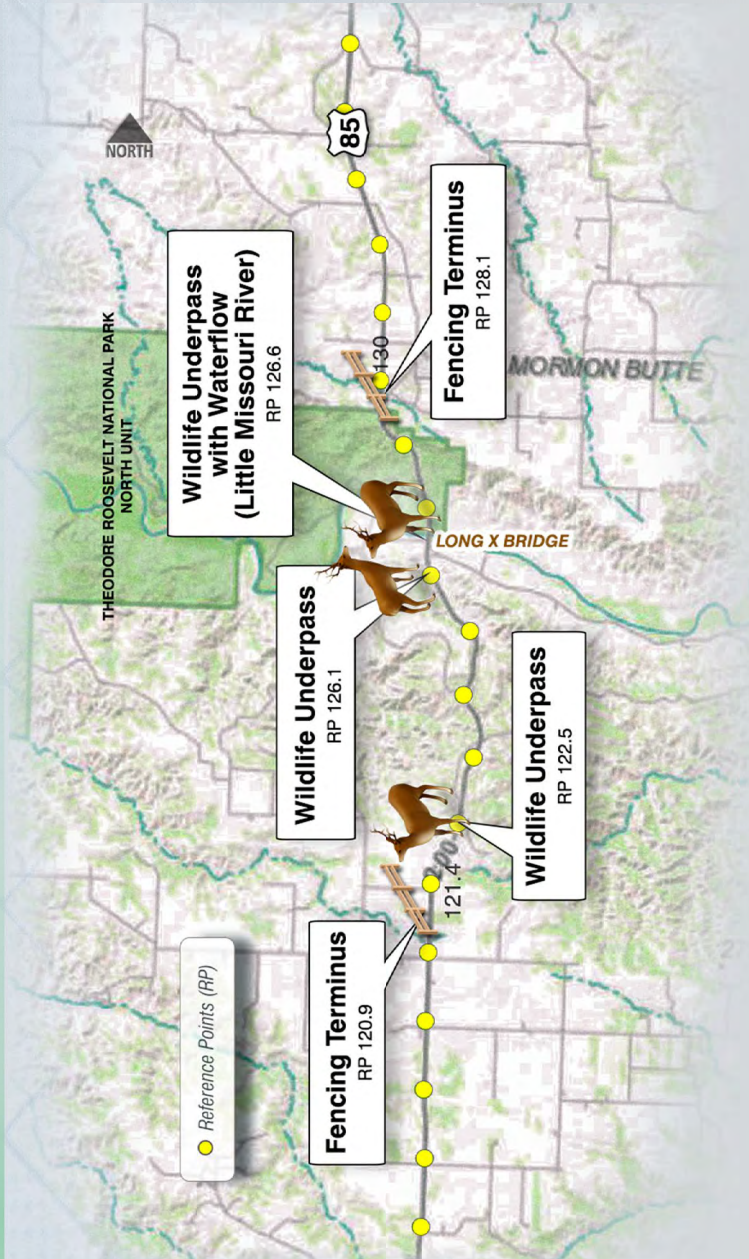
SCENIC OVERLOOKS



U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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WILDLIFE CROSSING SYSTEM

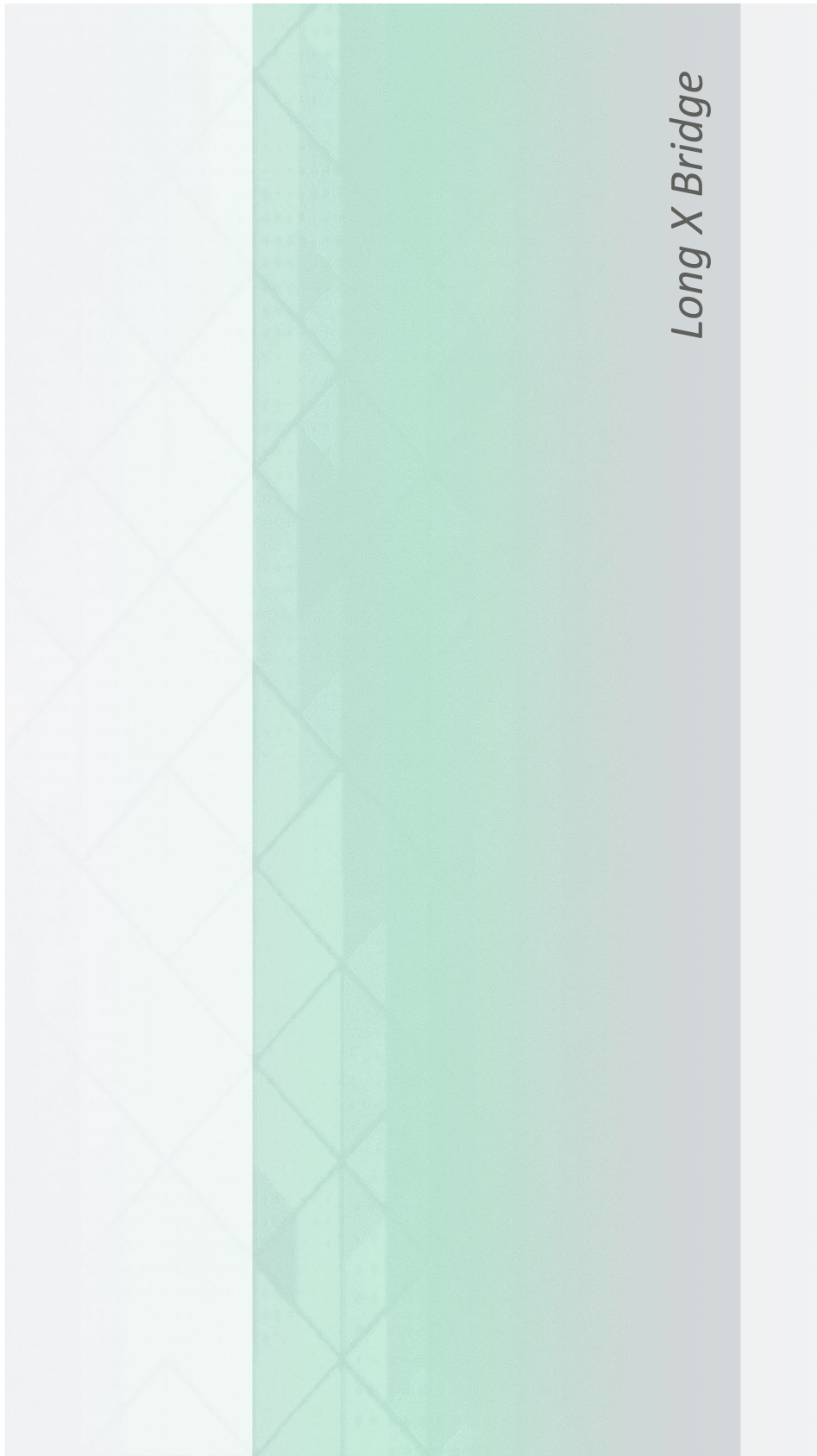


WILDLIFE UNDERPASS SIMULATION (RP 122.5)



WILDLIFE UNDERPASS EXAMPLES (RP 126.1)





Long X Bridge

LONG X BRIDGE OPTION LX-3: REMOVE & REPLACE EXISTING BRIDGE WITH NEW FOUR-LANE BRIDGE

Simulation

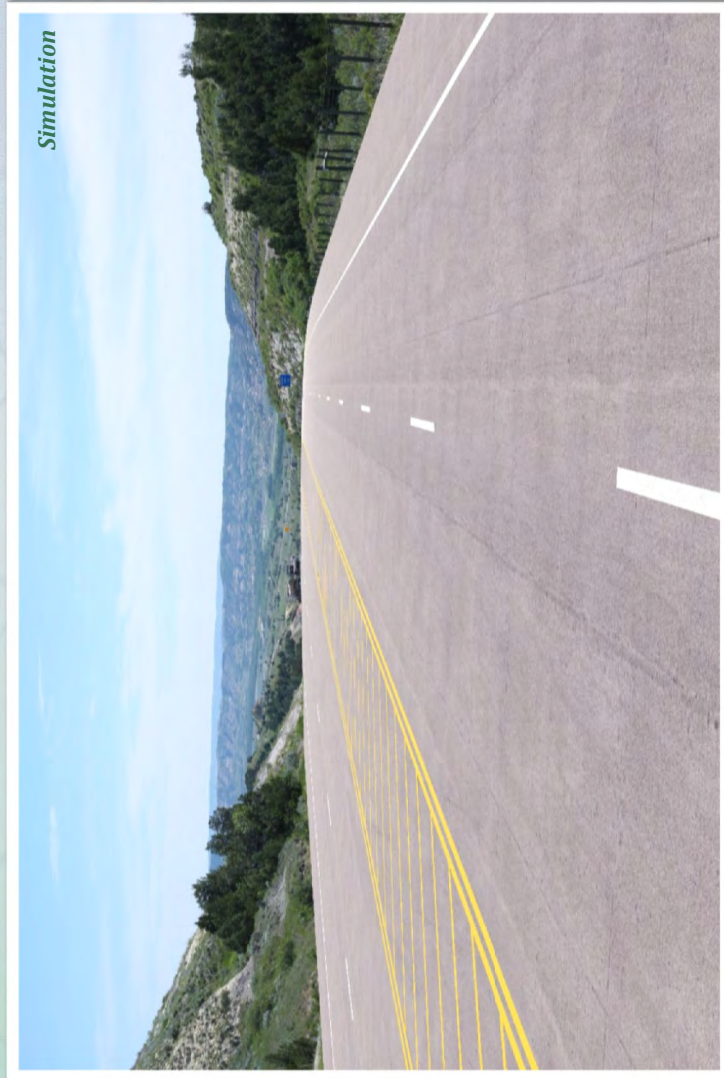




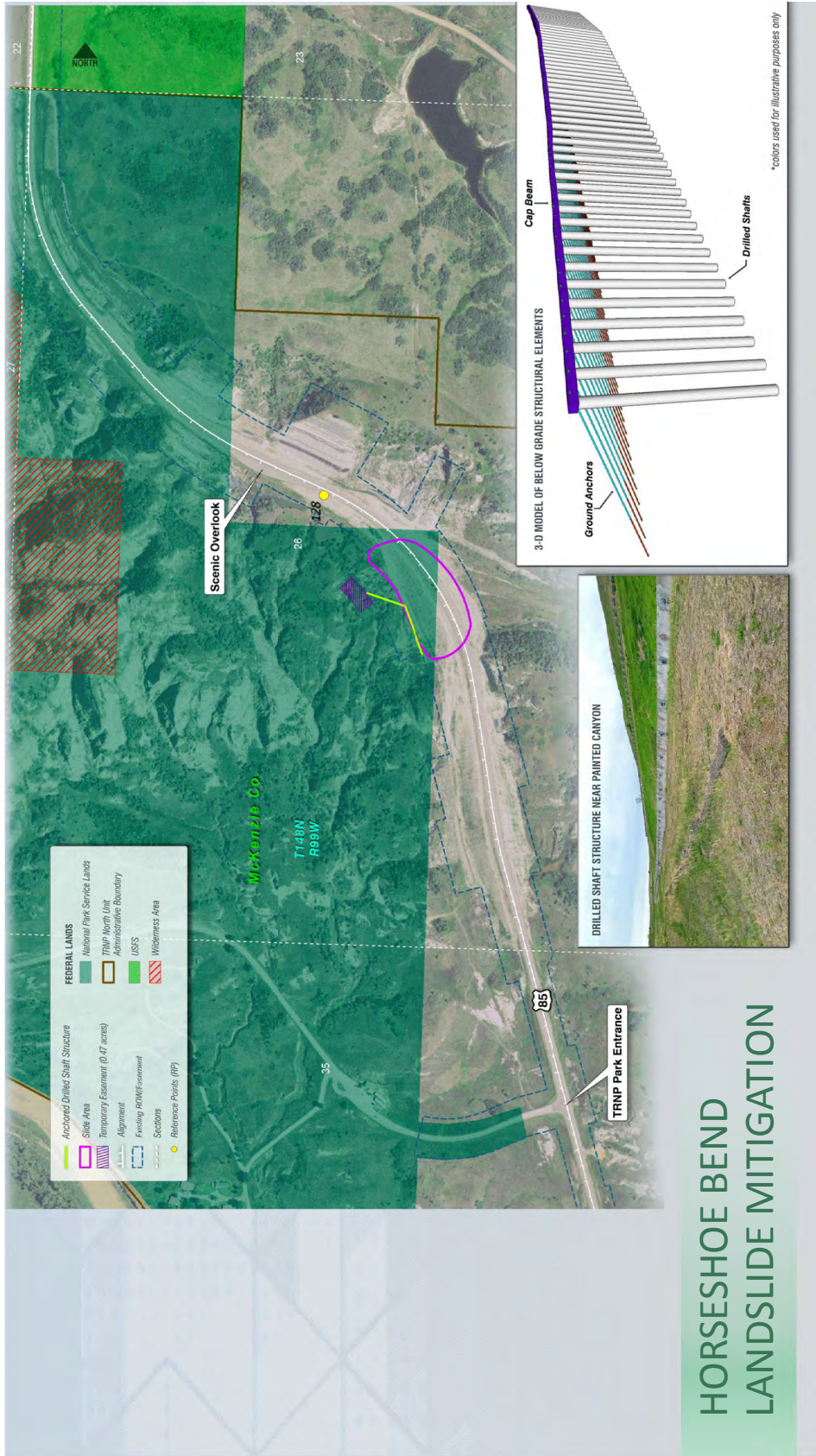
U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
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FOUR-LANE DIVIDED HIGHWAY WITH FLUSH, 12-FOOT-WIDE MEDIAN



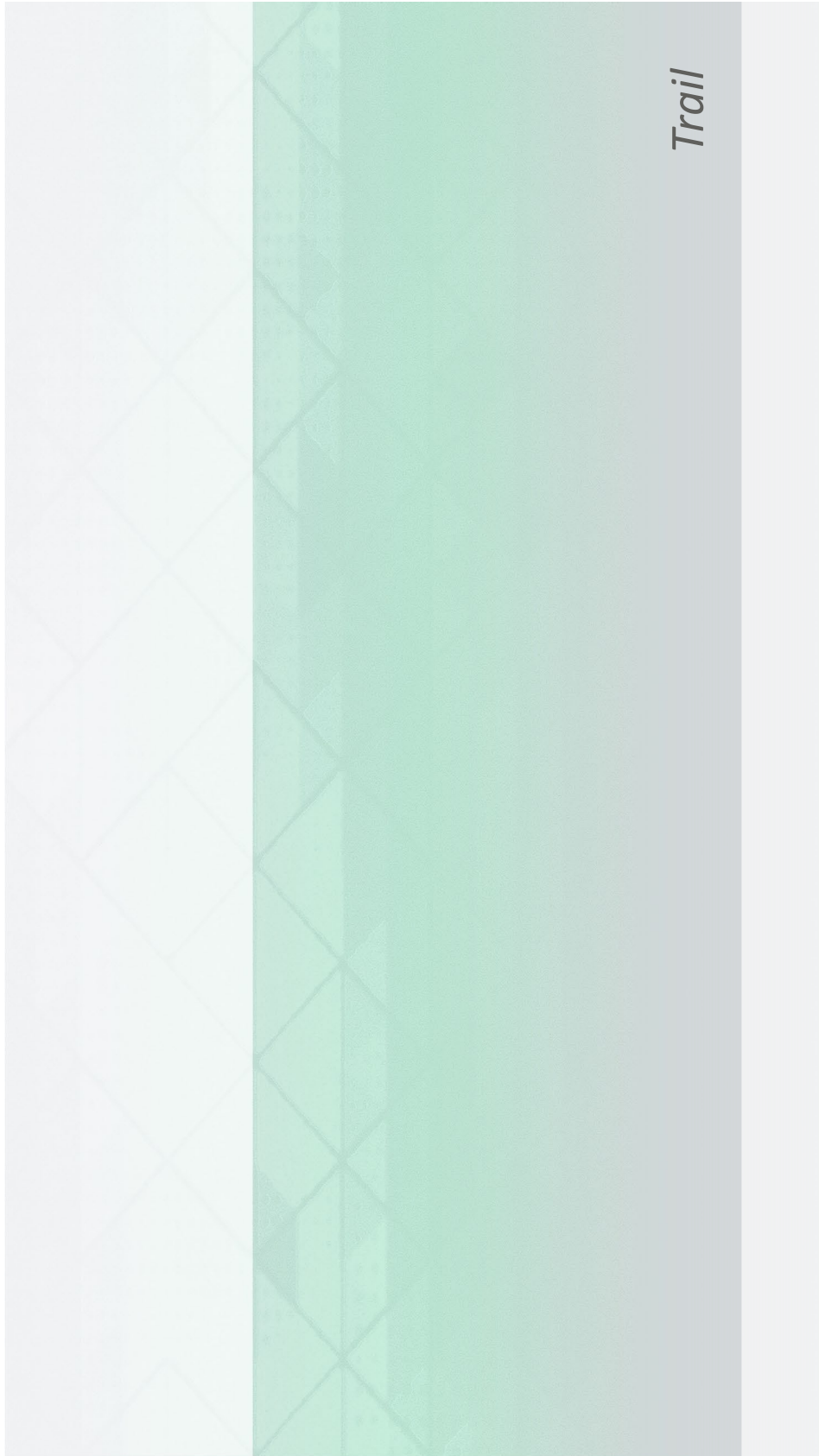
Simulation



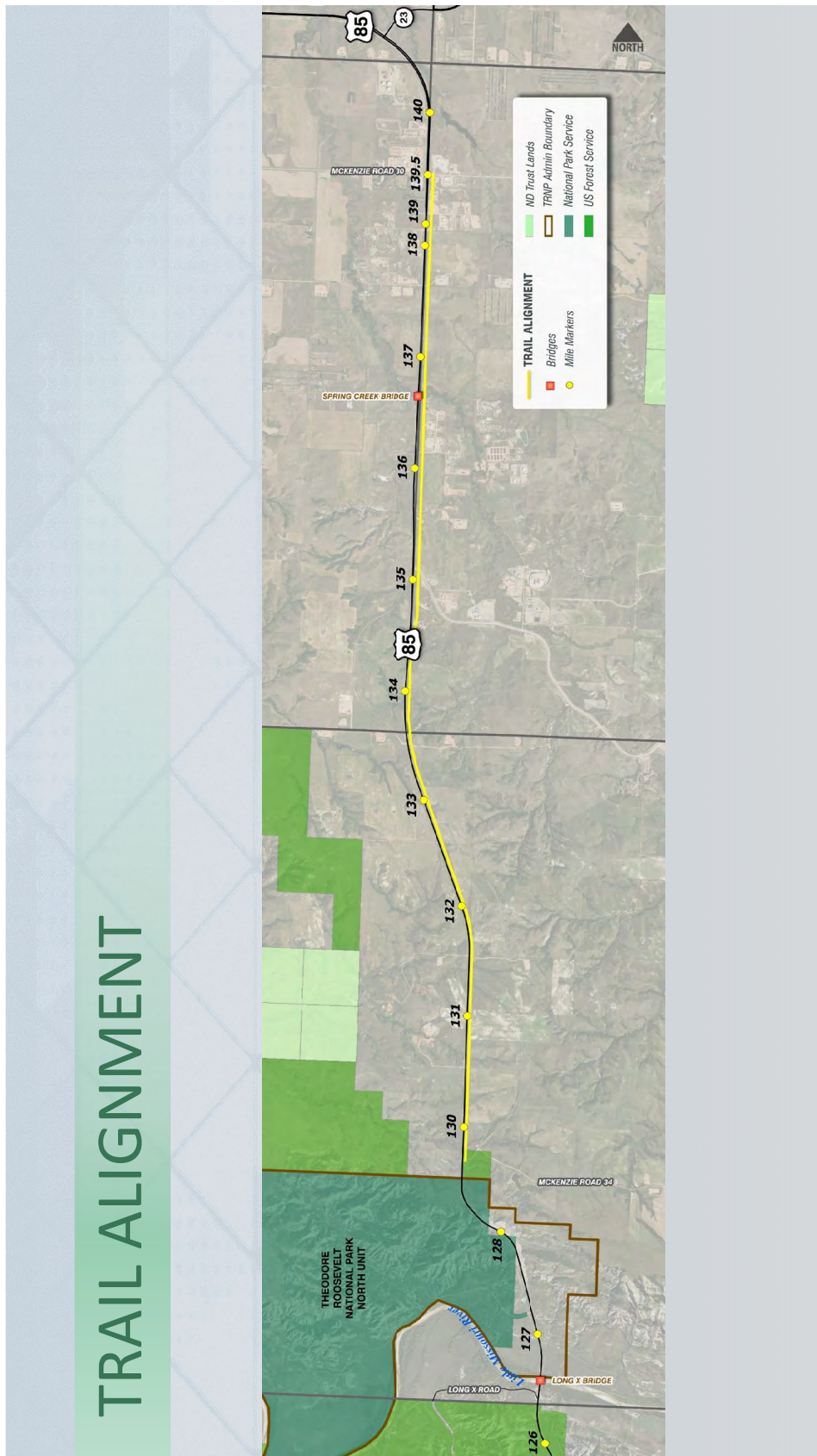
HORSESHOE BEND LANDSLIDE MITIGATION

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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Stark, Billings and McKenzie Counties, North Dakota



Trail

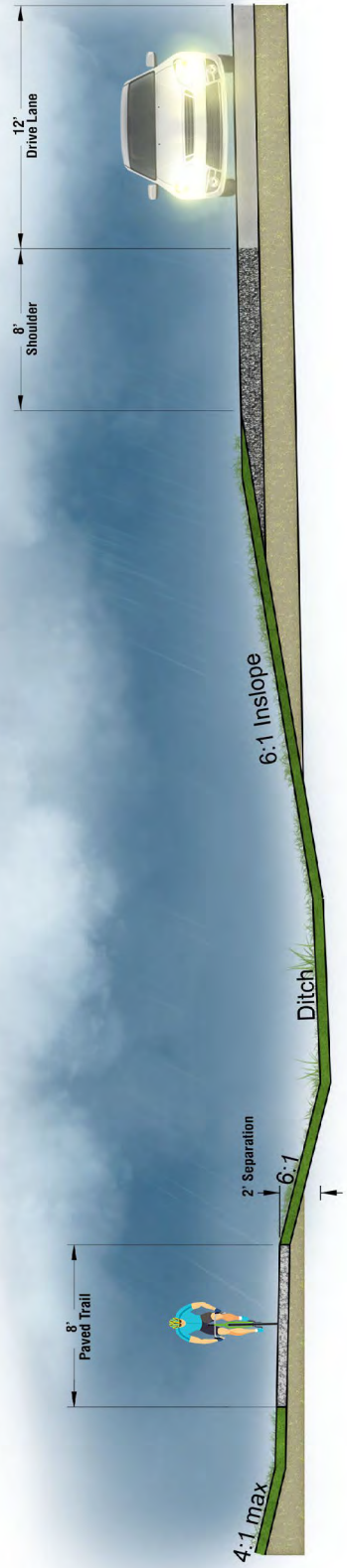


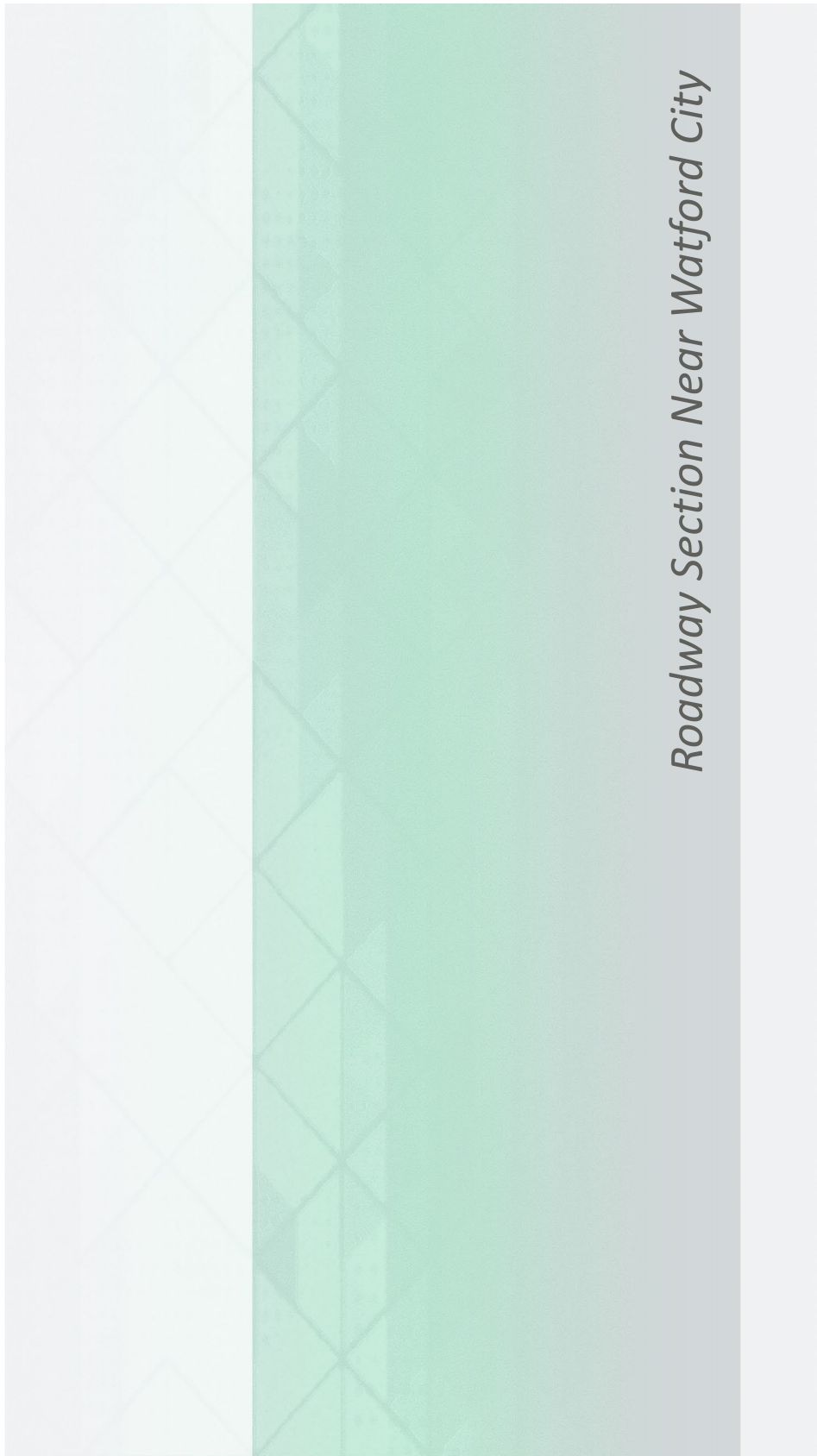
TRAIL ALIGNMENT

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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TRAIL TYPICAL SECTION



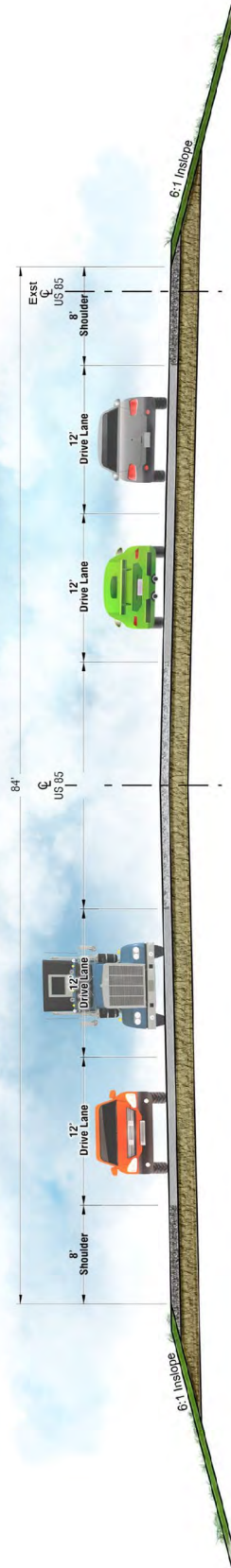
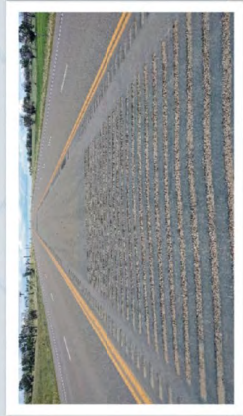
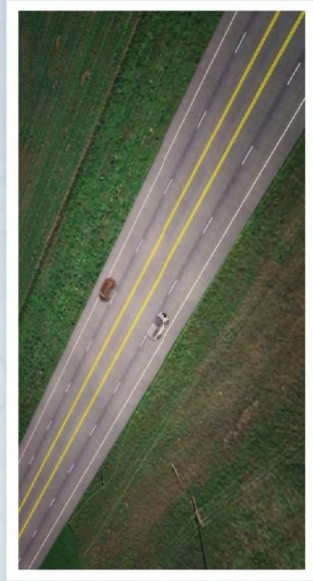


Roadway Section Near Watford City

U.S. HIGHWAY 85

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Stark, Billings and McKenzie Counties, North Dakota

OFFSET FOUR-LANE DIVIDED HIGHWAY WITH FLUSH, 20-FOOT-WIDE MEDIAN





LAND USE

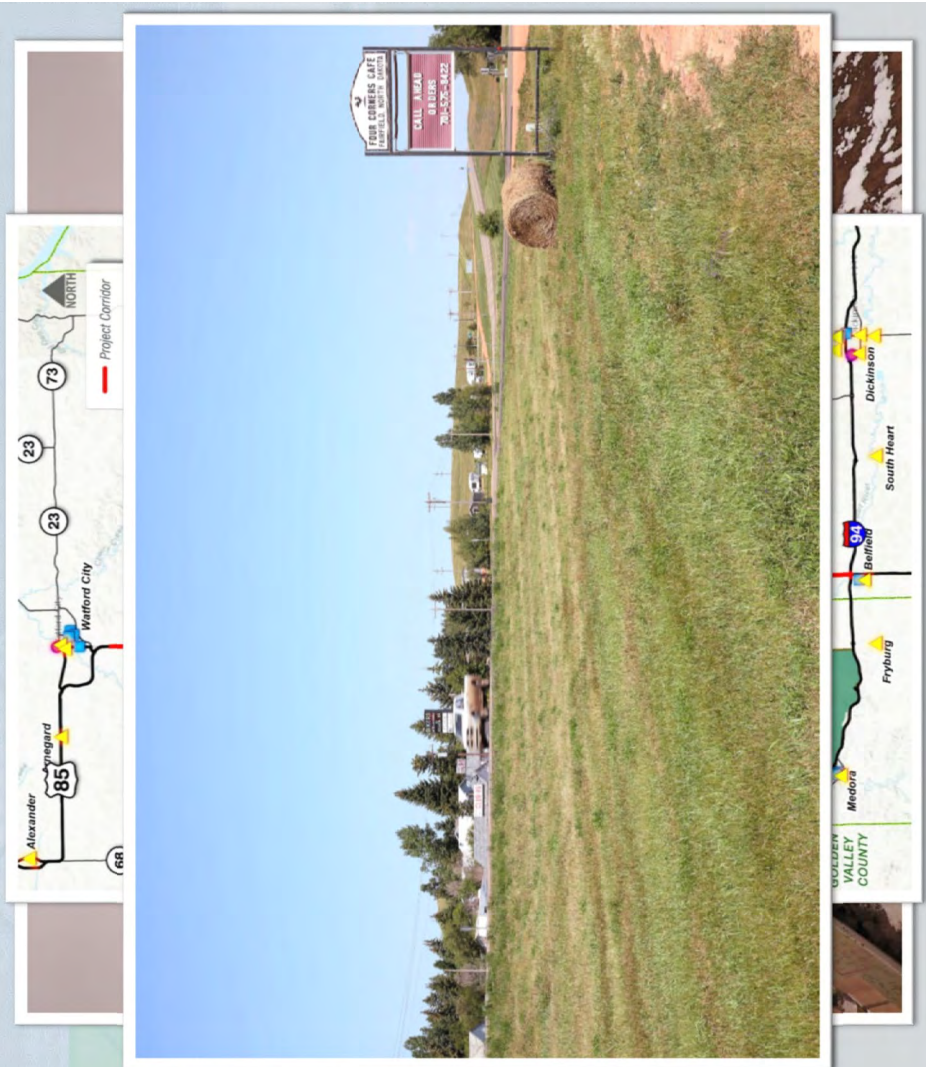
Permanent ROW/Easement on Private and Federal Lands

Alternative/Option	Permanent ROW Required – Private (acres)	Permanent Easement Required – Federal (acres)		Total (acres)
		USFS	NPS	
Alternative B	761.1	73.6	9.4*	844.1
Option FF-1	20.6	—	—	20.6
Option INT-1	2.6	—	—	2.6
Option LX-3	9.4	1.7	—	11.1
TOTAL	793.7	75.3	9.4	878.4

*A new Highway Easement Deed would be issued for the same 9.4-acre area as the existing Deed, plus an additional 0.2 acres impacted by a recent, unrelated, landslide repair project (9.6-acre total).

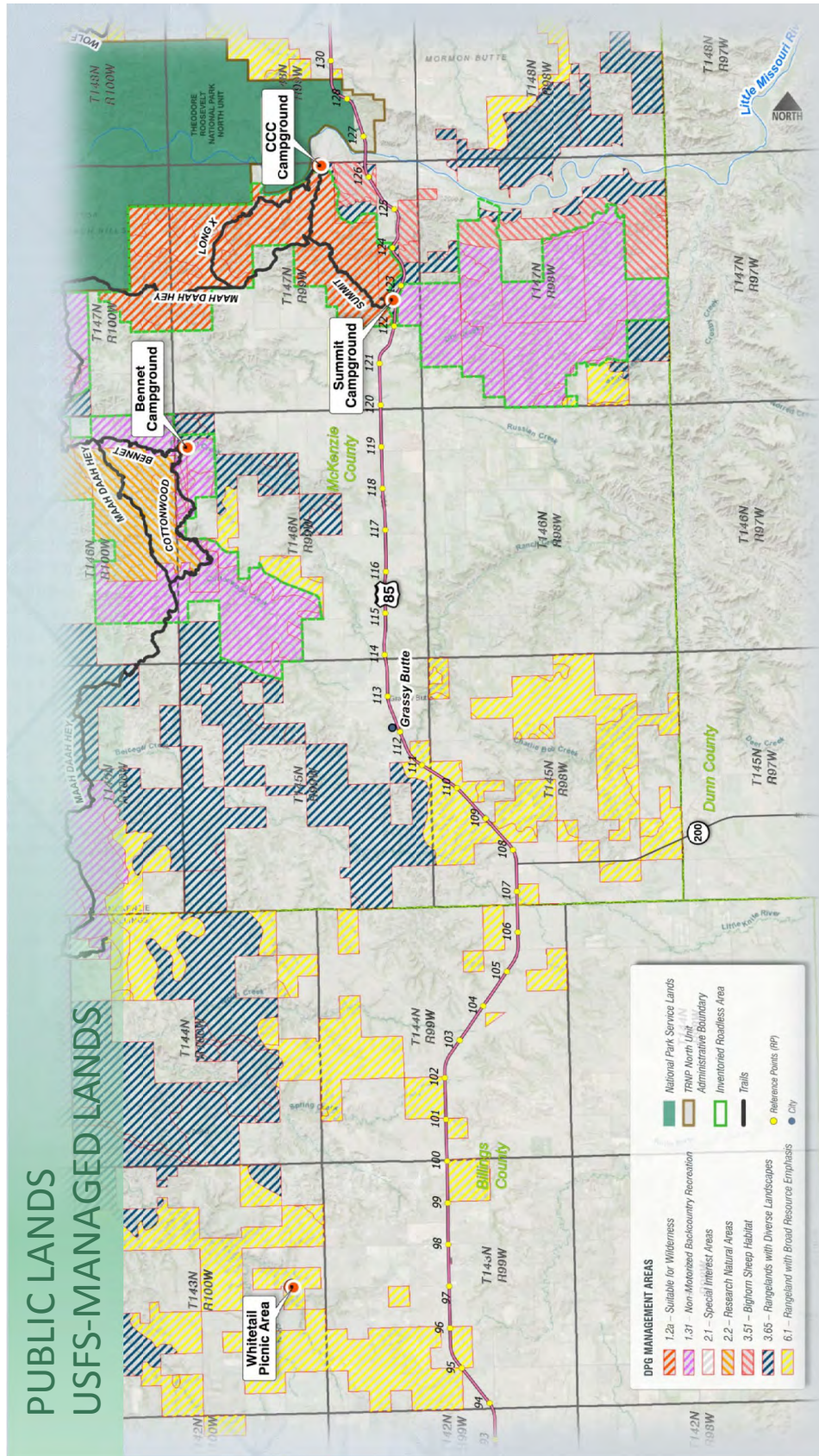
SOCIAL

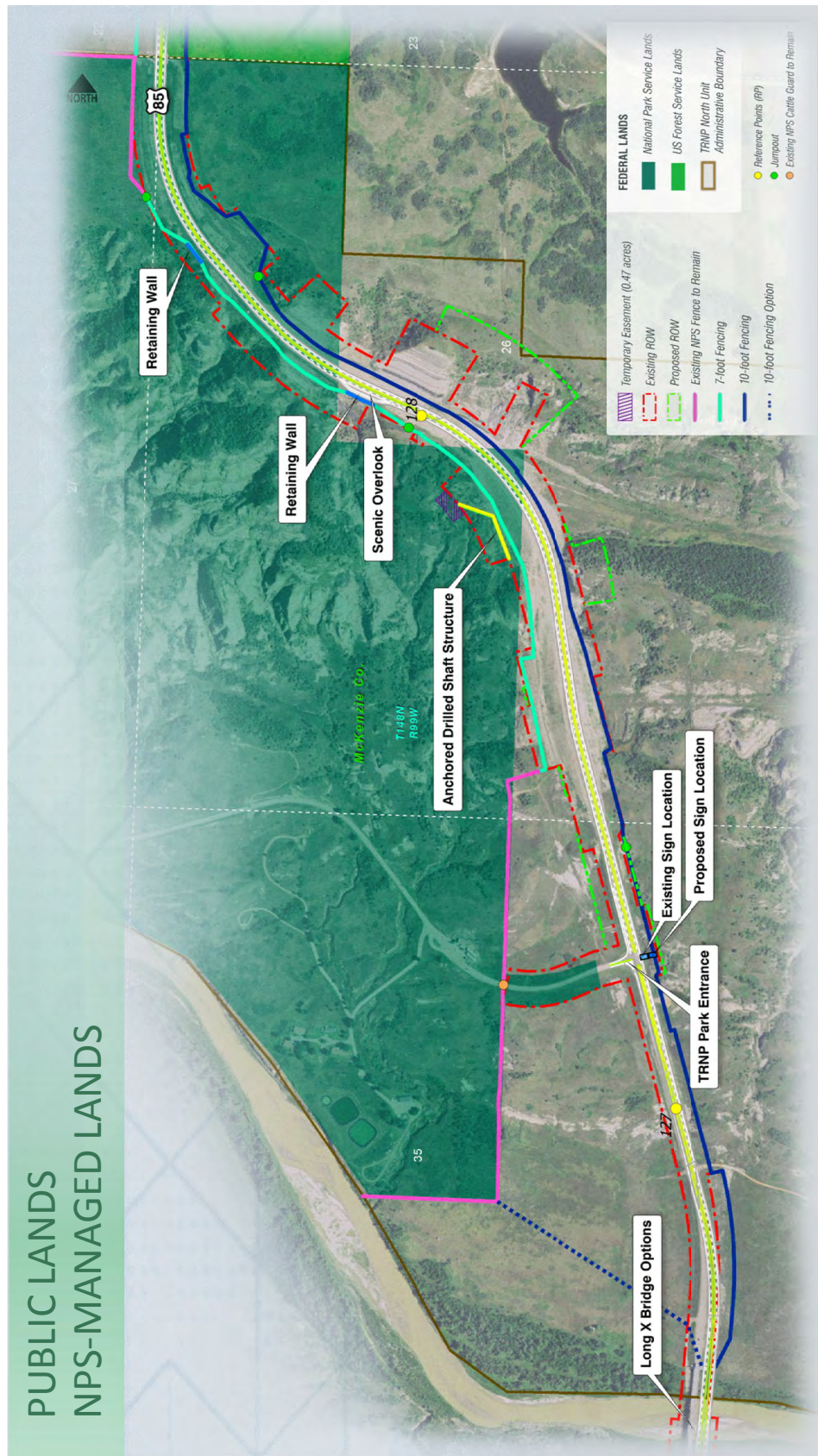
- > Communities
- > Emergency Services
- > Recreation
- > Construction



U.S. HIGHWAY 85

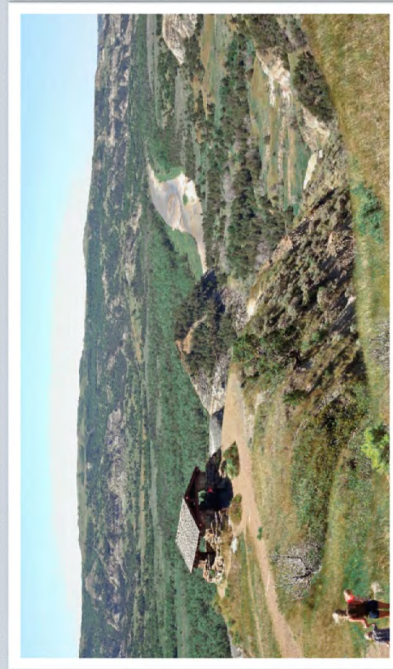
I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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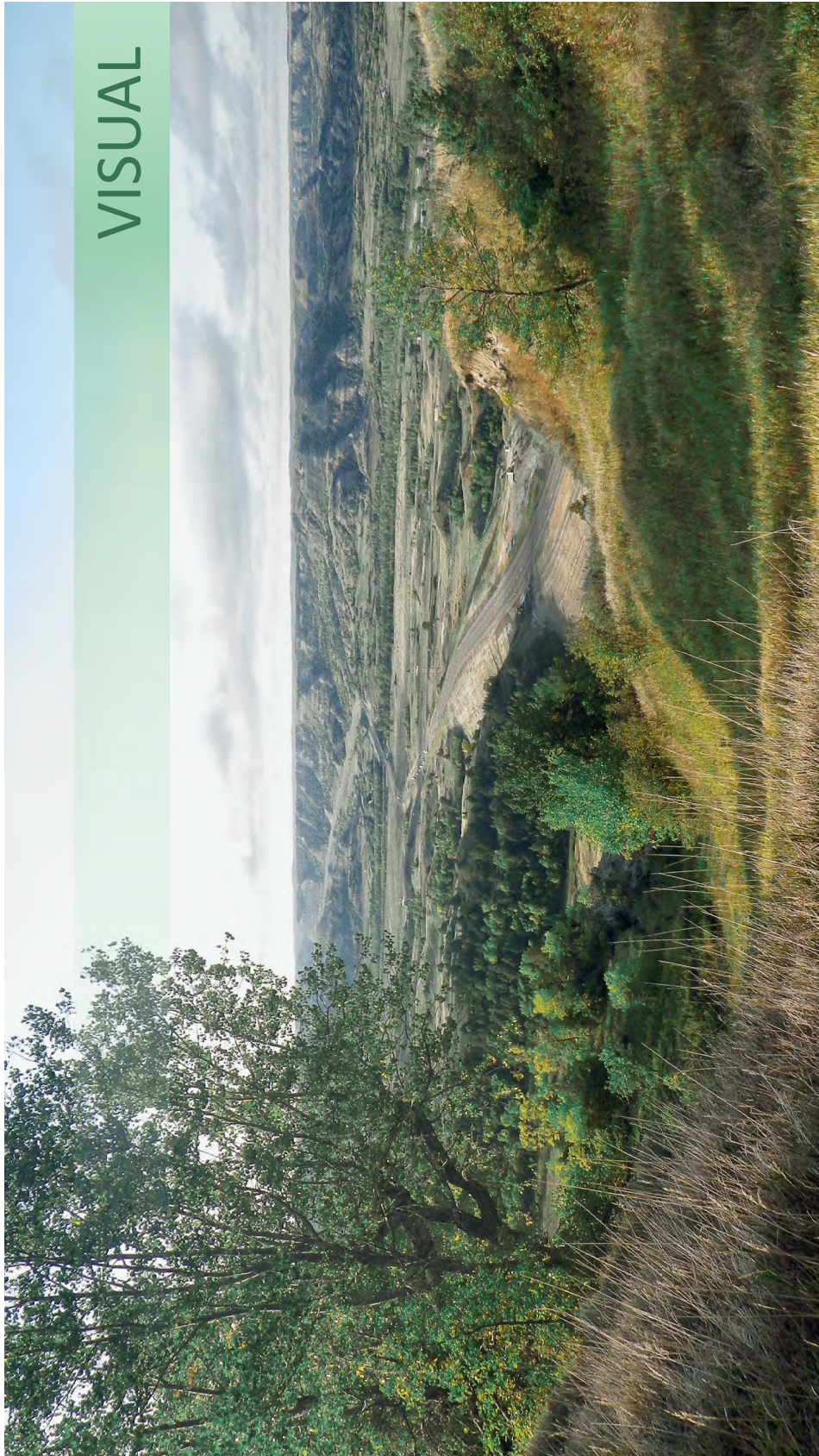


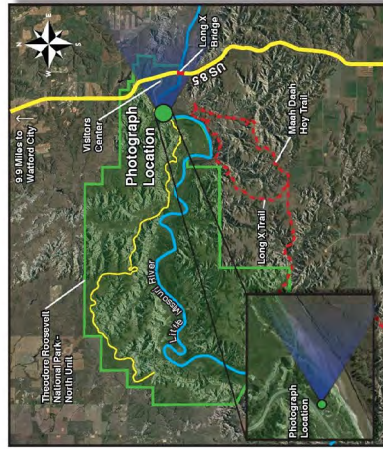


TRNP – NORTH UNIT IMPACTS/COMMITMENTS

- › Noise
 - ›› Traffic Noise Analysis
 - ›› SPReAD Analysis
 - ›› Quiet Pavement Assessment
- › Visual
 - ›› Visual Assessment
- › Commitments
 - ›› Access would be maintained
 - ›› Regular construction activities – 8 am-10 pm (central time)
 - ›› Pile driving activities – 8 am-7 pm (central time)
 - ›› Long-term lighting will be downcast and shielded
 - ›› Visual screening along the western- and northern- most sides of the Long X Bridge staging areas
 - ›› On USFS- and NPS- managed lands, construction equipment would be pressure washed and free of noxious weeds



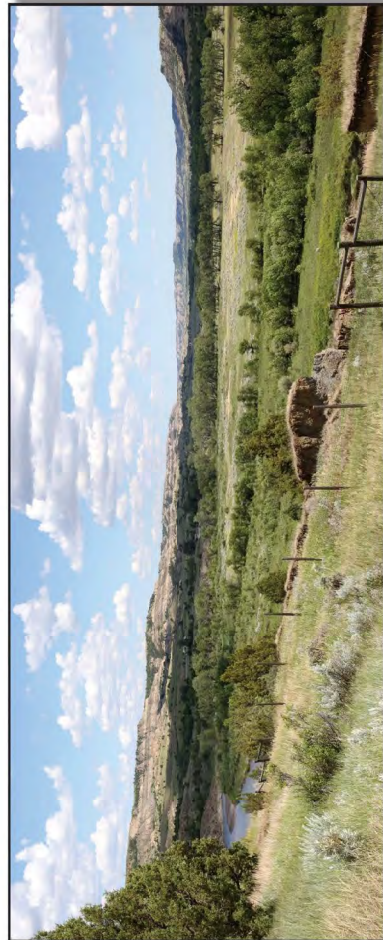




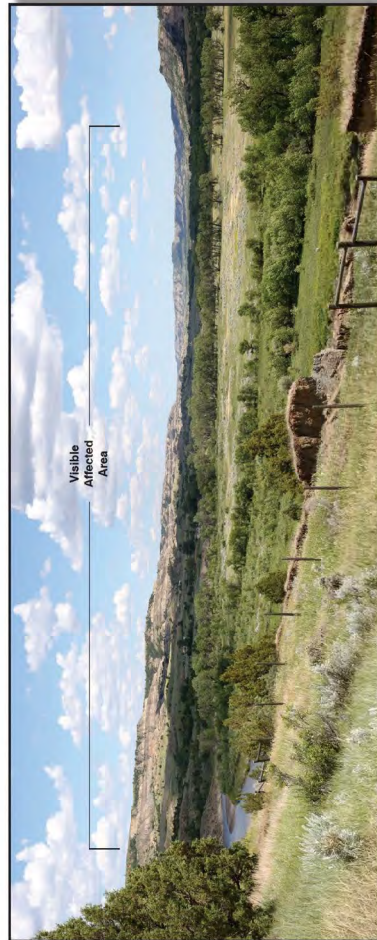
Photograph Location: Viewpoint is approximately 1.1 miles from US 85.



Proposed: Four-lane 12-foot-wide



Existing Condition – View east from River Overlook within Theodore Roosevelt National Park - North Unit.



Simulation – Proposed is visible.

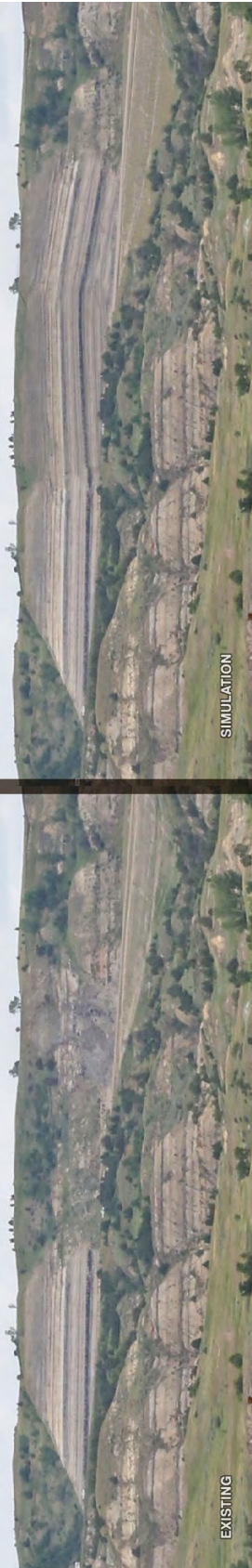
Site Conditions: Moderately Sunny
 When printed on 11x17 inch paper, this simulation is meant to be viewed at a distance of 9.5 inches.
 3D models in this simulation were prepared based on preliminary engineering and may change based on final engineering and design.

Theodore Roosevelt National Park - North Unit - River Overlook

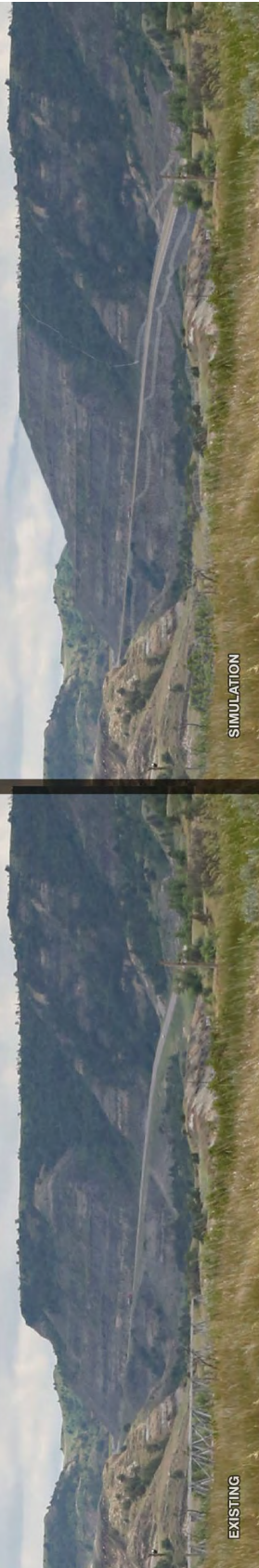


VISUAL

Cut Section Characterized by Stratified Geological Layers (Maah Daah Hey Trail Vantage Point)



Large Flattened Slope and Wildlife Fencing (Temporary Visitor Center Vantage Point)



WATER RESOURCES

Wetland Impacts

Wetland Impacts (acres)		Required Mitigation (acres)	
Temporary	Permanent	USACE	EO 11990*
23.64	27.73	12.97	6.56

*Reflects required mitigation not already accounted for in USACE-required mitigation column.

Other Waters Impacts

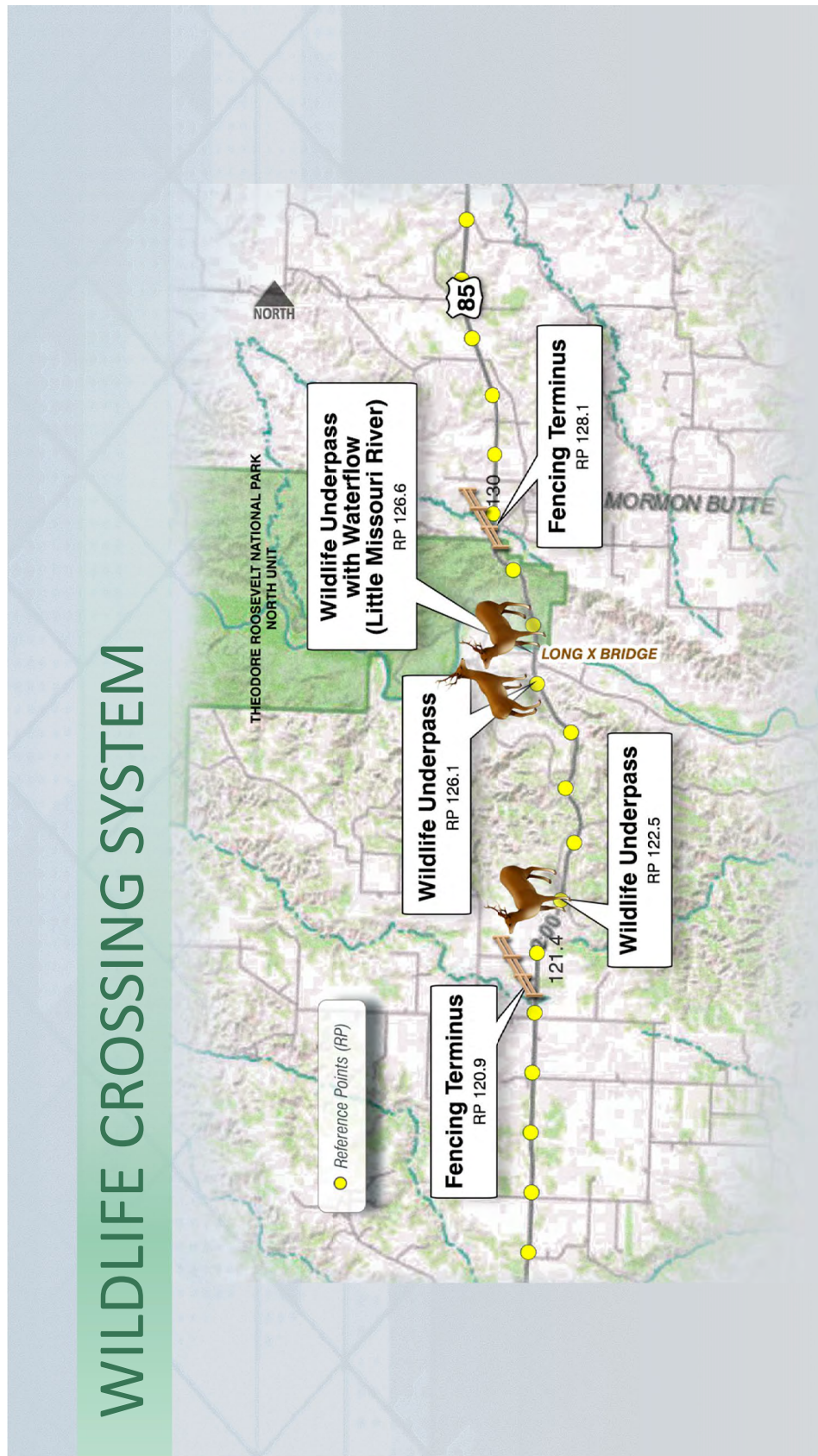
Temporary Impact (linear feet)				Permanent Impact (linear feet)			
South Branch of the Green River	Spring Creek	Little Missouri River	Unnamed Tributary	South Branch of the Green River	Spring Creek	Little Missouri River	Unnamed Tributary
48	242	685	2,639	271	182	85	—

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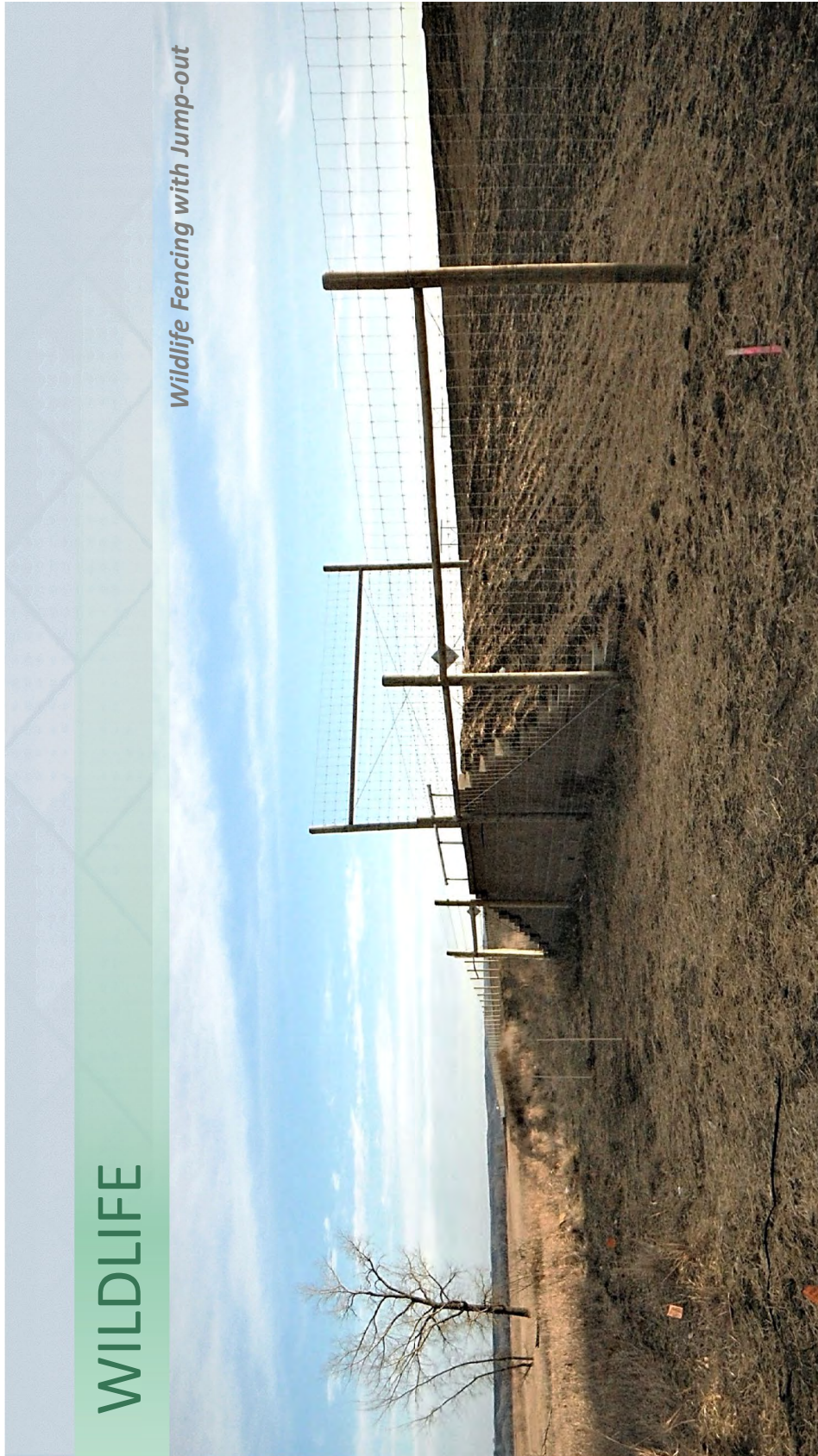
WILDLIFE





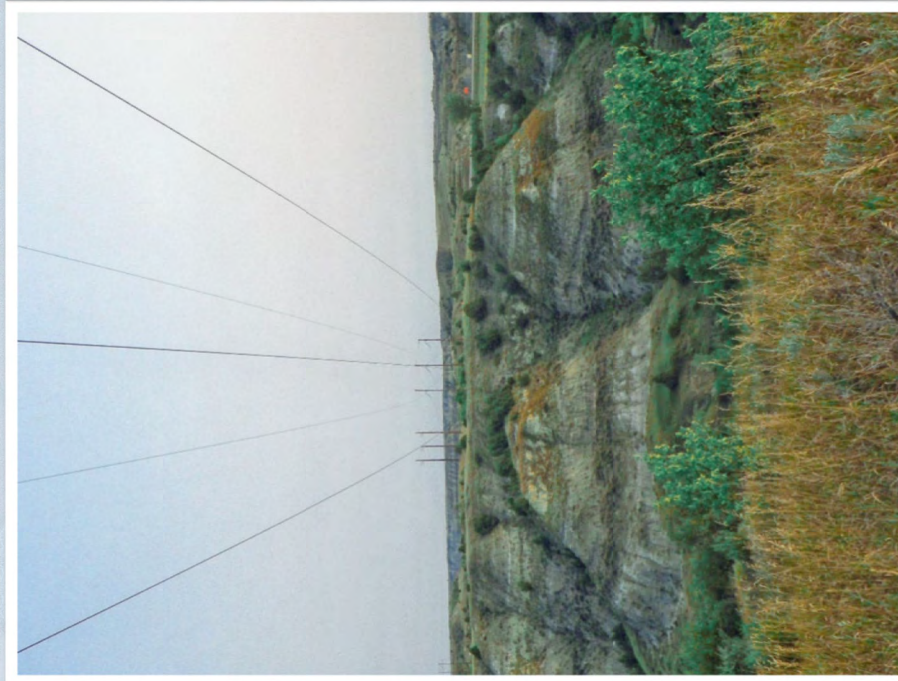
U.S. HIGHWAY 85

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WILDLIFE

Wildlife Fencing with Jump-out



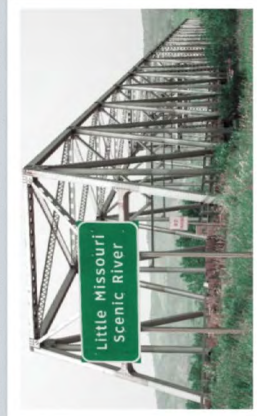
UTILITIES

Utility Impacts

Utility	Impact (miles)
Oil/Gas Pipelines	2.7
Communication Lines	88.6
Power Lines	7.0
Water Pipelines	21.9
TOTAL	120.2

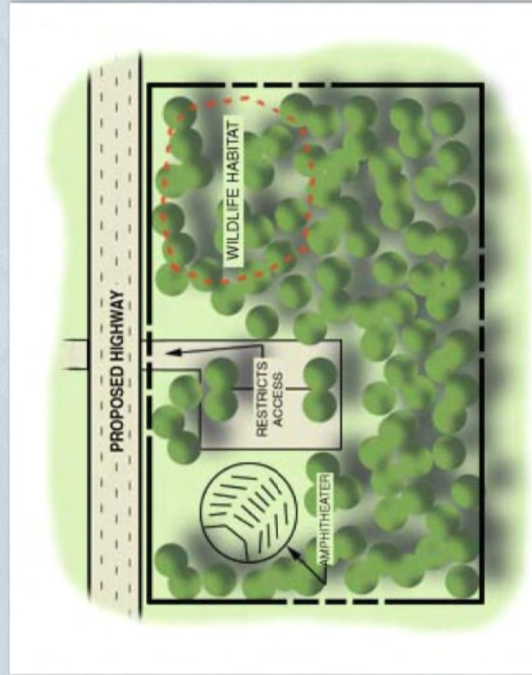
HISTORIC AND ARCHEOLOGICAL PRESERVATION

- › Dolyniuk Homestead: No Adverse Effect, after mitigation
- › Theodore Roosevelt National Park – North Unit Entry Sign: No Adverse Effect, after mitigation
- › Long X Bridge: Adverse Effect



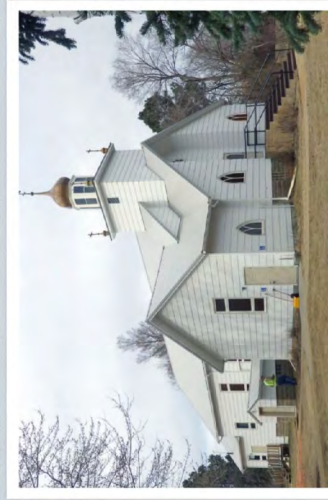
SECTION 4(F)

- > Use of land from publicly-owned parks, recreational areas, wildlife and waterfowl refuges or public and private historical sites
 - » No feasible and prudent avoidance alternative and includes all possible planning to minimize harm
 - » FHWA determines *de minimus* impact
- > Use
 - » Permanent
 - » Temporary
 - » Constructive



SECTION 4(F) PROPERTIES THAT DID NOT MEET TEST OF 4(F)

- > MA 3.65 — Rangelands with Diverse Natural-
Appearing Landscapes
 - > NDDOT's existing Highway Easement Deed with the NPS for US Highway 85
- > MA 6.1 — Rangeland with Broad Resource Emphasis
 - > Scenic Overlooks
- > NDDOT's existing easement with the USFS for US Highway 85
 - > All archaeological sites Not Eligible for inclusion on the NRHP
- > Privately owned property within the administrative boundary of TRNP
 - > St. Demetrius Ukrainian Catholic Church



SECTION 4(F) PROPERTIES IDENTIFIED, NO USE

- > Summit Campground
 - > Pre-historic CMS
 - > Gregory Homestead
 - > MA 1.31 — Backcountry Recreation Non-Motorized
 - > MA 3.51 — Bighorn Sheep Habitat
 - > MA 1.2a — Suitable for Wilderness
- > Maah Daah Hey Trail
- > CCC Campground
- > St. Boniface Cemetery
- > St. Stanislaus Catholic Cemetery
- > St. Mary's Cemetery

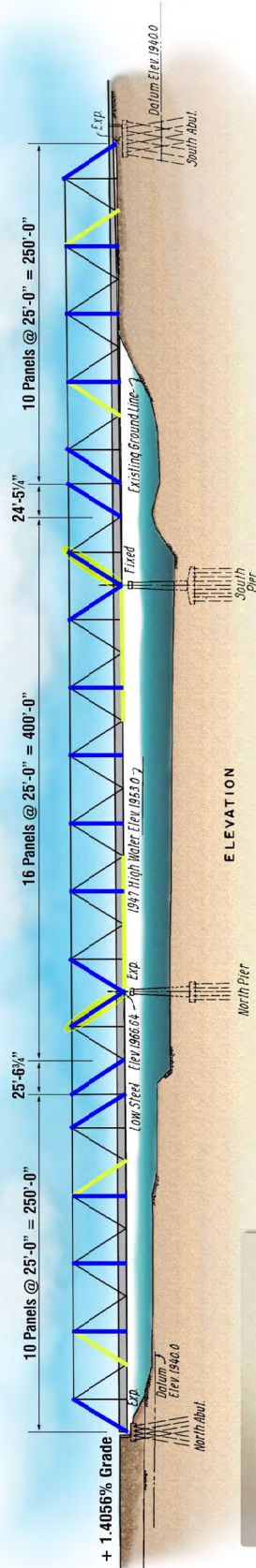


SECTION 4(F)

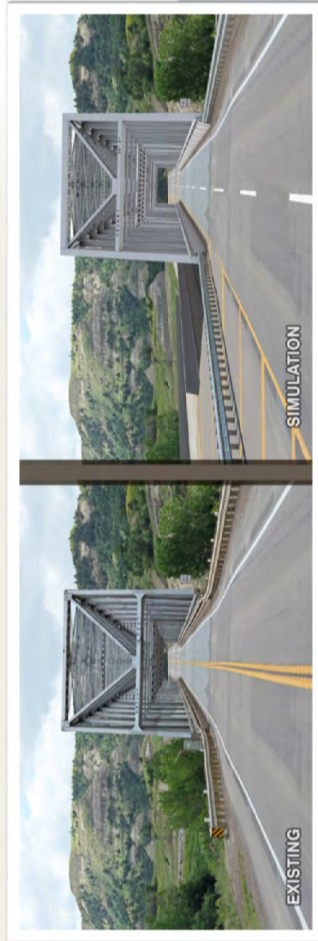
Section 4(f) Uses and Approval Options

Section 4(f) Property	Section 4(f) Use	Section 4(f) Approval Option
NPS-managed Lands	Temporary Occupancy— 0.5 acres	Exception for Temporary Occupancy
TRNP – North Unit Entry Sign	Relocation of Sign— <i>No Adverse Effect</i>	<i>De minimis</i> impact determination
Long X Bridge	Permanent— <i>Adverse Effect</i>	Nationwide Section 4(f) Programmatic Evaluation for Historic Bridges
Dolyzniuk Homestead	Permanent— <i>No Adverse Effect</i>	<i>De minimis</i> impact determination

LONG X BRIDGE



- False portal members
- Strengthening truss members



Raising the Portals

Option LX-1: Scope of Rehabilitation

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

LONG X BRIDGE



Long X Bridge collision



Skagit River Bridge failure caused by collision

LONG X BRIDGE

- > One or more segments available for adoption until June 14, 2018
- > NDDOT will fund disassembly of and transport one segment up to 100 miles
- > Preference given to public entities, must maintain bridge



WARNING THROUGH TRUSS BRIDGE AVAILABLE FOR ADOPTION, MCKENZIE COUNTY, NORTH DAKOTA

The North Dakota Department of Transportation (NDDOT) is providing information regarding the Long X Bridge, a steel truss bridge spanning the Long X River in McKenzie County, North Dakota. The bridge is available for adoption until June 14, 2018. The bridge is a steel truss bridge with a total length of approximately 1,000 feet. The bridge is currently in good condition and is available for adoption. The bridge is located on McKenzie County Road 30, approximately 100 miles west of Watford City, North Dakota. The bridge is a steel truss bridge with a total length of approximately 1,000 feet. The bridge is currently in good condition and is available for adoption. The bridge is located on McKenzie County Road 30, approximately 100 miles west of Watford City, North Dakota.

Must Lineman, Project Manager
300 Airport Road
Bismarck, ND 58504-3005
Phone: 781-315-4994
Email: DOTM300@nd.gov

Schedule & Next Steps



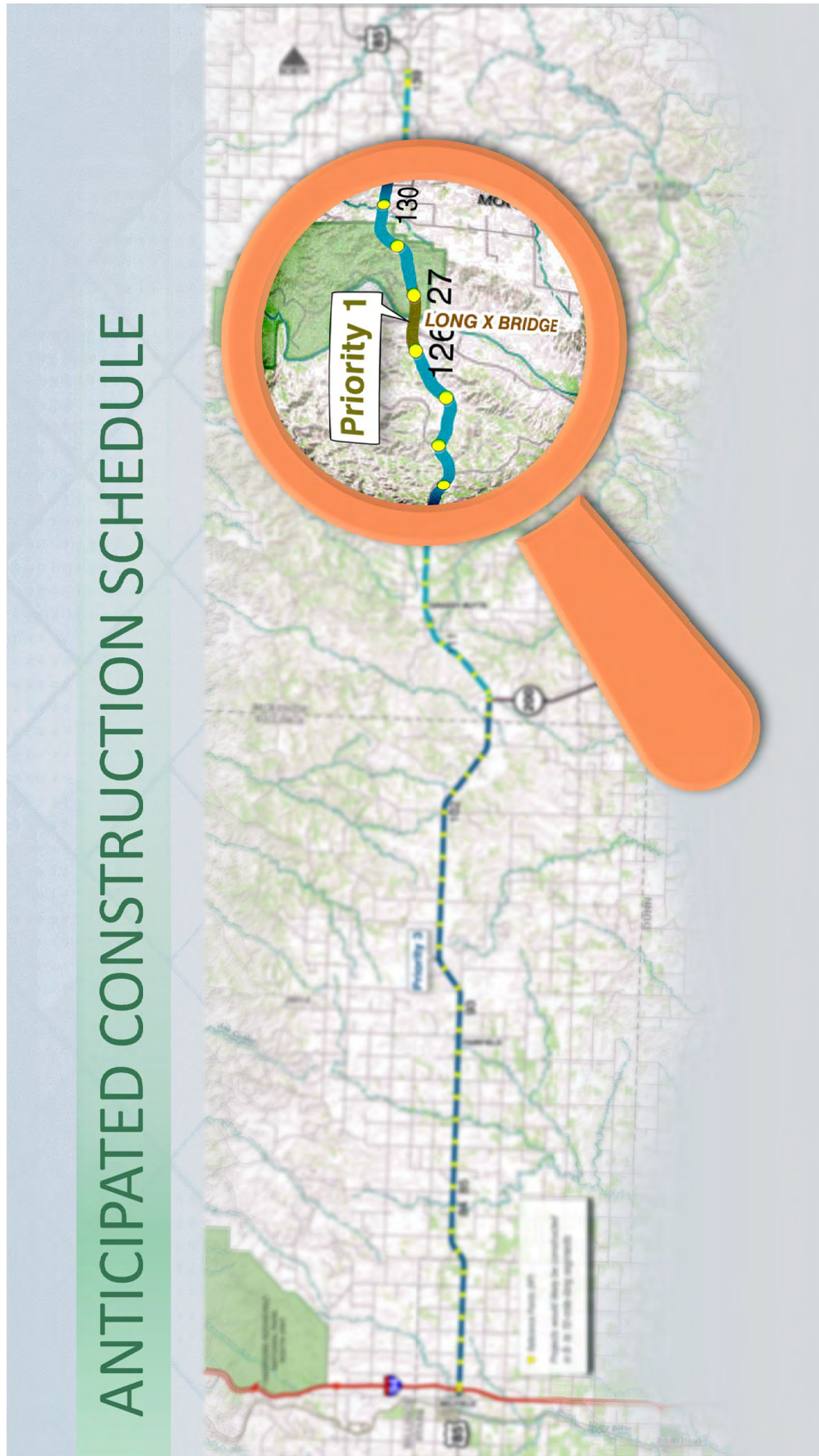
ESTIMATED PROJECT COST

Project Component	Cost
Alternative B	\$419 million
Option FF-1	\$12 million
Option INT-2	\$4 million
Option LX-3	\$36 million
Trail	\$1 million
Wildlife Crossing System	\$7 million
Total	\$479 million

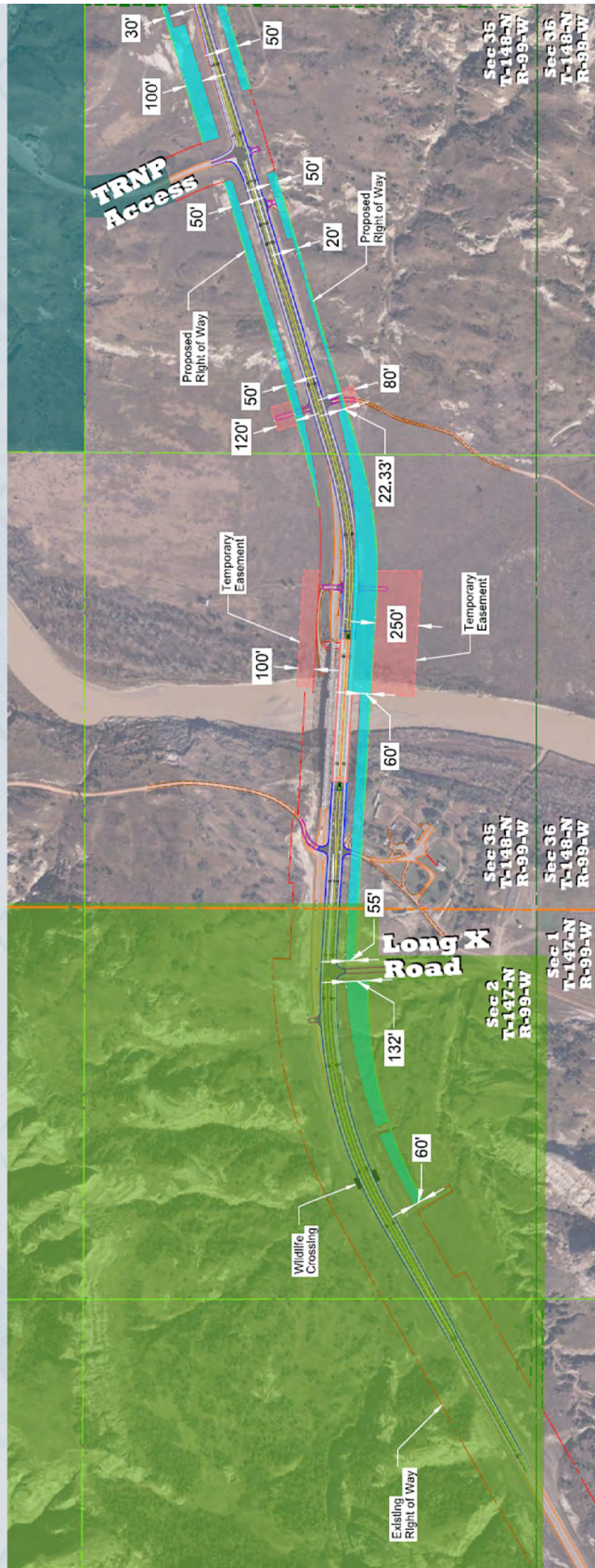
U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

ANTICIPATED CONSTRUCTION SCHEDULE



LONG X BRIDGE REPLACEMENT PROJECT



U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota





U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

U.S. HIGHWAY 85
I-94 Interchange to Watford City Bypass
(McKenzie County Road 30)

COMMENTS

Please use the space below to fill up your comments regarding the US Highway 85 Project. *

PLEASE PRINT

Name: _____
Address: _____

THIS SPACE OFFICE USE ONLY

US 85 - I-94 to Watford City Bypass

Upcoming Public Meetings

- May 29, 2018 10:00 AM - 12:00 PM (Bismarck, ND)
- May 31, 2018 10:00 AM - 12:00 PM (Watford City, ND)
- June 1, 2018 10:00 AM - 12:00 PM (Stark, ND)

Project Description

The US 85 - I-94 to Watford City Bypass project is a multi-phase project that will improve the safety and efficiency of the US 85 corridor between Bismarck and Watford City. The project includes the construction of a new bypass route around Watford City, the widening of existing roadways, and the installation of safety features such as guardrails and signage.

Environmental Process

The project is currently in the Environmental Process stage, which involves the preparation and review of an Environmental Impact Statement (EIS). The EIS will provide a detailed analysis of the project's potential impacts on the environment and the community, and will be made available for public review and comment.

Project Location Map

The map shows the project location along US 85, from Bismarck in the north to Watford City in the south. Key locations marked include Bismarck, Watford City, and Stark.

Note - Public Hearings

* Please mail comments by June 25, 2018
Send to: Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005
Email: DOTUS85@nd.gov

COMMENTS

- > Send comments by June 25, 2018:
- > Mail: Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck ND, 58507-6005
- > Email: DOTUS85@nd.gov
- > Project website: <https://www.dot.nd.gov/projects/williston/US85194/>



QUESTIONS & COMMENTS

- » Speaker Guidelines
 - » State name
 - » Describe issue or ask question
 - » Be concise

Thank you for attending!

*Appendix C. Public
Hearing Materials*

C.1. Notice of Availability



22060

Federal Register / Vol. 83, No. 92 / Friday, May 11, 2018 / Notices

Environmental Protection Agency, 1200 Pennsylvania Ave. NW, Washington, DC 20460; telephone number: (202) 564-4522; email address: valentino.thomas@epa.gov.

SUPPLEMENTARY INFORMATION:

Supporting documents which explain in detail the information that the EPA will be collecting are available in the public docket for this ICR. The docket can be viewed online at www.regulations.gov or in person at the EPA Docket Center, WJC West, Room 3334, 1301 Constitution Ave. NW, Washington, DC. The telephone number for the Docket Center is 202-566-1744. For additional information about EPA's public docket, visit <http://www.epa.gov/dockets>.

Pursuant to section 3506(c)(2)(A) of the PRA, EPA is soliciting comments and information to enable it to: (i) Evaluate whether the proposed collection of information is necessary for the proper performance of the functions of the Agency, including whether the information will have practical utility; (ii) evaluate the accuracy of the Agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (iii) enhance the quality, utility, and clarity of the information to be collected; and (iv) minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses. EPA will consider the comments received and amend the ICR as appropriate. The final ICR package will then be submitted to OMB for review and approval. At that time, EPA will issue another **Federal Register** notice to announce the submission of the ICR to OMB and the opportunity to submit additional comments to OMB.

Abstract: This ICR applies to a contractor who performs response services at sensitive sites with serious security concerns where the Agency and public interest would best be protected through drug testing of contractor employees. It requires the contractor to test employees for the use of marijuana, cocaine, opiates, amphetamines, phencyclidine (PCP), and any other controlled substances. Only contractor employees who have been tested within the previous 90 calendar days and have passing drug test results may be directly engaged in on-site response work and/or on-site related activities at designated sites with significant security concerns. The Agency may request contractors

responding to any of these types of incidents to conduct drug testing and apply Government-established suitability criteria in Title 5 CFR Administrative Personnel 731.104 *Appointments Subject to Investigation*, 732.201 *Sensitivity Level Designations and Investigative Requirements*, and 736.102 *Notice to Investigative Sources* when determining whether employees are acceptable to perform on given sites or on specific projects.

Form Numbers: None.

Respondents/affected entities: Private Contractors

Respondent's obligation to respond: Required to obtain a benefit per Title 5 CFR Administrative Personnel 731.104 *Appointments Subject to Investigation*, 732.201 *Sensitivity Level Designations and Investigative Requirements*, and 736.102 *Notice to Investigative Sources*.
Estimated number of respondents: 500 (total).

Frequency of response: Annual
Total estimated burden: 1,125 hours (per year). Burden is defined at 5 CFR 1320.03(b)

Total estimated cost: \$129,100 (per year), includes \$0 annualized capital or operation & maintenance costs.

Changes in Estimates: There is no change in the hours in the total estimated respondent burden compared with the ICR currently approved by OMB.

Dated: May 3, 2018.

Kimberly Y. Patrick,

Director, Office of Acquisition Management.

[FR Doc. 2018-10121 Filed 5-10-18; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9039-3]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-7156 or <https://www2.epa.gov/nepa/>.
Weekly receipt of Environmental Impact Statements
 Filed 04/30/2018 Through 05/04/2018
 Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <https://cdxnodengn.epa.gov/cdx-nepa-public/action/eis/search>.

EIS No. 20180086, Final, USFS, CO, Final Environmental Impact

Statement for Glade Rangeland Management, Review Period Ends: 06/11/2018, Contact: Deborah Kill 970-882-6822.

EIS No. 20180087, Draft, USDA, NAT, Southern Gardens Citrus Nursery, LLC Permit to Release Genetically Engineered Citrus Tristeza Virus Draft Environmental Impact Statement, Comment Period Ends: 06/25/2018, Contact: Dr. Sidney Abel 301-851-3896.

EIS No. 20180088, Draft, FHWA, ND, U.S. Highway 85 I-94 Interchange to Watford City Bypass (McKenzie County Road 30), Comment Period Ends: 06/25/2018, Contact: Kevin Brodie 701-221-9467.

EIS No. 20180089, Final, USACE, CA, Mather Specific Plan Project, Review Period Ends: 06/11/2018, Contact: Mary Pakenham-Walsh 916-557-7718.

EIS No. 20180090, Draft, NMFS, MA, Amendment 8 to the Atlantic Herring Fishery Management Plan, Comment Period Ends: 06/25/2018, Contact: Carrie Nordeen 978-281-9272.

EIS No. 20180091, Draft, BLM, CO, Draft Environment Impact Statement for the Blue Valley Ranch Land Exchange, Comment Period Ends: 06/25/2018, Contact: Annie Sperandio 970-724-3062.

EIS No. 20180092, Draft, USFS, NM, Luna Restoration Project, Comment Period Ends: 06/25/2018, Contact: Emily Irwin 575-773-4678.

EIS No. 20180093, Final, USFS, NM, Santa Fe National Forest Geothermal Leasing Final Environmental Impact Statement, Comment Period Ends: 06/11/2018, Contact: Larry Gore 575-289-3264.

EIS No. 20180094, Final Supplement, USFS, NM, Supplement to the Final EIS for Invasive Plant Control Project, Comment Period Ends: 06/11/2018, Contact: Sandra Imler-Jacquez 505-438-5443.

Amended Notice

Revision to the **Federal Register** Notice published 05/04/2018, EIS No. 20180078, Draft, FHWA, TX, Oakhill Parkway, change lead agency to TX DOT, pursuant to 23 U.S.C. 327, Contact: Carlos Swonke 512-416-2734.

Adoption

USFS has adopted the NPS Final EIS No. 20180077, Olympic National Park Mountain Goat Management Plan, filed 04/27/2018 with EPA. USFS was a cooperating agency; therefore, recirculation of the document was not necessary under Section 1506.3(b) of the CEQ Regulations.

Dated: May 8, 2018.
Kelly Knight,
Director, NEPA Compliance Division, Office
of Federal Activities.
[FR Doc. 2018-10126 Filed 5-10-18; 8:45 am]
BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[FRL-9977-95—Region 2]

Proposed CERCLA Section 122(h) Cost Recovery Settlement for the Global Landfill Superfund Site, Middlesex County, New Jersey

AGENCY: Environmental Protection
Agency.

ACTION: Notice; request for public
comment.

SUMMARY: In accordance with section 122(j) of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended ("CERCLA"), notice is hereby given by the U.S. Environmental Protection Agency ("EPA"), Region 2, of a proposed cost recovery settlement agreement pursuant to section 122(h) of CERCLA, between the EPA and 15 settling parties ("Settling Parties") regarding the Global Landfill Superfund Site ("Site"), located in Middlesex County, New Jersey. Pursuant to the proposed cost recovery settlement agreement, Settling Parties shall pay \$345,000 to EPA in reimbursement of past response costs incurred by EPA at the Site, as well as all future response costs incurred by EPA in connection with the Site. In exchange, EPA covenants not to sue or take administrative action against Settling Parties pursuant to section 107(a) of CERCLA, for EPA's past response costs or EPA's future response costs as those costs are defined in the proposed settlement agreement.

For 30 days following the date of publication of this document, EPA will receive written comments concerning the proposed cost recovery settlement agreement. Comments to the proposed settlement agreement should reference the Global Landfill Superfund Site, Index No. CERCLA-02-2018-2012. EPA will consider all comments received during the 30-day public comment period and may modify or withdraw its consent to the settlement agreement if comments received disclose facts or considerations that indicate that the proposed settlement agreement is inappropriate, improper, or inadequate. EPA's response to comments will be available for public inspection at EPA's

Region 2 offices located at 290 Broadway, New York, NY 10007-1866.

DATES: Comments must be submitted on or before June 11, 2018.

ADDRESSES: The proposed settlement agreement is available for public inspection at EPA's Region 2 offices. To request a copy of the proposed settlement agreement, please contact the EPA employee identified below.

FOR FURTHER INFORMATION CONTACT: Juan M. Fajardo, Assistant Regional Counsel, Office of Regional Counsel, U.S. Environmental Protection Agency, Region 2, 290 Broadway—17th Floor, New York, NY 10007. Email: fajardo.juan@epa.gov; telephone: 212-637-3132.

Dated: April 25, 2018.

John Prince,
Acting Director, Emergency and Remedial
Response Division, U.S. Environmental
Protection Agency, Region 2.

[FR Doc. 2018-10134 Filed 5-10-18; 8:45 am]

BILLING CODE 6560-50-P

FEDERAL COMMUNICATIONS COMMISSION

Radio Broadcasting Services; AM or FM Proposals To Change The Community of License

AGENCY: Federal Communications
Commission.

ACTION: Notice.

DATES: The agency must receive
comments on or before July 10, 2018.

ADDRESSES: Federal Communications
Commission, 445 Twelfth Street SW,
Washington, DC 20554.

FOR FURTHER INFORMATION CONTACT:
Rolanda F. Smith, 202-418-2054.

SUPPLEMENTARY INFORMATION: The following applicants filed AM or FM proposals to change the community of license: NEW BEGINNINGS MOVEMENT, INC., WJCF-FM, Fac. ID No. 91193, Channel 201B, From MORRISTOWN, IN, To GREENFIELD, IN, BPED-20180327ACM; EDUCATIONAL MEDIA FOUNDATION, KMLV, Fac. ID No. 85846, Channel 201C0, From RALSTON, NE, To MALVERN, IA, BPED-20180312ABQ; EDUCATIONAL MEDIA FOUNDATION, KUAO, Fac. ID No. 71394, Channel 201C2, From OGDEN, UT, To TREMONTON, UT, BPED-20180330AAH; FAMILY LIFE MINISTRIES, INC., WCIH, Fac. ID No. 20641, Channel 212B1, From ELMIRA, NY, To RIDGEBURY, PA, BPED-20180413AAQ; CALVARY CHAPEL OF TWIN FALLS, INC., KBJF, Fac. ID No.

174640, Channel 213C, From NEPHI, UT, To SARATOGA SPRINGS, UT, BPED-20180308AAB; SARKES TARZIAN, INC., WTTT, Fac. ID No. 59141, Channel 222B, From BLOOMINGTON, IN, To TRAFALGAR, IN, BPH-20180320ABU; THE UNIVERSITY OF WYOMING, KTWY, Fac. ID No. 166052, Channel 248C3, From SHOSHONI, WY, To SHERIDAN, WY, BPED-20180413AAZ; THE UNIVERSITY OF WYOMING, KWWY, Fac. ID No. 166053, Channel 267C3, From SHOSHONI, WY, To CASPER, WY, BPED-20180413ABA; BRYAN KING, KAJZ, Fac. ID No. 87996, Channel 293C3, From LLANO, TX, To GRANITE SHOALS, TX, BPH-20180302AAX; EDUCATIONAL MEDIA FOUNDATION, KIMI, Fac. ID No. 189501, Channel 299A, From MALVERN, IA, To RALSTON, NE, BPED-20180312ABP; BLOUNT BROADCASTING CORPORATION, WKVL, Fac. ID No. 66618, 850kHz, From KNOXVILLE, TN, To MARYVILLE, TN, BP-20180208AAL; 920 AM, LLC, WGNU, Fac. ID No. 49042, 920kHz, From GRANITE CITY, IL, To ST. LOUIS, MO, BP-20180226AAO; and ETERNITY MEDIA GROUP, WKXG, Fac. ID No. 65008, 1550kHz, From GREENWOOD, MS, To BOLTON, MS, BP-20180319AAL.

The full text of these applications is available for inspection and copying during normal business hours in the Commission's Reference Center, 445 12th Street SW, Washington, DC 20554 or electronically via the Media Bureau's Consolidated Data Base System, http://licensing.fcc.gov/prod/cdbs/pubacc/prod/cdbs_pa.htm.

Federal Communications Commission,

Nazifa Sawez,
Assistant Chief, Audio Division, Media
Bureau.

[FR Doc. 2018-10095 Filed 5-10-18; 8:45 am]

BILLING CODE 6712-01-P

FEDERAL DEPOSIT INSURANCE CORPORATION

**Agency Information Collection
Activities; Proposed Collection
Renewal; Comment Request (OMB No.
3064-0006; -0015; -0019; and -0097)**

AGENCY: Federal Deposit Insurance
Corporation (FDIC).

ACTION: Notice and request for comment.

SUMMARY: The FDIC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on the renewal of the existing

C.2. May 8, 2018 Press Release

From: Olson, Jamie R.

Sent: Monday, May 07, 2018 2:22 PM

To: AP Bismarck <apbismarck@ap.org>; B Nicholson <bnicholson@ap.org>; D Kolpack <dkolpack@ap.org>; Macpherson, James <jmacpherson@ap.org>; Alyssa Fitzgerald <alyssa.fitzgerald@townsquaremedia.com>; Amy Dalrymple <amy.dalrymple@bismarcktribune.com>; Bismarck Tribune <news@bismarcktribune.com>; Carson Press <gcn@westriv.com>; Center Republic <star@westriv.com>; Glen Ulin Times <gutimes@westriv.com>; Gloria David <gdavid@bismarcknd.gov>; Hazen Star <centernews@westriv.com>; Hebron Herald <hherald@westriv.com>; Jim Walsh <jim.walsh@townsquaremedia.com>; Joey Dee <joey.dee@townsquaremedia.com>; John Hageman <jhageman@forumcomm.com>; KFYP radio <kfyrnews@iheartmedia.com>; KNDR <onairkndr@midconnetwork.com>; KX News <news12@kxnet.com>; Larry Leblanc <larry.leblanc@townsquaremedia.com>; Lauren Gray - MOJO 107.5 FM <laurenggray@mojo1075.com>; Leann Eckroth <leann.eckroth@bismarcktribune.com>; Linton Emmons County Record <info@lintonnd.com>; Mandan News <editor@mandan-news.com>; Mark Wish <Mark.Wish@townsquaremedia.com>; Matt Bingham <matt.bingham@townsquaremedia.com>; McClusky Gazette <gazette@westriv.com>; MOJO 107.5FM <mojo@mojo1075.com>; Napoleon Homestead <homestead@napoleonnd.com>; New Salem Journal <newsalejournal@westriv.com>; Phil Parker <philparker@iheartmedia.com>; Radio--Bismarck (Cumulus) <Dean.Mastel@cumulus.com>; Radio--Bismarck (KFYP) <kfyr@clearchannel.com>; Radio--Bismarck (Prairie Public Broadcasting) <dthompson@prairiepublic.org>; Steele Ozone & Kidder County Press <sop@bektel.com>; Steve

Wallick <steve.wallick@bismarcktribune.com>; TV KFYZ - Cliff Naylor <cnaylor@kfyrtv.com>; TV KFYZ - Henry Blakes <hblakes@kfyrtv.com>; TV KFYZ - Kevin Lawrence weather <weather@kfyrtv.com>; TV--Bismarck (KFYZ) <news@kfyrtv.com>; Underwood News <unnews@westriv.com>; URLRadio - Stacy Sturm <stacy@urlradio.net>; Washburn Leader News <bhgnews@westriv.com>; Washburn/Underwood Leader News <leadernews@westriv.com>; agency@independencecil.org; allan.peterson@ndsu.edu; bcsap@btinet.net; bozz@beu.midco.net; brendac@cap7.com; btelin@lssnd.org; chuck.mgas@midconetwork.com; customerservice@metropolains.com; dacotah@btinet.net; dhsds@nd.gov; Engelman, Harley D. <hengelman@nd.gov>; freedom@freedomrc.org; ghegland@i29.net; info@prideinc.org; -Info-City of Bismarck Planning <cobplan@nd.gov>; -Info-DHS Aging Services <dhsaging@nd.gov>; -Info-DHS West Central Human Service Center <dhswhsc@nd.gov>; jbrager@hitinc.org; jill.hough@ndsu.edu; kess@bektel.com; Laurel_nybo@bismarckschools.org; leeann.coresinc@midconetwork.com; lwurtz@aarp.org; Mack, Pamela <pmack@nd.gov>; Mary Siverson <Mary.siverson@ndsu.edu>; Moench, Jim <jimmoench@nddca.org>; mrasmussen@nd.gov; mremboldt@hitinc.org; pamelat@sbc.edu; Pena, Andrea D. <apena@nd.gov>; pmckenzie61@live.com; robinw.bisman@midconetwork.com; Roy, Crystal M. <croy@nd.gov>; sandy_wollan@bismarckschools.org; Saunders, Steve L. <ssaunders@nd.gov>; Schiwal, Tom P. <tschiwal@nd.gov>; smilovanovic@lssnd.org; westndfcp@btinet.net; westriver.bisman@midconetwork.com; Belcourt Turtle Mountain Times <thetimes@utma.com>; Cando Towner County Record Herald <tcrheditor@gondtc.com>; Carrington Foster County Independant <fosterconews@daktel.com>; Devils Lake Journal <news@devilslakejournal.com>; Edmore Herald <nesspres@polarcomm.com>; Great Plains Integrated Marketing <[alerts@gpimonline.com](mailto>alerts@gpimonline.com)>; Lakota American <lamerican@polarcomm.com>; Langdon Cavalier County Republican <ccr@utma.com>; Mike Grafsgaard <mikeg@dvind.com>; Minnewauken Benson County Farmers Press <farmerspress@stellarnet.com>; New Rockford Transcript <transcript@stellarnet.com>; Radio--Carrington <kdakam@daktel.com>; Radio--Devils Lake (KDLR) <kdrlrkdvl@stellarnet.com>; Radio--Devils Lake (Radio Works) <kzzynews@stellarnet.com>; Radio--Langdon (KNDK) <knkd1080@utma.com>; Radio--Rugby (KZZJ) <kzji@kzji.com>; Rolla Turtle Mountain Star <tmstar@utma.com>; Rugby Pierce County Tribune <pctrugby@gondtc.com>; Allison.dybing.l@sendit.nodak.edu; beatrice@utma.com; dpcaalundon@yahoo.com; -Info-DHS Lake Region Human Service Center <dhslrhsc@nd.gov>; jacquencpc@gondtc.com; Jeremy@tribalresources.com; Kath-Magnan@littlehoop.edu; Lundon, Nancy R. <nlundon@nd.gov>; nd.sd@sendit.nodak.edu; Nicole.m.walford@lrsc.edu; nutusms@utma.com; rsvp@stellarnet.com; sms@gondtc.com; susanpatfossen@gondtc.com; Beulah Beacon <coalnews@westriv.com>; Bowman Pioneer <bowmancountypioneer@countrymedia.net>; Dickinson Press <newsroom@thedickinsonpress.com>; Glenda Embry <gembry@mhanation.com>; Golden and Billings <goldenandbillings@gmail.com>; Hazen Star <independ@restel.net>; Hettinger Adams County Record <acrnnews@ndsupernet.com>; Jason Spiess <rollingstovend@gmail.com>; Miller, Kenneth J. <kenmiller@nd.gov>; Killdeer Dunn County Herald <edunn@ndsupernet.com>; Michael Hrick <mhrick@thedickinsonpress.com>; New England Herald <therald@ndsupernet.com>; Nina Fox <nfox@mhanation.com>; Radio--Beulah <lee@foxsports1410.com>; Radio--Dickinson (KDIX) <kdix@kdix.net>; Radio--Hettinger <knkc1490@ndsupernet.com>; Radio--New Town (KMHA) <csun@mhanation.com>; Studio-The Mix <studio@themix1057.com>; administration@dickinson.cap.org; Beverly.Hafele@ndsu.edu; cehlis@state.nd.us; coa@midstate.net; cwtrans@pop.ctctel.com; eldercare@ndsupernet.com; hazennd@westriv.com; -

Info-DHS Badlands Human Service Center <dhsblhsc@nd.gov>;
margaret.olheiser@sendit.nodak.edu; mmccoa@westriv.com; Sharon.Hansen@senditnodak.edu;
 Shea, Kari L. <kshea@nd.gov>; Cass County Reporter <news@ccreporter.com>; Chris Hennen
 <christh@gpimonline.com>; Enderlin Independent <enderlinindependent@mlgc.com>; Eric Madden
 <eric.madden@kbmwam.com>; Fargo Forum <news@forumcomm.com>; Fargo TV news
 <news@valleynewsalive.com>; Forum Reporters <reporters@forumcomm.com>; Hankinson Richland
 County News Monitor <monitor@rrt.net>; Hillsboro Banner <hbanner@rrv.net>; Jamie Dickerman
 <jamie.dickerman@kbmwam.com>; Jerimiah Moerke <jerimiah.moerke@state.mn.us>; Kevin
 <Kevin@knoxradio.com>; KFGO <kfgo.news@kfgo.com>; KFGO studio <kfgo.studio@kfgo.com>;
 KVRr <jradsk@kvr.com>; KVRr news <newsdirector@kvr.com>; Lisa Johnson
 <ljohnson@kvr.com>; Lisbon Ransom County Gazette <info@rcgazette.com>; NDPR--Fargo
 <tmcDonald@prairiepublic.org>; Parker <bparker@wday.com>; Prairie public
 <mainstreet@prairiepublic.org>; Radio--Fargo (Clear Channel2) <news@wday.com>; Radio--Fargo
 (Clear Channel3) <jnelson@wday.com>; Radio--Fargo (Ind.) <kfnw@kfnw.org>; Radio--Wahpeton
 <news@kbmwam.com>; Richland County Dispatch <communications@co.richland.nd.us>; Sargent
 County Teller-General <info@thescteller.com>; Sherri Richards <srichards@forumcomm.com>; TV--
 Fargo (PBS) <janderson@prairiepublic.org>; Wahpeton Daily News
 <editor@wahpetondailynews.com>; WDAY radio <talk@wday.com>; Wendy Reuer
 <wreuer@forumcomm.com>; West Fargo Pioneer <news@westfargopioneer.com>; AARP
 <aarpend@aapr.org>; annp@sendcaa.org; Clark.B.Gripentrog.1@sendit.nodak.edu;
eiderr@fargo.k12.nd.us; -Info-DHS Southeast Human Service Center <dhssehsc@nd.gov>;
jbommelmann@matbus.com; jbrunette@ideaone.net; jimkappel@sendcaa.org;
kandia_acs@yahoo.com; marcia.gums@annecenter.org; Markel, Curtis D. <cmarkel@nd.gov>;
 Mayville State <askus@mayvillestate.edu>; metroco@fmmetrocog.org; Michael Maddox
 <maddox@fmmetrocog.org>; Nancy Olson <nancy.olson@ndsu.edu>; rolewitz@hotmail.com;
scottb@sendcaa.org; tgravel@west-fargo.k12.nd.us; Valley Senior Services
 <info@valleyseniors.org>; Cavalier Chronicle <lynn@cavchronicle.com>; Doug Barrett/KNOX
 <doug@knoxradio.com>; Drayton Journal <valleyv@polarcomm.com>; Finley Steele County Press
 <scpress@invisimax.com>; Grand Forks Herald <gfhcity@gfherald.com>; Grand Forks Herald - Mike
 Jacobs main desk <mjacobs@gfherald.com>; Larimore Leader <larimoreleader@cablone.net>;
 Northwood Gleaner <gleaner@invisimax.com>; Park River Walsh County Press
 <wcpres@polarcomm.com>; Radio - Grafton <kxponews@polarcomm.com>; Radio--Grand Forks
 (Clear Channel) <patmclean@clearchannel.com>; Radio--Grand Forks (leighton)
 <linn@leightonbroadcasting.com>; Radio-KXPO2 <scottklm@hotmail.com>; TV--Grand Forks (WDAZ)
 <news@wdaz.com>; Walhalla Mountaineer <mtneer@utma.com>; Walsh County Record
 <jackie@wcrecord.com>; Cookie_Mitchell@fc.grandforks.k12.nd.us;
dbergman@grandforksgov.com; director.gfscc@midconetwork.com;
earl.haugen@theforksmo.org; grandforks@ndad.org; Haas, Jan A. <jhaas@nd.gov>; -Info-DHS
 Northeast Human Service Center <dhsnehsc@nd.gov>; kkeys@rrvca.com;
Mark.M.Wagner@sendit.nodak.edu; pcmt@polarcomm.com; pl1@polarcomm.com;
randy@myoptions.info; Terry.Bohan@fc.grand-forks.k12.nd.us; Bottineau Courant
 <courant@utma.com>; Dan Lewis <daniel.lewis.23@us.af.mil>; Eloise Ogden
 <eogden@minotdailynews.com>; Garrison Independent <editors@bhgnews.com>; Harvey Herald
 Press <heraldpress@goNDTC.com>; Kenmare News <news@kenmarend.com>; Kent Olson
 <kolson@minotdailynews.com>; KX weather <kxweather@kxnet.com>; Lake Metigoshe Mirror

<metigosh@utma.com>; Marlyn Matzke <marlyn.matzke@minot.af.mil>; Minot Daily News <editor@ndweb.com>; Minot Daily News <news@minotdailynews.com>; Radio Bottineau <sunspots@utma.com>; Rick Gustafson - Bottineau <rickgust@utma.com>; Turtle Lake McLean County Journal <turtle@westriv.com>; TV--Minot (KMOT-TV) <news@kmot.com>; TV--Minot (KXMC-TV) <ljolson@kxmcnews.com>; Velva Area Voice <younews@srt.com>; Westhope Standard <standard@srt.com>; <cgherman@srt.com>; <Cheryl.ekblad@sendit.nodak.edu>; -Info-DHS North Central Human Service Center <dhsnchsc@nd.gov>; <j.kraft@sendit.nodak.edu>; <lsndadmin@legalassist.org>; <marlin.newman@minotnd.org>; <mcoapsc@srt.com>; <minot@ndad.org>; <Minotsvp@srt.com>; <ndcpd@minotstateu.edu>; <sbtransit@srt.com>; <slarocqu@tm.edu>; <trisms@gondtc.com>; <wandm@restel.net>; <willy@capminotregion.org>; Yung, Peter P. <pyung@nd.gov>; Allan Tinker <slrbird@westriv.com>; Carol Walz <Carol.walz@here.com>; Clara Marie Gauthier <davenemonews@gmail.com>; NDACO Highway Supts. <highwaysupts@ndaco.org>; Jeff Eslinger <jeff.eslinger@ndaco.org>; Manitoba Infrastructure Transportation <roadinfo@gov.mb.ca>; Neil Gobelle <neil.gobelle@gov.mb.ca>; Nokia Traffic <NTIMCPlains@nokia.com>; Ashley Tribune <redhead@drtel.net>; Cable Services Inc. <news@kcsity.com>; Dakota Central <loris@daktel.com>; Dave Luessen <trnews2@times-online.com>; Edgeley Mail <edgeley@mail@drtel.net>; Ellendale Dickey County Leader <dcleader@drtel.net>; Erica Doornek <trnews1@times-online.com>; Gackle Tri-County News <tcnews@daktel.com>; Jamestown Sun <news@jamestownsun.com>; Jamestown Sun-Kathy Steiner <kathys@jamestownsun.com>; Jason Metko <jasonmetko@amfmradio.biz>; Kulm Messenger <kulm@drtel.net>; LaMoure Chronicle <chronicl@drtel.net>; Litchville Bulletin <bulletin@drtel.net>; Nelson, Virginia - Valley city radio <virginianelson@amfmradio.biz>; Oakes Times <oakesrms@drtel.net>; Paul Riererman <treditor@times-online.com>; Radio - Jamestown <news@amfmradio.biz>; Radio--Jamestown <news@ksjbam.com>; Radio--Jamestown (Two Rivers Broadcasting) <bigdog@daktel.com>; Radio--Lisbon <kqlx@kqlx.com>; Radio--Oakes & Valley City <timost@amfmradio.biz>; Steve Urness <steve@newsdakota.com>; Bollingberg, Marcia C. <mbollingberg@nd.gov>; <cares@daktel.com>; <dcs213@yahoo.com>; <eric.monson@annecenter.org>; -Info-DHS South Central Human Service Center <dhschsc@nd.gov>; <jeff.bopp@sendit.nodak.edu>; <john.lynych@sendit.nodak.edu>; <jrc@csicable.net>; <kathy@cap6.com>; <pat@southcentralseniors.org>; <rrichter@nd.gov>; <zgeb@drtel.net>; Barb Peterson <barbp@ci.williston.nd.us>; Bowbells Burke County Tribune <tribune@nccray.com>; Chris Simon <csimon@cherrycreekradio.com>; Crosby Journal <journal@crosbynd.com>; Dee James <deemiller@cherrycreekradio.com>; Dustin <dustin@bakkenbeacon.com>; Haugen <shaugen@cherrycreekmedia.com>; Hotchkiss <ehotchkiss@cherrycreekmedia.com>; Howard Klug <howardklug@hotmail.com>; Jennifer Kleen <jkleen@kxnet.com>; Kelly Volk <kvolk@kxnet.com>; KEYZ <keyznews@cherrycreekradio.com>; kumv <Gurajpalpreet.sangha@kumv.com>; Lalim <plalim@cherrycreekmedia.com>; Mary Gagliardi <mgagliardi@kumv.com>; Mathew Johansen <Mjohansen@co.mckenzie.nd.us>; Miller <deemiller@cherrycreekmedia.com>; Mountrail County Promoter-Stanley <promoter@midstatetel.com>; Mountrail County Record <mcrecord@restel.net>; New Town News <ntnews@restel.net>; New Town News/Mountrail County Record <nteditor@bhgnews.com>; Nicholas Amatangelo <Nicholas.amatangelo@kumv.com>; Rachel Sawicki <rachels@ci.williston.nd.us>; Radio--Williston (N. Plains) - <earlg@nccray.net>; Renee Jean <rjean@willistonherald.com>; Stephanie Norman <farmer@watfordcitynd.com>; Tioga Tribune <tribune@tiogand.com>; TV--Williston (KUMV) <kumv@kumv.com>; Watford City McKenzie County Farmer <mcf@watfordcitynd.com>; Williston Daily Herald <news@willistonherald.com>

Cc: Linneman, Matt G. <mlinneman@nd.gov>

Subject: NR/NDDOT: Public Hearings to be held on May 29, 30, and 31, 2018, to discuss the Draft Environmental Impact Statement (DEIS)/Nationwide Section 4(f) Programmatic Evaluation for the proposed US Highway 85 Project

North Dakota Department of Transportation

608 East Boulevard Avenue, Bismarck ND 58505-0700 Toll Free 1-855-
NDROADS – 1-855-637-6237

May 7, 2018

Public Hearings to be held on May 29, 30, and 31, 2018, to discuss the Draft Environmental Impact Statement (DEIS)/Nationwide Section 4(f) Programmatic Evaluation for the proposed US Highway 85 Project

Public Hearings will be held:

- May 29, 2018: 5:00 p.m. to 7:30 p.m. (MDT)
Belfield City Hall, 208 Main Street North, Belfield, ND
- May 30, 2018: 5:00 p.m. to 7:30 p.m. (MDT)
Billings County Rural Fire Hall, 12811 20th Street Southwest, Fairfield, ND
- May 31, 2018: 5:00 p.m. to 7:30 p.m. (CDT)
Watford City City Hall, 213 2nd Street Northeast, Watford City, ND

The Public Hearings will utilize an open house format beginning at 5:00 p.m., with formal presentations beginning at 5:30 p.m.

The purpose of the Public Hearings is to discuss the DEIS/Nationwide Section 4(f) Programmatic Evaluation for the US Highway 85 Project. The project would expand US Highway 85 to four lanes from the Interstate 94 (I-94) interchange to the Watford City Bypass (McKenzie County Road 30). The Public Hearings will provide opportunities for public input. Representatives from the North Dakota Department of Transportation (NDDOT), Federal Highway Administration (FHWA), and KLJ will be available to answer questions.

If unable to attend the Public Hearings, written statements or comments must be mailed by June 25, 2018, to:

Matt Linneman, Project Manager

NDDOT

300 Airport Road
Bismarck, ND 58504-6005
Email: DOTUS85@nd.gov

Note: "Public Hearing" in the e-mail subject heading

The DEIS is available for public review at the following locations:

- Belfield City Hall, 208 Main Street North, Belfield, ND, (701) 575-4235
- Billings County Courthouse, Auditor's Office, 495 4th Street, Medora, ND, (701) 623-4491
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- McKenzie County Courthouse, 201 5th Street Northwest, Watford City, ND, (701) 444-3616
- McKenzie County Public Library, 112 2nd Avenue Northeast, Watford City, ND, (701) 444-3785
- North Dakota State Library, 604 East Boulevard Avenue, Bismarck, ND, (701) 328-4622
- NDDOT Project Website: <http://www.dot.nd.gov/projects/williston/US85/94/>
- NDDOT Central Office, 608 East Boulevard Avenue, Bismarck, ND, (701) 328-2500
- NDDOT Dickinson District Office, 1700 3rd Avenue West, Dickinson, ND, (701) 227-6500
- NDDOT Williston District Office, 605 Dakota Parkway West, Williston, ND, (701) 774-2700
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- translations of written material necessary to access NDDOT programs and information.

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C.3. Affidavit of Publication



Affidavit of Publication

Colleen Park, being duly sworn, states as follows:

1. I am the designated agent, under the provisions and for the purposes of, Section 31-04-06, NDCC, for the newspapers listed on the attached exhibits.
2. The newspapers listed on the exhibits published the advertisement of: **KLJ – ND Transportation Department – Public Hearing, Draft Environmental Impact Statement, expand US Highway 85; 1 time(s)** as required by law or ordinance.
3. All of the listed newspapers are legal newspapers in the State of North Dakota and, under the provisions of Section 46-05-01, NDCC, are qualified to publish any public notice or any matter required by law or ordinance to be printed or published in a newspaper in North Dakota.

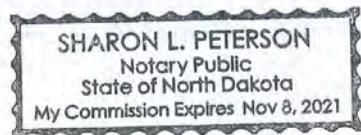
Signed: Colleen Park

State of North Dakota

County of Burleigh

Subscribed and sworn to before me this 14 day of May, 2018.

Sharon L. Peterson



Public Notices

assistance, contact the Oil and Gas Division at 701-328-8038 by Thursday, May 7, 2018.

STATE OF NORTH DAKOTA TO:
 Case No. 26601: Proper spacing for development of the Louden-Tyler 001, Stark County, ND, redefines the field hills, and enact such special field rules as may be necessary. Williston Exploration, LLC

Signed by:
 Doug Burgum, Governor
 Chairman, NDDIC
 (Published: May 10, 2018)

WARREN THROUGH-TRUSS BRIDGE AVAILABLE FOR ADOPTION
 KENNEBEC COUNTY, NORTH DAKOTA
 The North Dakota Department of Transportation (NDDOT) is proposing the replacement of Bridge No. 35-126-262, the Long X Bridge. The Long X Bridge is eligible for listing on the National Register of Historic Places. Therefore, the bridge will be made available for adoption prior to removal under the Bridge Adoption program pursuant to 23 USC 144. The DOT is announcing that one or more members of the historic Long X Bridge currently available for adoption during 30-day advertisement period ending 6/14/2018.

The Long X Bridge is located in McKenzie County along US Highway 85 over the Louden-Tyler River (approximately 15 miles north of Watford City). The bridge is a steel, sub-divided Warren through-truss design that was constructed in 1912. The bridge has three spans, with a length of 369 feet, a 30-foot roadway and 16 feet of vertical clearance. There are two abutments on either end of the bridge, approximately 200 feet in length each, and one center segment approximately 400 feet in length.

The Long X Bridge is available to any responsible state, local or private agency to take ownership of, relocate and preserve the Long X Bridge in a new location. Preference will be given to public entities. The adopting party would be responsible for maintaining the bridge (including) and would assume all future legal financial responsibility associated with the bridge. In order to facilitate adoption, the NDDOT will fund the dismantling and transport of one of the spans of the bridge within a 100-mile radius of its current location. The Long X Bridge is currently in use and would continue to be in service until a new bridge is constructed to replace it. Construction of a new bridge is anticipated to occur by 2019.

If you have any questions or wish to receive information or to express interest in adoption, please respond by June 10, 2018, to:

Matt Linneman, Project Manager
 NDDOT
 300 Airport Road
 Bismarck, ND 58504-6005
 Phone: 701-328-6904
 Email: DOTUS85@nd.gov
 (Published May 10, 2018)

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PUBLIC HEARING

WHY?

To discuss the Draft Environmental Impact Statement (DEIS)/Nationwide Section 4(f) Programmatic Evaluation for the proposed US Highway 85 Project. The project would expand US Highway 85 to four lanes from the Interstate 94 (I-94) interchange to the Watford City Bypass (McKenzie County Road 30). The public hearings will provide opportunity for public comment.

WHEN?

May 29, 30, 31, 2018:
 Formal Presentation 5:30 p.m.
 Open House: 5:00 p.m. to 7:30 p.m.

WHERE?

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May 31, 2018: 5:00 p.m. to 7:30 p.m. (CDT)
 Watford City City Hall, 213 2nd Street Northeast, Watford City, ND

OPEN HOUSE CONDUCTED BY

North Dakota Department of Transportation (NDDOT), Federal Highway Administration (FHWA), and KLLJ

These public hearings are designed to allow for public input, which is required for compliance with the National Environmental Policy Act of 1970, National Historic Preservation Act of 1966, and Section 4(f) of the US Department of Transportation Act of 1966.

Representatives from the NDDOT, FHWA, and KLLJ will be on hand to answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be mailed by June 25, 2018, to:

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 NDDOT
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 Bismarck, ND 58504-6005
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- NDDOT Project Website: <http://www.dot.nd.gov/projects/williston/US85194/>
- NDDOT Central Office, 608 East Boulevard Avenue, Bismarck, ND, (701) 328-2500
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C.4. May 22, 2018 Press Release

From: Olson, Jamie R.

Sent: Tuesday, May 22, 2018 2:51 PM

To: AP Bismarck <apbismarck@ap.org>; B Nicholson <bnicholson@ap.org>; D Kolpack <dkolpack@ap.org>; Macpherson, James <jmacpherson@ap.org>; Alison Kelly <akelly@kxnet.com>; Alyssa Fitzgerald <alyssa.fitzgerald@townsquaremedia.com>; Amy Dalrymple <amy.dalrymple@bismarcktribune.com>; Bismarck Tribune <news@bismarcktribune.com>; Carson Press <gcn@westriv.com>; Center Republic <star@westriv.com>; Glen Ulin Times <gutimes@westriv.com>; Gloria David <gdavid@bismarcknd.gov>; Hazen Star <centernews@westriv.com>; Hebron Herald <hherald@westriv.com>; Jim Walsh <jim.walsh@townsquaremedia.com>; Joey Dee <joey.dee@townsquaremedia.com>; John Hageman <jhageman@forumcomm.com>; KFYZ radio <kfyznews@iheartmedia.com>; KNDR <onairkndr@midconetwork.com>; KX News <ndfirst@kxnet.com>; KX News <news12@kxnet.com>; Larry Leblanc <larry.leblanc@townsquaremedia.com>; Lauren Gray - MOJO 107.5 FM <laurengrey@mojo1075.com>; Leann Eckroth <leann.eckroth@bismarcktribune.com>; Linton Emmons County Record <info@lintonnd.com>; Malique Rankin <mrankin@kxnet.com>; Mandan News <editor@mandan-news.com>; Mark Wish <Mark.Wish@townsquaremedia.com>; Matt Bingham <matt.bingham@townsquaremedia.com>; McClusky Gazette <gazette@westriv.com>; MOJO 107.5FM <mojo@mojo1075.com>; Napoleon Homestead <homestead@napoleonnd.com>; New Salem Journal <newsalejournal@westriv.com>; Phil Parker <philparker@iheartmedia.com>; Radio--Bismarck (Cumulus) <Dean.Mastel@cumulus.com>; Radio--Bismarck (KFYZ) <kfyz@clearchannel.com>; Radio--Bismarck (Prairie Public Broadcasting) <dthompson@prairiepublic.org>; Steele Ozone & Kidder County Press <sop@bektel.com>; Steve

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Farmer <mcf@watfordcitynd.com>; Williston Daily Herald <news@willistonherald.com>;
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seniors60@yahoo.com; wfortier@nccray.com; williston@ndad.org
Cc: Linneman, Matt G. <mlinneman@nd.gov>
Subject: NR/NDDOT: Public Hearings May 29, 30, and 31, 2018, to discuss the Draft Environmental
Impact Statement (DEIS)/Nationwide Section 4(f) Programmatic Evaluation for the proposed US
Highway 85 Project

North Dakota Department of Transportation

608 East Boulevard Avenue, Bismarck ND 58505-0700 Toll Free 1-855-
NDROADS – 1-855-637-6237

May 22, 2018

**Public Hearings May 29, 30, and 31, 2018, to discuss the
Draft Environmental Impact Statement (DEIS)/Nationwide
Section 4(f) Programmatic Evaluation for the proposed US**

Highway 85 Project

Please note the corrected address for Belfield and the meeting time has been extended.

Public Hearings will be held:

- May 29, 2018: 5:00 p.m. to 8:00 p.m. (MDT)
Memorial Hall, 107 2nd Avenue NE, Belfield, ND
- May 30, 2018: 5:00 p.m. to 8:00p.m. (MDT)
Billings County Rural Fire Hall, 12811 20th Street Southwest, Fairfield, ND
- May 31, 2018: 5:00 p.m. to 8:00 p.m. (CDT)
Watford City City Hall, 213 2nd Street Northeast, Watford City, ND

The Public Hearings will utilize an open house format beginning at 5:00 p.m., with formal presentations beginning at 5:30 p.m.

The purpose of the Public Hearings is to discuss the DEIS/Nationwide Section 4(f) Programmatic Evaluation for the US Highway 85 Project. The project would expand US Highway 85 to four lanes from the Interstate 94 (I-94) interchange to the Watford City Bypass (McKenzie County Road 30). The Public Hearings will provide opportunities for public input. Representatives from the North Dakota Department of Transportation (NDDOT), Federal Highway Administration (FHWA), and KLJ will be available to answer questions.

If unable to attend the Public Hearings, written statements or comments must be mailed by June 25, 2018, to:

Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005
Email: DOTUS85@nd.gov

Note: "Public Hearing" in the e-mail subject heading

The DEIS is available for public review at the following locations:

- Belfield City Hall, 208 Main Street North, Belfield, ND, (701) 575-4235
- Billings County Courthouse, Auditor's Office, 495 4th Street, Medora, ND, (701) 623-4491
- Dickinson Area Public Library, 139 West 3rd Street, Dickinson, ND, (701) 456-7700
- McKenzie County Courthouse, 201 5th Street Northwest, Watford City, ND, (701) 444-3616
- McKenzie County Public Library, 112 2nd Avenue Northeast, Watford City, ND,

(701) 444-3785

- North Dakota State Library, 604 East Boulevard Avenue, Bismarck, ND, (701) 328-4622
- NDDOT Project Website: <http://www.dot.nd.gov/projects/williston/US85I94/>
- NDDOT Central Office, 608 East Boulevard Avenue, Bismarck, ND, (701) 328-2500
- NDDOT Dickinson District Office, 1700 3rd Avenue West, Dickinson, ND, (701) 227-6500
- NDDOT Williston District Office, 605 Dakota Parkway West, Williston, ND, (701) 774-2700
- Watford City City Hall, 213 2nd Street Northeast, Watford City, ND, (701) 444-2533

The NDDOT will consider every request for reasonable accommodation to provide:

- an accessible meeting facility or other accommodation for people with disabilities
- language interpretation for people with limited English proficiency (LEP)
- translations of written material necessary to access NDDOT programs and information.

To request accommodations, contact Paula Messmer, Civil Rights Division, NDDOT, at 701-328-2978 or civilrights@nd.gov. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

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U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

C.5. Postcard

When?
Three days
and locations
May 29–31, 2018

Please note the corrected address for Belfield

Little Missouri Scenic River

May 29
5–7:30 pm MDT
Belfield City Hall
107 2nd Ave. NE
Belfield, ND

May 30
5–7:30 pm MDT
Billings County
Rural Fire Hall
12811 20th St. SW
Fairfield, ND

May 31
5–7:30 pm CDT
Watford City City Hall
213 2nd St. NE
Watford City, ND

U.S. HIGHWAY 85

Public Hearing

You are invited

If you are unable to attend the meeting, written comments may be submitted by June 25, 2018, to:
Matt Linneman, Project Manager;
NDDOT, 300 Airport Road,
Bismarck, ND 58504-6005
or email: DOTUS85@nd.gov
For more information, please visit:
<https://www.dot.nd.gov/projects/williston/US85I94/>

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046 • Stark, Billings and McKenzie Counties, North Dakota

KLJ 4585 Coleman Street
PO Box 1157
Bismarck, ND 58503

Plan to attend the Public Hearing to discuss the Draft Environmental Impact Statement for the US Highway 85 project.

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58501

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<<CITY>>, <<STATE>> <<ZIP>>

C.6. Sign-In Sheets

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
 SFN 59531 (5-2018)

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Division/District/Consultant Williston and Dickinson Districts			
Meeting Location Belfield Memorial Hall - Belfield, ND	Meeting Type Public Hearing	Meeting Date 05/29/2018	
Project Number 9-085(085)075	PCN 20046		
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)			
Name (Please print) <i>Jeani Borchert</i>	Title/Representing <i>NDDOT Archaeologist</i>		
Address <i>608 E Blvd Ave</i>	City <i>Bismarck</i>	State <i>ND</i>	ZIP Code <i>58501</i>
Email Address <i>jborchert@nd.gov</i>	Telephone Number <i>701-328-4378</i>		
Name (Please print) <i>Steve Kirch</i>	Title/Representing <i>KX News</i>		
Address	City	State	ZIP Code
Email Address	Telephone Number		
Name (Please print) <i>Amy Dakynsle</i>	Title/Representing <i>Bismarck Tribune</i>		
Address	City	State	ZIP Code
Email Address	Telephone Number		
Name (Please print) <i>Jen Turnbow</i>	Title/Representing <i>KLJ</i>		
Address <i>4885 Coleman St.</i>	City <i>Bismarck</i>	State <i>ND</i>	ZIP Code <i>58503</i>
Email Address	Telephone Number		
Name (Please print) <i>Michael Huffington</i>	Title/Representing <i>KLJ</i>		
Address <i>728 E. Beaton Dr.</i>	City <i>West Fargo</i>	State <i>ND</i>	ZIP Code <i>58078</i>
Email Address <i>mike.huffington@kljeng.com</i>	Telephone Number <i>701-271-2100</i>		
Name (Please print) <i>Jan Swenson</i>	Title/Representing <i>executive director/Biodiversity Conservation Alliance</i>		
Address <i>801 N10 ST</i>	City <i>Bismarck</i>	State <i>ND</i>	ZIP Code <i>58501</i>
Email Address <i>beajan@bis.midea.net</i>	Telephone Number <i>701-255-4958</i>		
Name (Please print) <i>Pam Todd</i>	Title/Representing <i>FHWA</i>		
Address	City <i>Bismarck</i>	State <i>ND</i>	ZIP Code <i>58503</i>
Email Address <i>pamela.todd@dot.gov</i>	Telephone Number		

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

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Division/District/Consultant Williston and Dickinson Districts			
Meeting Location Belfield Memorial Hall - Belfield, ND		Meeting Type Public Hearing	
Meeting Date 05/29/2018		PCN 20046	
Project Number 9-085(085)075			
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)			
Name (Please print) Stacy Wilz		Title/Representing NDDOT	
Address		City	State ZIP Code
Email Address swilz@nd.gov		Telephone Number 701-328-4430	
Name (Please print) Cory Lawson		Title/Representing NDDOT	
Address 608 E Blvd Ave		City Bismarck	State ZIP Code ND 58505
Email Address colawson@nd.gov		Telephone Number 701-328-4818	
Name (Please print) Mike McEnroe		Title/Representing ND Wildlife Federation	
Address 7455 Brook Loop		City Bismarck	State ZIP Code ND 58503
Email Address memcenroe@midco.net		Telephone Number 701-425-8930	
Name (Please print) Elden Mehrer		Title/Representing Commander ND Highway Patrol	
Address 1926 6 th St W		City Dickinson	State ZIP Code ND 58601
Email Address epmehrer@nd.gov		Telephone Number 701-390-3660	
Name (Please print) Ramona Bernard		Title/Representing NDDOT Civil Rights Division Director	
Address 608 E Blvd Ave.		City Bismarck	State ZIP Code ND 58503
Email Address rbernard@nd.gov		Telephone Number 701-328-2576	
Name (Please print) Denton Zubke		Title/Representing Representative District 39	
Address Box 927		City Watford City	State ZIP Code ND 58854
Email Address dzubke@nd.gov		Telephone Number 701-570-4043	
Name (Please print) CAL KLIEWIN		Title/Representing FEDERAL WILDLIFE RESEARCH CENTER	
Address 14610 86 th St SW		City Bowman	State ZIP Code ND 58623
Email Address CAL@FRP.ND.gov		Telephone Number 701-523-6171	

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
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Division/District/Consultant Williston and Dickinson Districts			
Meeting Location Belfield Memorial Hall - Belfield, ND		Meeting Type Public Hearing	
Meeting Date 05/29/2018		PCN 20046	
Project Number 9-085(085)075			
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)			
Name (Please print) Mikayla Boche		Title/Representing K-LJ	
Address 728 E. Beaton Dr. #101		City west fargo	State ND
Email Address Mikayla.Boche@KLJENG.com		ZIP Code 58078	Telephone Number 701-271-2119
Name (Please print) Wendy Ross		Title/Representing NPS	
Address 315 2nd Ave		City Medora	State ND
Email Address wendy_ross@nps.gov		ZIP Code 58645	Telephone Number 901-623-4466
Name (Please print) Kevin Brodie		Title/Representing FHWA - ENGINEER	
Address		City BISMARCK	State
Email Address		ZIP Code	Telephone Number
Name (Please print) Suede Hammond		Title/Representing Regulatory Corps of Engineers	
Address		City Bismarck	State
Email Address		ZIP Code	Telephone Number
Name (Please print) LINDA WEISS		Title/Representing WLP	
Address PO Box 906		City Belfield	State ND
Email Address		ZIP Code 58622	Telephone Number 701-575 4234
Name (Please print) Steve Volesky		Title/Representing US Forest Service	
Address 99 23rd Ave. W.		City Dickinson	State ND
Email Address svolesky@fs.fed.us		ZIP Code 58601	Telephone Number
Name (Please print) ROB FRAYHORN		Title/Representing NDDOT	
Address 1700 3RD AVE EAST		City DICKINSON	State ND
Email Address FRAYHORN@ND.GOV		ZIP Code 58601	Telephone Number 227-0511

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

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North Dakota Department of Transportation, Civil Rights
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Meeting Location Belfield Memorial Hall - Belfield, ND		Meeting Type Public Hearing		Meeting Date 05/29/2018	
Project Number 9-085(085)075		PCN 20046			
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)					
Name (Please print) <i>Laura Grzanic</i>		Title/Representing <i>Self</i>			
Address <i>13392 38th St SW</i>		City <i>Belfield</i>		State ZIP Code <i>ND 58622</i>	
Email Address <i>laura.grzanic@aol.com</i>				Telephone Number <i>701 290 4483</i>	
Name (Please print) <i>Beky Brooks</i>		Title/Representing <i>Frontier Travel Center</i>			
Address <i>705 Hwy 12W</i>		City <i>Bowman</i>		State ZIP Code <i>ND 58623</i>	
Email Address <i>beky@scrantonequity.org</i>				Telephone Number	
Name (Please print) <i>Jason Dekker</i>		Title/Representing <i>USFS</i>			
Address <i>99 23rd Ave W</i>		City <i>Dickinson</i>		State ZIP Code <i>ND 58601</i>	
Email Address <i>jdekker@fs.fed.us</i>				Telephone Number	
Name (Please print) <i>Patricia Ashley</i>		Title/Representing <i>Self</i>			
Address <i>11720 30th St SW</i>		City <i>Dickinson</i>		State ZIP Code <i>ND 58601</i>	
Email Address <i>dashley@ndsupernet.com</i>				Telephone Number	
Name (Please print) <i>IRVIN BUCKMAN</i>		Title/Representing <i>Buckman Plg & Hg</i>			
Address <i>Box 207 3rd St</i>		City <i>Belfield</i>		State ZIP Code <i>ND 58622</i>	
Email Address				Telephone Number <i>701-575-4152</i>	
Name (Please print) <i>Gerry Grzulak</i>		Title/Representing <i>Gerry's Plumbing</i>			
Address <i>12058 57th St. SW</i>		City <i>Bellevue</i>		State ZIP Code <i>ND 58622</i>	
Email Address <i>gerryg@grzulak@gmail.com</i>				Telephone Number <i>701-260-8646</i>	
Name (Please print)		Title/Representing			
Address		City		State ZIP Code	
Email Address				Telephone Number	

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North Dakota Department of Transportation, Civil Rights
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Page 5 of 5

Division/District/Consultant Williston and Dickinson Districts			
Meeting Location Belfield Memorial Hall - Belfield, ND		Meeting Type Public Hearing	
Meeting Date 05/29/2018		Project Number 9-085(085)075	
PCN 20046		Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)	
Name (Please print) CURTIS GLASSOR		Title/Representing SELF	
Address 1636 32nd ST EAST		City DICKINSON	State ND
Email Address curtglasor@ndsupernet.com		ZIP Code 58601	Telephone Number
Name (Please print) Terry L. Johnson		Title/Representing TR Expressway	
Address 3016 Hwy 85 N		City Belfield	State ND
Email Address etjohn6@hotmail.com		ZIP Code 58622	Telephone Number 701-690-8330
Name (Please print) Roger Ashley		Title/Representing	
Address 11720 30th St. SW		City Dickinson	State ND
Email Address rasha@ndsupernet.com		ZIP Code 58601	Telephone Number 701-225-8190
Name (Please print) Brad Bekkedahl		Title/Representing State Senator District 1	
Address 418 12th Ave W.		City Williston	State ND
Email Address bbekkedahl@nd.gov		ZIP Code 58801	Telephone Number 701-570-1079
Name (Please print)		Title/Representing	
Address		City	State
Email Address		ZIP Code	Telephone Number
Name (Please print)		Title/Representing	
Address		City	State
Email Address		ZIP Code	Telephone Number
Name (Please print)		Title/Representing	
Address		City	State
Email Address		ZIP Code	Telephone Number

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

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Meeting Location Billings County Rural Fire Hall - Fairfield, ND		Meeting Type Public Hearing		Meeting Date 05/30/2018	
Project Number 9-085(085)075		PCN 20046			
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)					
Name (Please print) Joseph L. Kessel		Title/Representing COMMISH BILLING CO.			
Address 12939 10th ST. SW		City Fairfield		State ND	ZIP Code 58627
Email Address		Telephone Number 701-863-6551			
Name (Please print) Leonard Laverne Kordonowy		Title/Representing			
Address 12897 20th St SW Belfield		City Belfield		State ND	ZIP Code 58622
Email Address lavkord@outlook.com		Telephone Number 701-575-4993			
Name (Please print) Roger & Lynette Kessel		Title/Representing			
Address 1554 Highway 85		City Fairfield		State ND	ZIP Code 58627-9436
Email Address		Telephone Number 701-575-8104			
Name (Please print) KYLE SHOCKLEY		Title/Representing			
Address 2715 green river RD		City Belfield		State ND	ZIP Code 58622
Email Address		Telephone Number 701-690-0041			
Name (Please print) Carla Fleck		Title/Representing			
Address PO BOX 116		City Grassy Butte		State ND	ZIP Code 58634
Email Address wcfleck@hotmail.com		Telephone Number 701-863-6840			
Name (Please print) James ODERMANN		Title/Representing			
Address 2767 129th Ave SW		City Belfield		State ND	ZIP Code 586279330
Email Address Belfield, ND 5 ODERMANN@ndsupernet.com		Telephone Number 701-575-4767			
Name (Please print) Havvy Fitzgerald		Title/Representing			
Address 322 47th Street West		City Williston		State ND	ZIP Code 58801
Email Address hfitzgerald@stratageotech.com		Telephone Number 701-651-7727			

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Division/District/Consultant Williston and Dickinson Districts			
Meeting Location Billings County Rural Fire Hall - Fairfield, ND		Meeting Type Public Hearing	Meeting Date 05/30/2018
Project Number 9-085(085)075		PCN 20046	
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)			
Name (Please print) Stephanie Klym		Title/Representing Billings Co. Resident	
Address 1862 131st Ave SW	City Belfield	State ND	ZIP Code 58622
Email Address		Telephone Number	
Name (Please print) Chasin Malkowski		Title/Representing Billings Co Resident / landowner	
Address 1608 128th Ave SW	City Fairfield	State ND	ZIP Code 58627
Email Address		Telephone Number 701-690-9952	
Name (Please print) Mikayla Boche		Title/Representing KLI	
Address 778 E. Beaton Dr #101	City West Fargo	State ND	ZIP Code 58078
Email Address Mikayla-Boche@kljeng.com		Telephone Number 701-271-2119	
Name (Please print) CAL / SCUDIN		Title/Representing MOTION PROVISION TRUCK A	
Address 14618 85th ST SW	City Thermal	State ND	ZIP Code 58627
Email Address CAL@TRUCKPROVISIONWAY.COM		Telephone Number	
Name (Please print) Julie Reis		Title/Representing	
Address 1366 Highway 85 SW	City Fairfield	State ND	ZIP Code 58627
Email Address reisranch@icloud.com		Telephone Number 701-575-4060	
Name (Please print) Josh Egly		Title/Representing	
Address 13580 21st SW	City Belfield	State ND	ZIP Code 58622
Email Address josh.egly@hotmail.com		Telephone Number 201-575-4961	
Name (Please print) Steve Heidner		Title/Representing District Project Eng. / MT DOT	
Address 503 N. River Ave	City Glendive	State MT	ZIP Code 59330
Email Address Sheidner@mt.gov		Telephone Number 406-345-8247	

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I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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Division/District/Consultant Williston and Dickinson Districts			
Meeting Location Billings County Rural Fire Hall - Fairfield, ND		Meeting Type Public Hearing	
		Meeting Date 05/30/2018	
Project Number 9-085(085)075		PCN 20046	
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)			
Name (Please print) Mike Huffington		Title/Representing KLS	
Address 728 E. Breton Dr		City W. Fargo	State ND
		ZIP Code 58078	
Email Address mike.huffington@klijay.com		Telephone Number 701-271-2100	
Name (Please print) Dan Swenson		Title/Representing Badlands Conservation Alliance	
Address 801 N 10 ST		City Bismarck	State ND
		ZIP Code 58501	
Email Address dswenson@bis.midea.net		Telephone Number 701-255-4958	
Name (Please print) Jen Tumbow		Title/Representing KLS	
Address 4585 Coleman St.		City Bismarck	State ND
		ZIP Code	
Email Address		Telephone Number	
Name (Please print) Steve Volesky		Title/Representing U.S. Forest Service	
Address 99 23rd Ave SW		City Dickinson	State ND
		ZIP Code 58601	
Email Address svolesky@fs.fed.us		Telephone Number 701-222-7855	
Name (Please print) Dale Baranku		Title/Representing	
Address 12836 19th St SW		City Fairfield	State ND
		ZIP Code 58627	
Email Address		Telephone Number 575-4984	
Name (Please print) Peggy WANNER		Title/Representing	
Address 2579 Hugs		City Belfield	State N.D
		ZIP Code 58022	
Email Address		Telephone Number	
Name (Please print) MERLE Jost		Title/Representing	
Address Box 92, GRASSY BUTTE N.D		City	State ND
		ZIP Code 58634	
Email Address		Telephone Number	

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Meeting Location Billings County Rural Fire Hall - Fairfield, ND		Meeting Type Public Hearing	Meeting Date 05/30/2018
Project Number 9-085(085)075		PCN 20046	
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)			
Name (Please print) <i>Stacy Witz</i>		Title/Representing <i>NDDOT</i>	
Address		City	State ZIP Code
Email Address <i>switz@nd.gov</i>		Telephone Number <i>701-328-4430</i>	
Name (Please print) <i>Teresa A. Kessel</i>		Title/Representing <i>Land owner</i>	
Address <i>12860 24th St SW</i>		City <i>Belfield</i>	State ZIP Code <i>ND 58622</i>
Email Address		Telephone Number	
Name (Please print) <i>Joe Kessel</i>		Title/Representing <i>LANDOWNER</i>	
Address <i>12208 23rd St SW</i>		City <i>Belfield</i>	State ZIP Code <i>ND 58622</i>
Email Address <i>Joe@bqbanko.com</i>		Telephone Number <i>701-290-8375</i>	
Name (Please print) <i>Roger Chier</i>		Title/Representing <i>Land owner</i>	
Address <i>581 Hwy 85S</i>		City <i>Gross Butte</i>	State ZIP Code <i>ND 58634</i>
Email Address		Telephone Number	
Name (Please print) <i>Juhana Hammerstrom</i>		Title/Representing <i>Billings County</i>	
Address <i>PO Box 217</i>		City <i>Medora</i>	State ZIP Code <i>ND 58645</i>
Email Address <i>jhammerstrom@nd.gov</i>		Telephone Number <i>701-623-4810</i>	
Name (Please print) <i>Emil Marcia J. Bawho</i>		Title/Representing	
Address <i>325 18th Ave West</i>		City <i>Wey</i>	State ZIP Code <i>ND 58601</i>
Email Address		Telephone Number	
Name (Please print) <i>Denton Zubke</i>		Title/Representing <i>Representative Dist 35</i>	
Address <i>Box 92</i>		City <i>Watford City</i>	State ZIP Code <i>ND 58854</i>
Email Address <i>dzubke@wd.gov</i>		Telephone Number <i>701-570-4043</i>	

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I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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Meeting Date 05/30/2018		PCN 20046	
Project Number 9-085(085)075			
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)			
Name (Please print) <i>Sandra Hammond</i>		Title/Representing <i>Regulatory USAE</i>	
Address		City <i>Bismarck</i>	State <i>ND</i>
Email Address		ZIP Code	Telephone Number
Name (Please print) <i>Cory Lawson</i>		Title/Representing <i>NDDOT</i>	
Address		City <i>Bismarck</i>	State <i>ND</i>
Email Address <i>colawson@nd.gov</i>		ZIP Code <i>58505</i>	Telephone Number <i>328-4818</i>
Name (Please print) <i>Valerie Barbie</i>		Title/Representing <i>Cultural Resources / NDDOT</i>	
Address <i>608 E Boulevard Ave</i>		City <i>Bismarck</i>	State <i>ND</i>
Email Address <i>vbarbie@nd.gov</i>		ZIP Code <i>58505</i>	Telephone Number <i>701-328-2152</i>
Name (Please print) <i>OPREST T. BARANKO</i>		Title/Representing <i>landowner</i>	
Address <i>12836 19th St. S.W.</i>		City <i>Fairfield</i>	State <i>ND</i>
Email Address		ZIP Code <i>58627</i>	Telephone Number <i>701-575-4847</i>
Name (Please print) <i>Phyllis Baranko</i>		Title/Representing <i>landowner</i>	
Address <i>12836 19th St. S.W.</i>		City <i>Fairfield</i>	State <i>ND</i>
Email Address		ZIP Code <i>58627</i>	Telephone Number <i>701-575-4847</i>
Name (Please print) <i>Stacey Swanson</i>		Title/Representing <i>Billings County</i>	
Address <i>P.O. Box 247</i>		City <i>Medora</i>	State <i>ND</i>
Email Address <i>stswanson@nd.gov</i>		ZIP Code <i>58645</i>	Telephone Number <i>701-623-4810</i>
Name (Please print) <i>Jessi Romanyshyn</i>		Title/Representing <i>myself / Four Corners Cafe</i>	
Address <i>2000 Hwy 85 SW</i>		City <i>Fairfield</i>	State <i>ND</i>
Email Address		ZIP Code <i>58627</i>	Telephone Number <i>701-575-8422</i>

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Project Number 9-085(085)075		PCN 20046			
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)					
Name (Please print) <i>Nick Pedeliski</i>		Title/Representing <i>AI Roy Logosz</i>			
Address <i>2292 131st SW</i>		City <i>Bellevue</i>		State <i>ND</i>	ZIP Code <i>58622</i>
Email Address <i>Billings Co</i>				Telephone Number	
Name (Please print) <i>Jim Pajarrie</i>		Title/Representing			
Address		City <i>Grassy Butte</i>		State <i>ND</i>	ZIP Code <i>58634</i>
Email Address				Telephone Number <i>701-260-0141</i>	
Name (Please print) <i>Ryan Walker</i>		Title/Representing			
Address		City		State	ZIP Code
Email Address				Telephone Number	
Name (Please print) <i>KEVIN BRODIE</i>		Title/Representing <i>FWA</i>			
Address		City <i>BISMARCK</i>		State	ZIP Code
Email Address				Telephone Number	
Name (Please print) <i>Adam Warner</i>		Title/Representing			
Address <i>2601 Hwy 85</i>		City <i>Bellevue</i>		State	ZIP Code
Email Address				Telephone Number	
Name (Please print)		Title/Representing			
Address		City		State	ZIP Code
Email Address				Telephone Number	
Name (Please print)		Title/Representing			
Address		City		State	ZIP Code
Email Address				Telephone Number	

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I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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Meeting Location Billings County Rural Fire Hall - Fairfield, ND		Meeting Type Public Hearing	
Meeting Date 05/30/2018		PCN 20046	
Project Number 9-085(085)075			
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)			
Name (Please print) Shane Mintz		Title/Representing MDT Williston District Administrator	
Address 503 W. Rim Ave.		City Williston	State ND
Email Address smintz@ndt.gov		ZIP Code 58854	Telephone Number 701-345-8212
Name (Please print) Vonnac Morris Tarnavsky		Title/Representing Tarnavsky Ranch Owners	
Address 12771 Long X Rd.		City Watford City	State ND
Email Address vtarnavsky@tarnavskyranch.com		ZIP Code 58854	Telephone Number 701-842-2103
Name (Please print) Terry L. Johnson		Title/Representing TR Expressway	
Address 3016 Hwy 85 SW		City Bellevue	State ND
Email Address etjohn6@hotmail.com		ZIP Code 58622	Telephone Number 701-690-8330
Name (Please print)		Title/Representing	
Address		City	State
Email Address		ZIP Code	Telephone Number
Name (Please print)		Title/Representing	
Address		City	State
Email Address		ZIP Code	Telephone Number
Name (Please print)		Title/Representing	
Address		City	State
Email Address		ZIP Code	Telephone Number
Name (Please print)		Title/Representing	
Address		City	State
Email Address		ZIP Code	Telephone Number

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Project Number 9-085(085)075		PCN 20046	
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)			
Name (Please print) <i>Gus Tarnowski</i>		Title/Representing <i>Land owner</i>	
Address 1748 Hwy 85 N		City <i>Grassy Butte</i>	State <i>ND</i>
Email Address		ZIP Code <i>58634</i>	Telephone Number <i>701-578-6112</i>
Name (Please print) <i>Cody Tachenko</i>		Title/Representing <i>Land owner</i>	
Address <i>655-125 Ave SW</i>		City <i>Grassy Butte</i>	State <i>ND</i>
Email Address		ZIP Code <i>58634</i>	Telephone Number <i>701-863 6843</i>
Name (Please print) <i>Jim & Dona Lowman</i>		Title/Representing <i>Self - Rancher (local)</i>	
Address <i>1316 Whitetail Rd</i>		City <i>Fairfield</i>	State <i>ND</i>
Email Address		ZIP Code <i>58627</i>	Telephone Number <i>701-575-4708</i>
Name (Please print)		Title/Representing	
Address		City	State
Email Address		ZIP Code	Telephone Number
Name (Please print)		Title/Representing	
Address		City	State
Email Address		ZIP Code	Telephone Number
Name (Please print)		Title/Representing	
Address		City	State
Email Address		ZIP Code	Telephone Number
Name (Please print)		Title/Representing	
Address		City	State
Email Address		ZIP Code	Telephone Number

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Project Number 9-085(085)075		PCN 20046			
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)					
Name (Please print) <i>Victor P. Anbeluk</i>		Title/Representing <i>Land owner SW 1/4 142-99</i>			
Address <i>131 3rd Ave SE (308)</i>		City <i>Mandan</i>		State ZIP Code <i>ND 58554</i>	
Email Address				Telephone Number	
Name (Please print)		Title/Representing			
Address		City		State ZIP Code	
Email Address				Telephone Number	
Name (Please print)		Title/Representing			
Address		City		State ZIP Code	
Email Address				Telephone Number	
Name (Please print)		Title/Representing			
Address		City		State ZIP Code	
Email Address				Telephone Number	
Name (Please print)		Title/Representing			
Address		City		State ZIP Code	
Email Address				Telephone Number	
Name (Please print)		Title/Representing			
Address		City		State ZIP Code	
Email Address				Telephone Number	
Name (Please print)		Title/Representing			
Address		City		State ZIP Code	
Email Address				Telephone Number	

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Meeting Date 05/31/2018		Project Number 9-085(085)075	
PCN 20046		Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)	
Name (Please print) Swaide Hammond		Title/Representing LSACE - Regulatory / Bismarck	
Address 3319 University Dr.		City Bismarck	State ND
Email Address		ZIP Code	Telephone Number 701 255-0015
Name (Please print) Matt Linneman		Title/Representing NDDOT	
Address 300 Airport Rd		City Bismarck	State ND
Email Address mlinneman@nd.gov		ZIP Code 58504	Telephone Number (701) 328-6904
Name (Please print) Roger Chinn		Title/Representing Land owner	
Address 581 Hwy 85 S		City Grassy Butte	State ND
Email Address		ZIP Code 58634	Telephone Number
Name (Please print) Jeani Borcher		Title/Representing Archaeologist - NDDOT	
Address 1008 E Blvd Ave		City Bismarck	State ND
Email Address jborcher@nd.gov		ZIP Code 58501	Telephone Number 701-328-4378
Name (Please print) P. Gathman		Title/Representing NDDOT	
Address		City Williston	State ND
Email Address		ZIP Code	Telephone Number
Name (Please print) Omar Mohamed		Title/Representing McKenzie County	
Address 606 Hunters Run St #307		City Watford City	State ND
Email Address Omhamed@CO.mckenzie.nd.us		ZIP Code 58854	Telephone Number
Name (Please print) Gene Veeder		Title/Representing McKenzie County Commission	
Address 1914 104 th Ave NW		City WATFORD CITY	State ND
Email Address gveeder@co.mckenzie.nd.us		ZIP Code 58854	Telephone Number

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Meeting Date 05/31/2018		Project Number 9-085(085)075	
PCN 20046		Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)	
Name (Please print) Michael Huffington		Title/Representing KLTJ	
Address 729 E. Benton Dr.		City West Fargo	State ND
Email Address mike.huffington@kltj.com		ZIP Code 58078	Telephone Number 701-271-2100
Name (Please print) Suhail Kanwar		Title/Representing County Engineer / McKenzie County	
Address WL		City WC	State ND
Email Address		ZIP Code 58854	Telephone Number 701-444-7426
Name (Please print) Denton Zubke		Title/Representing District 35 Representative	
Address Box 922		City Watford City	State ND
Email Address dzubke@nd.gov		ZIP Code 58854	Telephone Number 701-570-4043
Name (Please print) CAL Krewin		Title/Representing Region 1000 TRISA	
Address 14610 26th St SW		City Burman	State ND
Email Address CAL@TRExpressway.com		ZIP Code 58602	Telephone Number
Name (Please print) Justin Smith		Title/Representing Superintendent City of Watford City	
Address PO Box 494		City Watford City	State ND
Email Address jusmith@nd.gov		ZIP Code 58854	Telephone Number 570-0456
Name (Please print) Chas Neff Jr.		Title/Representing State's Attorney - McKenzie	
Address 201 5th St NW Ste 550		City Watford City	State ND
Email Address cneff@ca.mckenzie.nd.us		ZIP Code 58854	Telephone Number 701-444-3733
Name (Please print) Michael Jones		Title/Representing	
Address 1422 125th Ave NW		City Watford City	State ND
Email Address michaelwray.s.jones.10m		ZIP Code 58854	Telephone Number 701-842-4556

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Project Number 9-085(085)075		PCN 20046	
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)			
Name (Please print) Gayle Cox		Title/Representing Brosz Engineering	
Address PO Box 551		City Watford City	State ND
Email Address gayle@broszeng.com		ZIP Code 58854	Telephone Number 701-842-3526
Name (Please print) Todd Syverson		Title/Representing	
Address P.O. Box 1110		City Watford City	State ND
Email Address starjumper.ts@gmail.com		ZIP Code 58851	Telephone Number 907-358-6312
Name (Please print) Tim Pickering		Title/Representing	
Address P.O. Box 218		City Arnegard	State ND
Email Address tpickering@co.mckenzie.nd.us		ZIP Code 58835	Telephone Number 701-444-7427
Name (Please print) Chelsea Bulzomi		Title/Representing	
Address PO Box 1048		City Watford City	State ND
Email Address Chelsea.bulzomi@gmail.com		ZIP Code 58854	Telephone Number (701)652-5767
Name (Please print) Gregg Schuetz		Title/Representing	
Address P.O. Box 2380		City Watford City	State ND
Email Address glschuet@hotmail.com		ZIP Code 58854	Telephone Number 701-580-7697
Name (Please print) Sue Best		Title/Representing	
Address 1935 118th Ave NW		City WC	State ND
Email Address sueb@ruggedwest.com		ZIP Code 58854	Telephone Number 701-871-1025
Name (Please print) Haul Cherni		Title/Representing	
Address 581 Hwy 85 S		City Murray Butte	State ND
Email Address		ZIP Code 58634	Telephone Number

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Project Number 9-085(085)075		PCN 20046	
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)			
Name (Please print) Mikayla Boche		Title/Representing KLJ	
Address 728 E. Beaton Dr. #101		City West Fargo	State ND
Email Address mikayla.boche@kljeng.com		ZIP Code 58078	Telephone Number 701-271-2119
Name (Please print) Stacy Wilz		Title/Representing NDDOT	
Address		City	State
Email Address swilz@nd.gov		ZIP Code	Telephone Number 701-328-4430
Name (Please print) JOEL WILT		Title/Representing NDDOT DE WILLISTON	
Address		City	State
Email Address jwilt@nd.gov		ZIP Code	Telephone Number
Name (Please print) Jen Turnbow		Title/Representing KLJ	
Address		City Bismarck	State ND
Email Address		ZIP Code	Telephone Number
Name (Please print) Grace Demars		Title/Representing McKenzie County	
Address PO Box 513		City Arnegard	State ND
Email Address gdemars@co.mckenzie.nd.us		ZIP Code 58835	Telephone Number 218-537-0430
Name (Please print) HEIDI BRENNAN		Title/Representing ARCHITECT	
Address 505 8TH ST NW		City WATFORD CITY	State ND
Email Address		ZIP Code 58054	Telephone Number 701-740-2337
Name (Please print) Eugene Fedorenko		Title/Representing	
Address PO Box 1474		City watford city	State ND
Email Address fedorench@restel.com		ZIP Code 58854	Telephone Number 701-444-3635

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Meeting Date 05/31/2018		Project Number 9-085(085)075	
PCN 20046		Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)	
Name (Please print) Neal Shipman		Title/Representing McKenzie County Farmer	
Address PO Box 587		City Watford City	State ND
Email Address mcf@watfordcity.nd.us		ZIP Code 58854	Telephone Number 701-342-2351
Name (Please print) Kawita Best		Title/Representing McKenzie Co Commissioner	
Address 1930 118th Ave NW		City Watford City	State ND
Email Address kbest@co.mckenzie.nd.us		ZIP Code 58854	Telephone Number 701-580-1862
Name (Please print) Rick Tore		Title/Representing City Engineer	
Address 601 Park Ave W		City Watford City	State ND
Email Address rtjore@nd.gov		ZIP Code 58854	Telephone Number 701-421-8487
Name (Please print) Gretchen Stenbjer		Title/Representing PIBRT	
Address P.O. Box 1162		City WC	State ND
Email Address Gretchen.Stenbjer@gmail.com		ZIP Code 58854	Telephone Number 701-770-2400
Name (Please print) Kevin Brodie		Title/Representing Transp. Engr. / FHWA	
Address 4053 Coleman Suite 205		City BISMARCK	State ND
Email Address Kevin.Brodie@dot.gov		ZIP Code 58503	Telephone Number 701 221-9764
Name (Please print) AARON PELTON		Title/Representing OWNER - OUTLAWS BAR & GRILL	
Address 509 Long Drive / PO Box 451		City Watford City	State ND
Email Address aaron@shouter-hospitality.com		ZIP Code 58854	Telephone Number 701 570 7776
Name (Please print) Marina Carrillo		Title/Representing MSU student	
Address 5009 Tuttle Ave SE		City Minot	State ND
Email Address marina.carrillo-msu@gmail.com		ZIP Code 58701	Telephone Number 701 509-1070

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
 SFN 59531 (5-2018)

Page 6 of 10

Division/District/Consultant Williston and Dickinson Districts			
Meeting Location Watford City City Hall - Watford City, ND		Meeting Type Public Hearing	Meeting Date 05/31/2018
Project Number 9-085(085)075		PCN 20046	
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)			
Name (Please print) Don Richmond		Title/Representing	
Address 12602 22nd ST NW		City Watford	State ND
Email Address		ZIP Code 58854	
		Telephone Number	
Name (Please print) Justin Voll		Title/Representing Mayor - Watford City	
Address PO Box 1197		City Watford City	State ND
Email Address jvoll@ruggedwest.com		ZIP Code 58854	Telephone Number 701-570-8386
Name (Please print) Eric Pedersen		Title/Representing NDHP	
Address		City	State
Email Address ejpeders@nd.gov		ZIP Code	Telephone Number 701-220-9093
Name (Please print) Curt Grudniewski		Title/Representing	
Address 1901 Main St S #4		City Watford	State ND
Email Address tom.mc5@gmail.com		ZIP Code 58854	Telephone Number
Name (Please print) Matt Beard		Title/Representing City of Watford City	
Address 204 6th Street NE		City Watford City	State ND
Email Address Matt.Beard@hotmail.com		ZIP Code 58854	Telephone Number 701-570-9722
Name (Please print) Doug Voll		Title/Representing	
Address 404 30th Ave NW		City	State
Email Address Watford City, ND		ZIP Code	Telephone Number
Name (Please print) Jan Swenson		Title/Representing Badlands Conservation Alliance	
Address 801 N 10 ST		City Bismarck	State ND
Email Address beajen@bismarck.net		ZIP Code 58501	Telephone Number

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North Dakota Department of Transportation, Civil Rights
 SFN 59531 (5-2018)

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Division/District/Consultant Williston and Dickinson Districts			
Meeting Location Watford City City Hall - Watford City, ND		Meeting Type Public Hearing	Meeting Date 05/31/2018
Project Number 9-085(085)075		PCN 20046	
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)			
Name (Please print) Dale Patten		Title/Representing McKenzie County JDA	
Address Box 812		City Watford City	State ND
Email Address dalepatten27@gmail.com		ZIP Code 58854	Telephone Number 701-570-4408
Name (Please print) Tim Taylor		Title/Representing	
Address PO Box 5563		City Watford City	State ND
Email Address timtaylor1955@gmail.com		ZIP Code 58854	Telephone Number 701-770-7171
Name (Please print) Lt. Jamie M Huschka		Title/Representing North Dakota Highway Patrol	
Address 225 E 2nd, Ste 304		City Williston	State ND
Email Address jhuschka@nd.gov		ZIP Code 58801	Telephone Number (701) 774-4360
Name (Please print) Don Nordby		Title/Representing Chairman, McKenzie County	
Address Box 1287		City Watford City	State ND
Email Address dn-nordby@hotmail.com		ZIP Code 58854	Telephone Number 701-570-2300
Name (Please print) Justin Johnsrud		Title/Representing WC Pub District	
Address 417 2nd Ave NE		City Watford City	State ND
Email Address justin.johnsrud@gmail.com		ZIP Code 58854	Telephone Number 701-444-2582
Name (Please print) Wendy Ross		Title/Representing NPS	
Address 315 2nd Ave		City Medora	State ND
Email Address wendy.ross@nps.gov		ZIP Code 58642	Telephone Number 701-623-4466
Name (Please print)		Title/Representing	
Address		City	State
Email Address		ZIP Code	Telephone Number

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

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 SFN 59531 (5-2018)

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Meeting Location Watford City City Hall - Watford City, ND		Meeting Type Public Hearing		Meeting Date 05/31/2018	
Project Number 9-085(085)075		PCN 20046			
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)					
Name (Please print) Daniel Stenberg		Title/Representing			
Address 3296 127 th Ave NW		City Watford City	State ND	ZIP Code 58854	
Email Address danstenberg@yahoo.com		Telephone Number 701-241-1554			
Name (Please print) Dan Stenberg		Title/Representing			
Address PO Box 491		City Watford City	State ND	ZIP Code 58854	
Email Address NONE		Telephone Number 701-849-2563			
Name (Please print) Rob Sand		Title/Representing			
Address 93 112 th Ave NW		City Killdeer	State ND	ZIP Code 58640	
Email Address killdeermtn@gmail.com		Telephone Number 701-645-8864			
Name (Please print) Wite Kopp		Title/Representing Bentley W D EA (media)			
Address 305 Louise Ave		City Williston	State ND	ZIP Code 58879	
Email Address koppwite78@gmail.com		Telephone Number 701 471 8509			
Name (Please print) Connie Triplett		Title/Representing NPCA			
Address 1807 Willow Dr.		City Grand Forks	State ND	ZIP Code 58201	
Email Address connie-triplett@msn.com		Telephone Number 701-746-8488			
Name (Please print)		Title/Representing			
Address		City	State	ZIP Code	
Email Address		Telephone Number			
Name (Please print)		Title/Representing			
Address		City	State	ZIP Code	
Email Address		Telephone Number			

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
 SFN 59531 (5-2018)

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Meeting Location Watford City City Hall - Watford City, ND		Meeting Type Public Hearing		Meeting Date 05/31/2018	
Project Number 9-085(085)075		PCN 20046			
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)					
Name (Please print) <i>Stephen L. Steneberg</i>		Title/Representing <i>First Int'l Bank & Trust</i>			
Address <i>1904 4th Ave NE</i>		City <i>Watford City</i>		State <i>ND</i>	ZIP Code <i>58854</i>
Email Address		Telephone Number <i>701 842 2381</i>			
Name (Please print) <i>Dustin Jordan</i>		Title/Representing <i>Brosz Engineering</i>			
Address		City		State	ZIP Code
Email Address		Telephone Number <i>701-523-6583</i>			
Name (Please print) <i>Ashley Saylor & Hayne Saylor</i>		Title/Representing			
Address		City		State	ZIP Code
Email Address <i>asaylor@kmdhu.org</i>		Telephone Number <i>701-570-3101</i>			
Name (Please print)		Title/Representing			
Address		City		State	ZIP Code
Email Address		Telephone Number			
Name (Please print)		Title/Representing			
Address		City		State	ZIP Code
Email Address		Telephone Number			
Name (Please print)		Title/Representing			
Address		City		State	ZIP Code
Email Address		Telephone Number			
Name (Please print)		Title/Representing			
Address		City		State	ZIP Code
Email Address		Telephone Number			

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
 SFN 59531 (5-2018)

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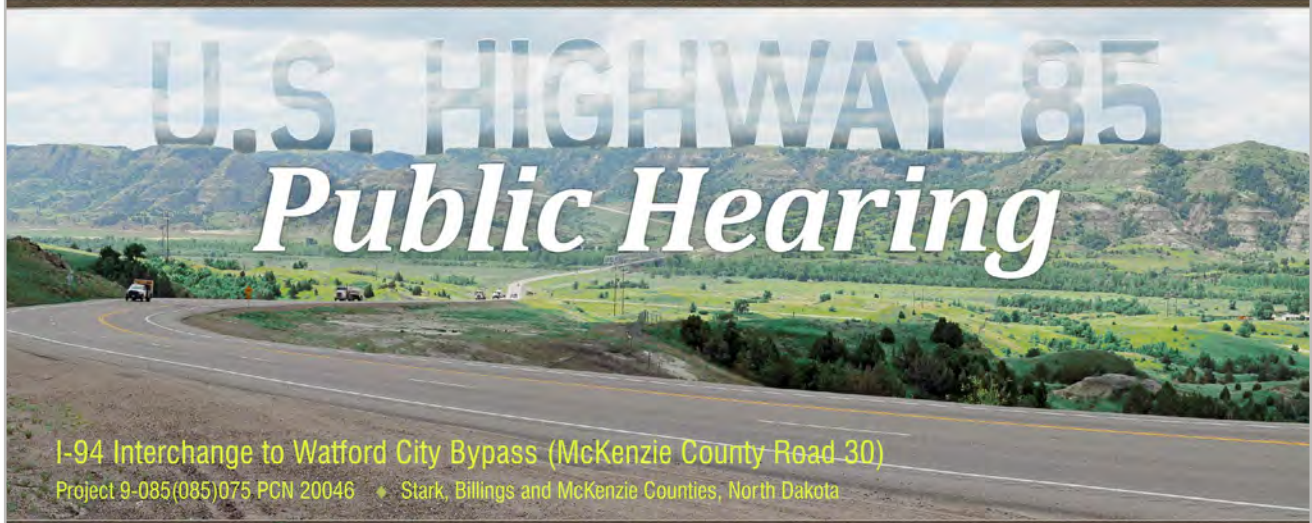
Meeting Location Watford City City Hall - Watford City, ND		Meeting Type Public Hearing		Meeting Date 05/31/2018	
Project Number 9-085(085)075		PCN 20046			
Project Description US Highway 85: I-94 Interchange to Watford City Bypass (McKenzie County Road 30)					
Name (Please print) <i>Doug Bolken</i>		Title/Representing <i>McKenzie Co Tourism</i>			
Address <i>PO Box 343 699</i>		City <i>Watford City</i>		State <i>ND</i>	ZIP Code <i>58854</i>
Email Address <i>dbolken@co.mckenzie.nd.us</i>		Telephone Number <i>701.570.2551</i>			
Name (Please print) <i>MARY TASTAD</i>		Title/Representing <i>Beautiful Badlands ND</i>			
Address <i>14725 10th ST. NE</i>		City <i>PORTLAND</i>		State <i>ND</i>	ZIP Code <i>58274</i>
Email Address <i>beautifulbadlandsnd@gmail.com</i>		Telephone Number <i>701.430.0801</i>			
Name (Please print)		Title/Representing			
Address		City		State	ZIP Code
Email Address		Telephone Number			
Name (Please print)		Title/Representing			
Address		City		State	ZIP Code
Email Address		Telephone Number			
Name (Please print)		Title/Representing			
Address		City		State	ZIP Code
Email Address		Telephone Number			
Name (Please print)		Title/Representing			
Address		City		State	ZIP Code
Email Address		Telephone Number			
Name (Please print)		Title/Representing			
Address		City		State	ZIP Code
Email Address		Telephone Number			

10-20

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

C.7. Handout



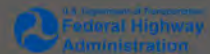
I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046 • Stark, Billings and McKenzie Counties, North Dakota

When?

May 29, 2018:
5:00 p.m. to 8:00 p.m. (MDT)
Belfield Memorial Hall
107 2nd Avenue NE
Belfield, ND

May 30, 2018:
5:00 p.m. to 8:00 p.m. (MDT)
Billings County Rural Fire Hall
12811 20th Street Southwest
Fairfield, ND

May 31, 2018:
5:00 p.m. to 8:00 p.m. (CDT)
Watford City City Hall
213 2nd Street Northeast
Watford City, ND



What is the project?

The North Dakota Department of Transportation (NDDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to expand approximately 62 miles of US Highway 85 to four lanes (with flexible design options to avoid or minimize impacts) and rehabilitate or replace the historic Long X Bridge over the Little Missouri River. The proposed project has three cooperating agencies: the National Park Service (NPS), US Army Corps of Engineers (USACE), and US Forest Service (USFS).

Where is the project located?

The project extends from the Interstate 94 (I-94) Interchange to the Watford City Bypass (McKenzie County Road 30). The project occurs within Stark, Billings, and McKenzie counties, North Dakota (Figure 1).

What is the purpose of the Public Hearing?

The purpose of the Public Hearing is to gather comments on the Draft Environmental Impact Statement (EIS) and the recommended Preferred Alternative for the US Highway 85 project.

What is the purpose and need for the project?

The purpose of the project is to address the various needs that have been identified by the general public as well as federal, state, and local agencies. These needs include the following:

- » Social Demands and Economic Development
- » System Linkage/Connectivity
- » Safety
- » Capacity/Traffic Volumes
- » Transportation Demand/Roadway Classification
- » Slope Instability and Landslides
- » Ecological Connectivity

What project alternatives and options have been studied?

A full range of reasonable alternatives were developed and screened for consistency with several criteria including existing reports, the project's purpose and need, design standards, and known constraints within the project corridor. Two build alternatives (Alternatives B and C) and options for Fairfield, the North Dakota Highway 200 (ND-200)/US Highway 85 intersection, and the Long X Bridge were carried forward for analysis in the Draft EIS. In addition, a No Action Alternative (Alternative A) was analyzed in the Draft EIS as a baseline against which the impacts of potential build alternatives and options could be evaluated.

What is the recommended Preferred Alternative?

After considering all of the potential alternatives, collaborating with the public and cooperating and participating agencies, and conducting engineering and environmental studies for the project, the NDDOT and FHWA have recommended that the Preferred Alternative include a combination of the following:



Figure 1. Project Location

- » **Alternative B: Divided Depressed.** Expand the existing roadway to a divided, four-lane section with a depressed, center median in all areas of the project corridor except Fairfield, the Badlands, and near Watford City. Alternative B would include the Badlands and Watford City typical sections, wildlife crossing system, trail, and infrastructure modification.
- » **Option FF-1.** Expand the existing roadway through Fairfield to a four-lane, urban section with reduced speeds.
- » **Option INT-2.** Construct a multi-lane roundabout at the ND-200/US Highway 85 intersection.
- » **Option LX-3.** Replace the Long X Bridge with a new four-lane bridge.

Roadway Alternative

ALTERNATIVE B: DIVIDED DEPRESSED. Expand a majority of the highway to a divided, four-lane section with a depressed, center median (70 mile-per-hour (mph) speed limit) (Figure 2).

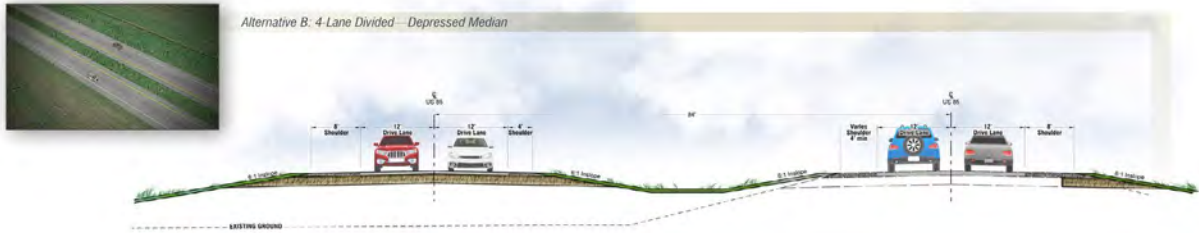


Figure 2. Four-Lane Divided—Depressed Median

Alternative B would also include the following:

- » **I-94 Interchange Restriping.** At the I-94 interchange, restriping would be required to tie the two-lane typical section south of the interchange into the new four-lane typical section north of the interchange (Figure 3).



Figure 3. I-94 Interchange

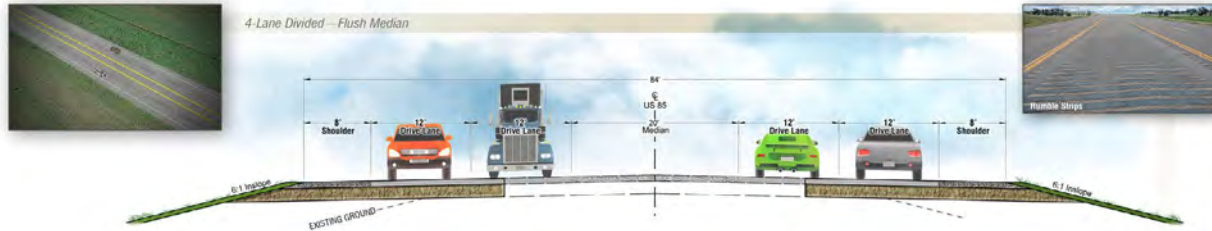


Figure 4. Four-Lane Divided—Flush Median

- » **Badlands Typical Sections.** Through the Badlands segment of the project corridor, the typical section would consist of a four-lane section with a 20-foot-wide, flush center median south of the Long X Bridge (65 mph) (Figure 4), transitioning to a typical section with a 12-foot-wide, flush, center median north of the Long X Bridge (60 mph). Flexible design options, such as retaining walls and varying median widths, would also be incorporated. This would minimize environmental and socioeconomic impacts on the Badlands and the Theodore Roosevelt National Park (TRNP)—North Unit.
- » **Watford City Typical Section.** Nearing Watford City, the typical section would consist of a four-lane section with a 20-foot-wide, flush center median, which would be offset 40 feet west of the existing US Highway 85 centerline (65 mph). This would minimize impacts on existing infrastructure and tie in to the Watford City Bypass typical section.
- » **Wildlife Crossing System.** Construction of three wildlife crossings (two new underpasses plus the Long X Bridge) within the Badlands. The wildlife crossings are intended to function as a system in conjunction with wildlife fencing, gates and guards, and jump-outs (Figure 5 and Figure 6).
- » **Trail.** Construction of an 8.9-mile-long, 8-foot-wide, asphalt-paved pedestrian/bicyclist trail (i.e., shared-use path) with potential trailheads, along the east side of US Highway 85 from the planned Watford City trail system to McKenzie County Road 34 (Figure 7).

Figure 5. Wildlife Crossings



Figure 6. Simulation of Wildlife Underpass at RP 122.5

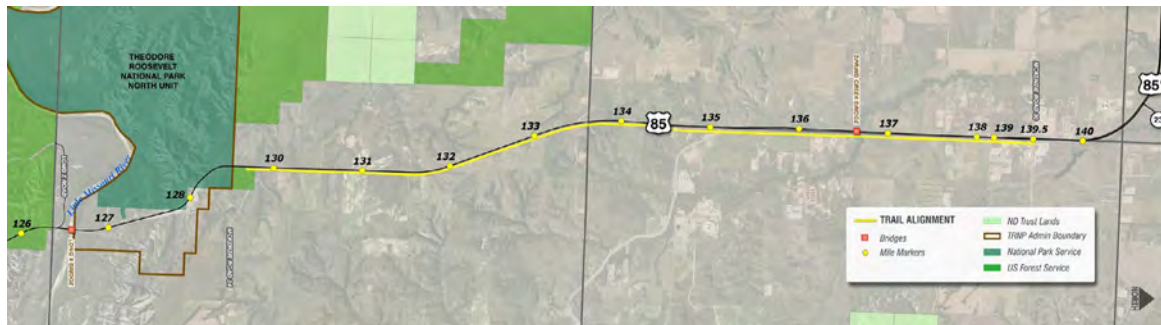


Figure 7. Trail Alignment

- » **Infrastructure Modification.** Replacement, extension, and/or upgrades to bridges, culverts, cattle passes, scenic overlooks, access points, truck inspection sites, Intelligent Transportation Systems, and lighting.

Fairfield

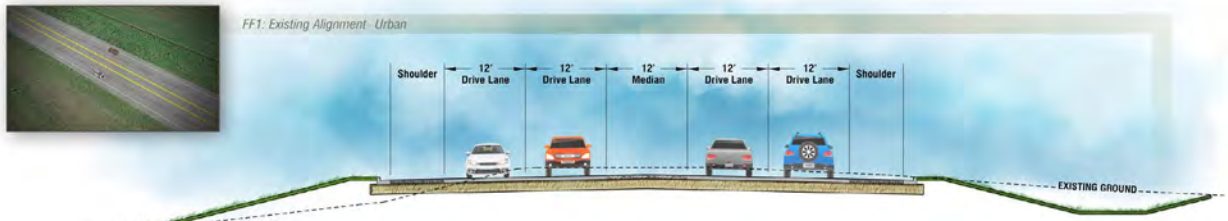


Figure 8. **Option FF-1:** Urban, four-lane section through Fairfield on existing alignment (45 mph)

ND-200/US Highway 85 Intersection



Figure 9. **Option INT-2:** Reconstruct to a multi-lane roundabout configuration

Long X Bridge



Figure 10. **Option LX-3:** Remove (i.e., demolition or adoption) the existing Long X Bridge and construct a new four-lane bridge to the east

What right-of-way (ROW) acquisition would be required?

Acquisition of real property from private ownership would follow the regulations and procedures identified in the NDDOT Right-of-Way Acquisition Procedures Manual and outlined in Title II and Title III of the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, including amendments. Fair and equitable treatment would be provided to individuals that may have their property acquired by the project, including compensation for parcels deemed too small or inconvenient to utilize for their current use (e.g., agriculture) during the ROW acquisition process. Acquisition of easements from publicly owned property would follow the procedures of the applicable land management agency (i.e., USFS or NPS).

Permanent ROW/Easement on Private and Federal Lands

Alternative/Option	Permanent ROW Required – Private (acres)	Permanent Easement Required – Federal (acres)		Total (acres)
		USFS	NPS	
Alternative B	761.1	73.6	9.4*	844.1
Option FF-1	20.6	—	—	20.6
Option INT-1	2.6	—	—	2.6
Option LX-3	9.4	1.7	—	11.1
TOTAL	793.7	75.3	9.4	878.4

*A new Highway Easement Deed would be issued for the same 9.4-acre area as the existing Deed, plus an additional 0.2 acres impacted by a recent, unrelated, landslide repair project (9.6-acre total).

What impacts are associated with the project?

Potential impacts to various resource categories were analyzed and discussed in the Draft EIS. The Draft EIS, including project maps and other pertinent information, is available for public viewing at several locations (see list inset on right).

How much would the recommended Preferred Alternative cost?

Project Component	Cost
Alternative B	\$419 million
Option FF-1	\$12 million
Option INT-2	\$4 million
Option LX-3	\$36 million
Trail	\$1 million
Wildlife Crossing System	\$7 million
Total	\$479 million

- » **NDOT Project Website:** <http://www.dot.nd.gov/projects/williston/US85194/>
- » **Belfield City Hall**, 208 Main Street North, Belfield, ND, (701) 575-4235
- » **Billings County Courthouse**, Auditor's Office, 495 4th Street, Medora, ND, (701) 623-4491
- » **Dickinson Area Public Library**, 139 West 3rd Street, Dickinson, ND, (701) 456-7700
- » **McKenzie County Courthouse**, 201 5th Street Northwest, Watford City, ND, (701) 444-3616
- » **McKenzie County Public Library**, 112 2nd Avenue Northeast, Watford City, ND, (701) 444-3785
- » **North Dakota State Library**, 604 East Boulevard Avenue, Bismarck, ND, (701) 328-4622
- » **NDOT Central Office**, 608 East Boulevard Avenue, Bismarck, ND, (701) 328-2500
- » **NDOT Dickinson District Office**, 1700 3rd Avenue West, Dickinson, ND, (701) 227-6500
- » **NDOT Williston District Office**, 605 Dakota Parkway West, Williston, ND, (701) 774-2700
- » **Watford City City Hall**, 213 2nd Street Northeast, Watford City, ND, (701) 444-2533

What is the anticipated construction schedule?

The first priority that is scheduled for construction is the Long X Bridge, for which funding has been identified in the Statewide Transportation Improvement Plan. This project consists of replacing the Long X Bridge, constructing approximately 1 mile of approach roadways on each side of the bridge, and the construction of a bighorn sheep underpass. Construction is scheduled to begin in late 2018 and continue through 2019.

Funding has not been identified for any additional projects; however, after the Long X Bridge portion of the project is completed, the second priority would be constructing the roadway from the northern end of the corridor, Watford City Bypass (McKenzie County Road 30), to the ND-200/US Highway 85 intersection. The final priority would be constructing the roadway from the ND-200/US Highway 85 intersection to the I-94 interchange in Belfield. It is anticipated that actual construction projects would likely occur in 8- to 10-mile-long segments.

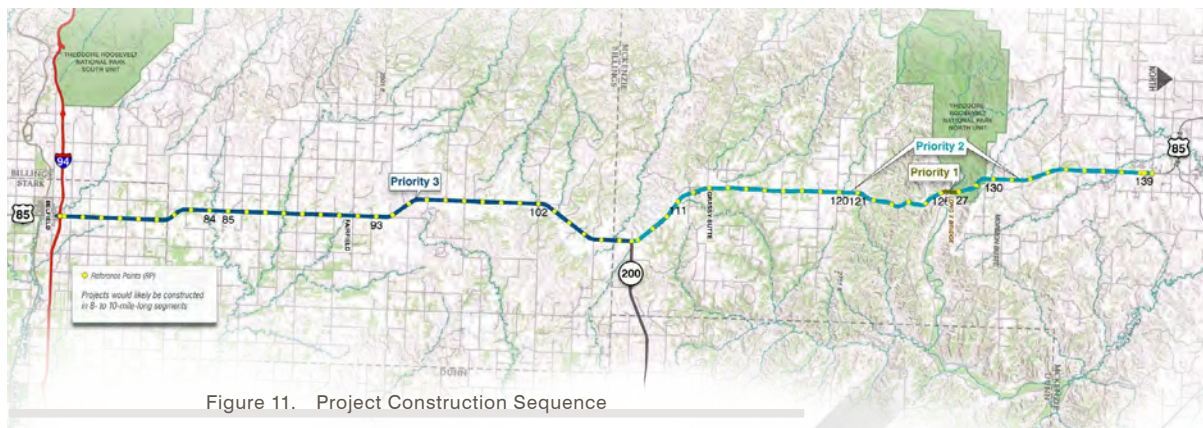


Figure 11. Project Construction Sequence

PUBLIC HEARING

MAY 2018

PAGE 7

Will the Long X Bridge be made available for adoption?

The Long X Bridge is *Eligible* for listing on the National Register of Historic Places and would be adversely affected by construction of the Preferred Alternative. Therefore, the bridge must be made available for adoption prior to removal under the Bridge Adoption Program pursuant to 23 USC 144. One or more segments of the historic Long X Bridge are currently available for adoption until June 14, 2018. The Long X Bridge is available to any responsible state, local or private entity willing to take ownership of, relocate and preserve the Long X Bridge in a new location (preference will be given to public entities). The adopting party would be responsible for maintaining the bridge segment(s) and would assume all future legal and financial responsibility associated with the bridge.

In order to facilitate adoption, the NDDOT will fund the disassembly, loading and transport of one of the segments of the bridge within a 100-mile radius of its current location. The Long X Bridge is currently in use and would continue to be in service until a new bridge is constructed to replace it. Interested parties should contact Matt Linneman (NDDOT Project Manager). Contact information can be found below.

What are the next steps for the project?

At the end of the public comment period (June 25, 2018), the project team will review and consider all public comments received. This input will assist the FHWA and NDDOT in selecting the final Preferred Alternative. Upcoming milestones for the US Highway 85 project environmental review process include preparation of the Final EIS and Record of Decision. After the Record of Decision, funding, permits, and ROW would need to be acquired for the Long X Bridge Replacement Project.

How can comments on the Draft EIS be submitted?

Written comments on the Draft EIS can be submitted by mail, email, or via the project website. Comments must be submitted/mailed by **June 25, 2018**.

Mail

Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005

Email

DOTUS85@nd.gov

Note "Public Hearing" in email subject heading

NDDOT Project Website

<http://www.dot.nd.gov/projects/williston/US85I94/>



U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

C.8. Presentation

May 29, 2018:
5:00 p.m. to 8:00 p.m. (MDT)
Beifield Memorial Hall

May 30, 2018:
5:00 p.m. to 8:00 p.m. (MDT)
Billings County Rural Fire Hall

May 31, 2018:
5:00 p.m. to 8:00 p.m. (CDT)
Watford City City Hall

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046 Stark, Billings and McKenzie Counties, North Dakota

U.S. Department of Transportation
Federal Highway Administration

NDDOT
North Dakota Department of Transportation

KLJ

Public Hearing



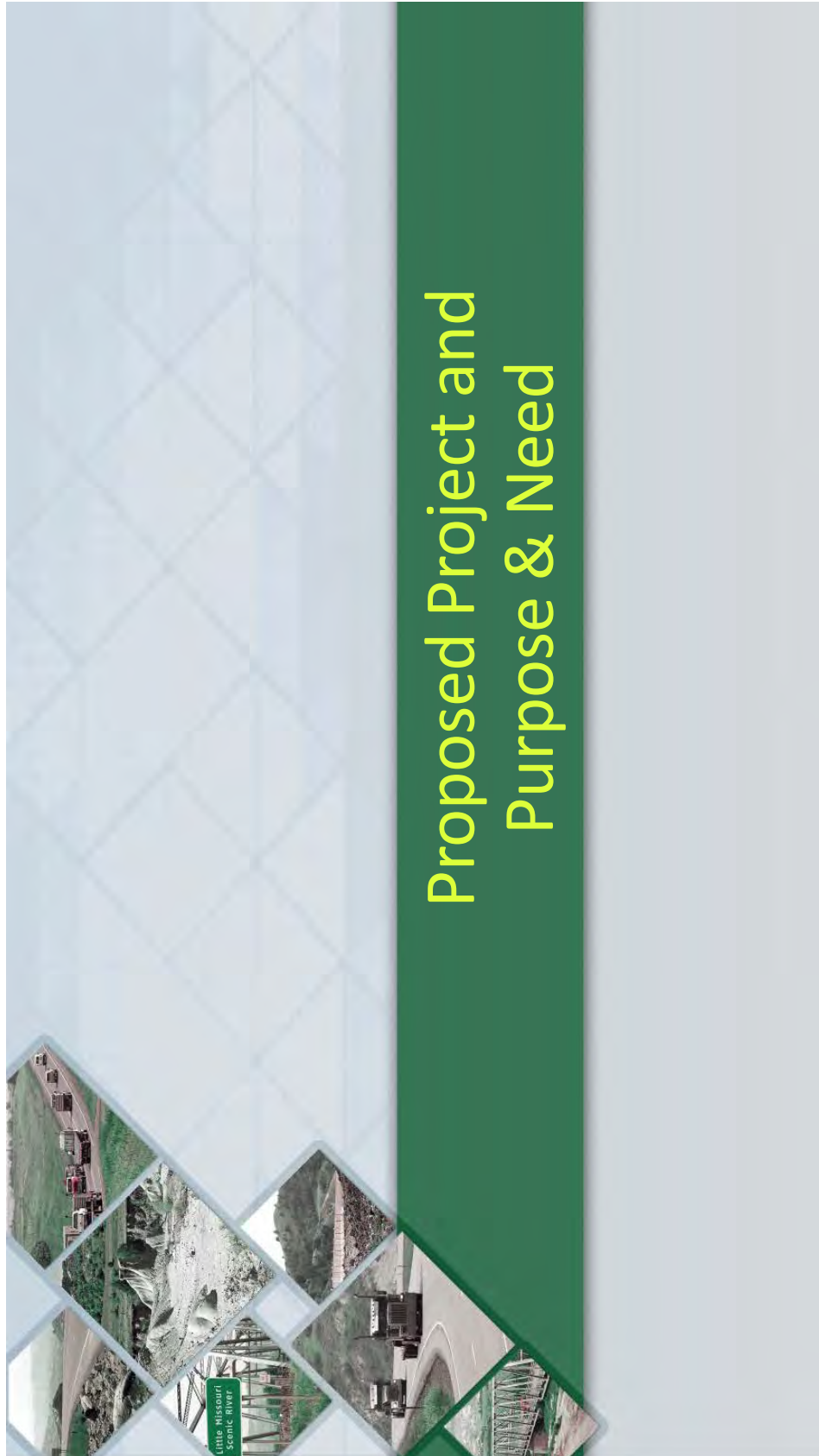
PUBLIC PARTICIPATION SURVEY

- > Optional anonymous survey
- > Used by FHWA & NDDOT to ensure all demographics are served
- > Leave completed surveys in box on sign-in table or send by mail

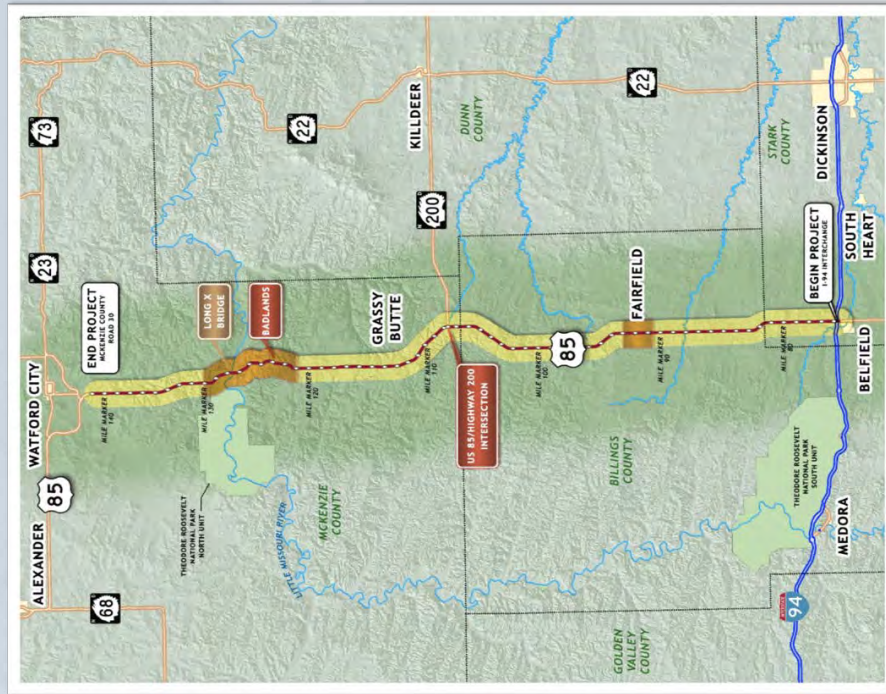


PUBLIC HEARING OBJECTIVES

- > Review Proposed Project and Purpose & Need
 - > Describe the Preferred Alternative & Options:
 - » Roadway Section
 - » I-94 Interchange
 - » Fairfield
 - » ND-200/US Highway 85 Intersection
 - » Badlands
 - » Wildlife Crossings
 - » Long X Bridge
 - » Trail
 - » Roadway Section near Watford City
- > Discuss impacts associated with the Preferred Alternative
 - > Describe Long X Bridge Replacement Project
 - > Gather input on the Project and Draft Environmental Impact Statement (EIS)
 - » Comments due June 25, 2018



Proposed Project and Purpose & Need

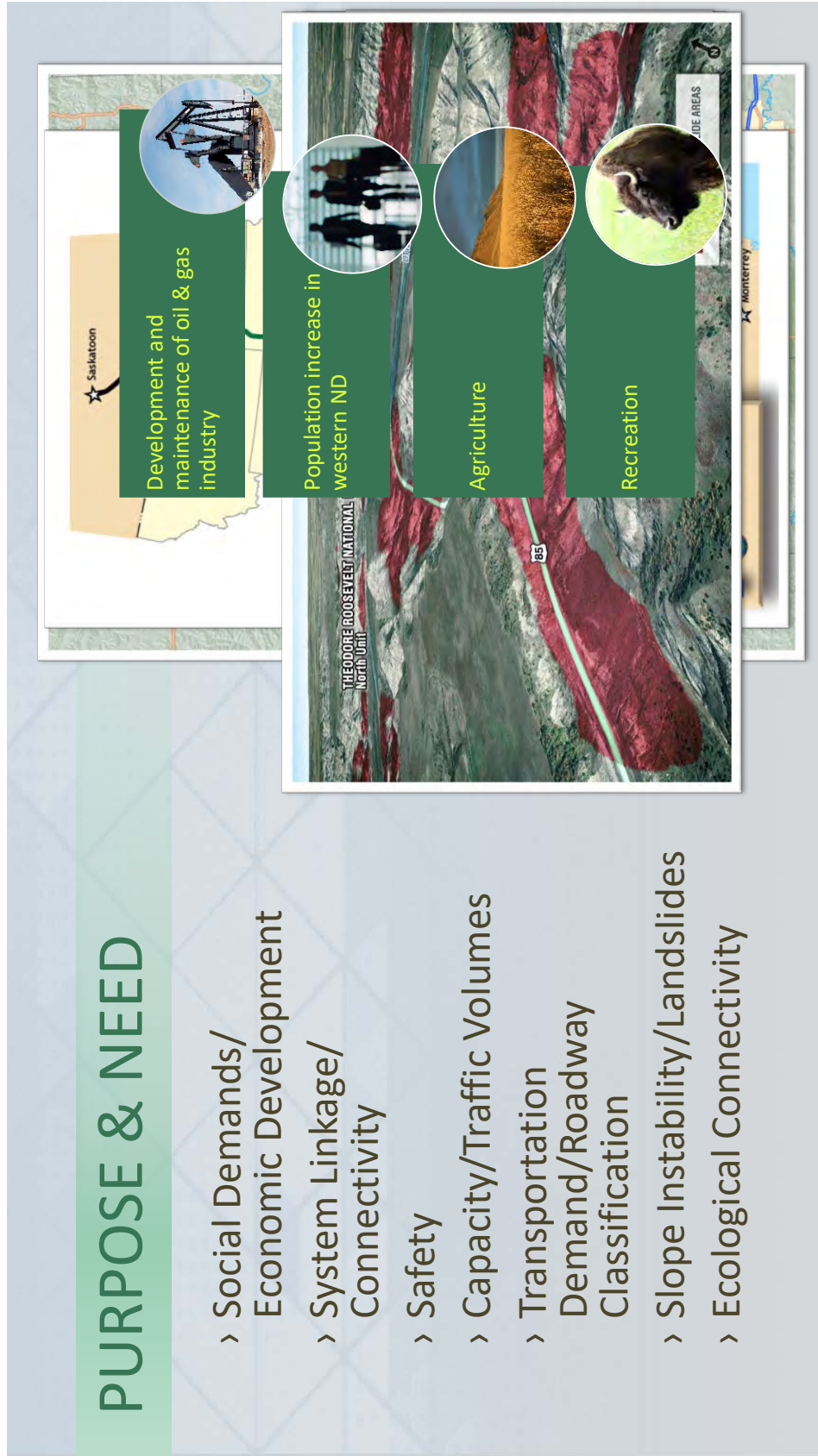


PROPOSED PROJECT

- > Expand US Highway 85 to four lanes with flexible design
- > Rehabilitate or replace the historic Long X Bridge over the Little Missouri River
- > EIS
 - » Lead agencies: FHWA & NDDOT
 - » Cooperating Agencies: NPS, USACE & USFS

PURPOSE & NEED

- › Social Demands/
Economic Development
- › System Linkage/
Connectivity
- › Safety
- › Capacity/Traffic Volumes
- › Transportation
Demand/Roadway
Classification
- › Slope Instability/Landslides
- › Ecological Connectivity





Preferred Alternative & Options

Roadway Section	Wildlife Crossings
I-94 Interchange	Long X Bridge
Fairfield	Trail
ND-200/US Highway 85 Intersection	Roadway Section near Watford City
Badlands	

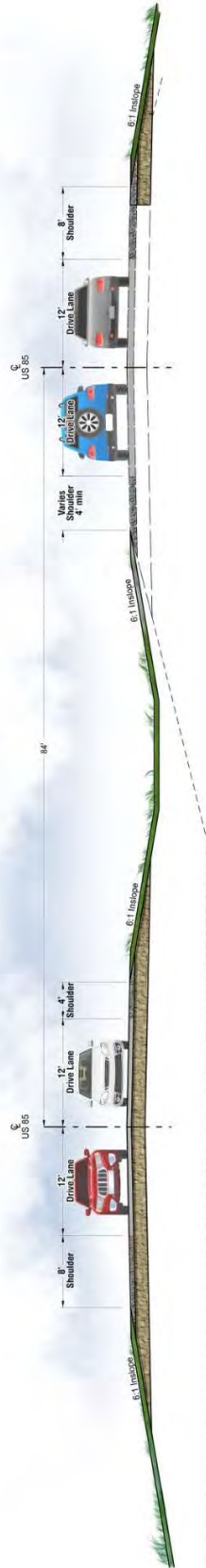
U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota



Roadway Section

ALTERNATIVE B: FOUR-LANE DIVIDED HIGHWAY WITH DEPRESSED MEDIAN



U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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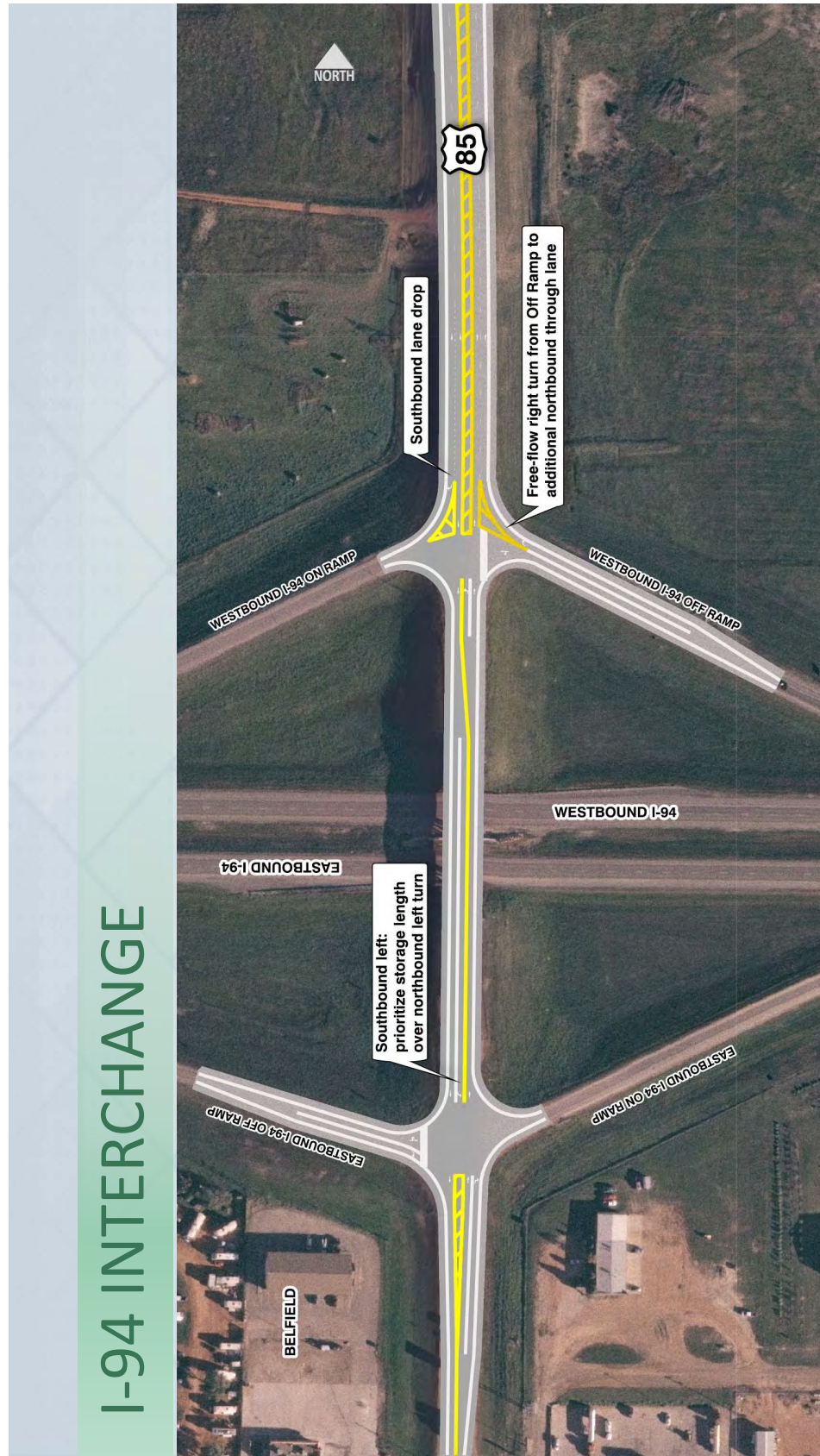
I-94 Interchange

I-94 INTERCHANGE



U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
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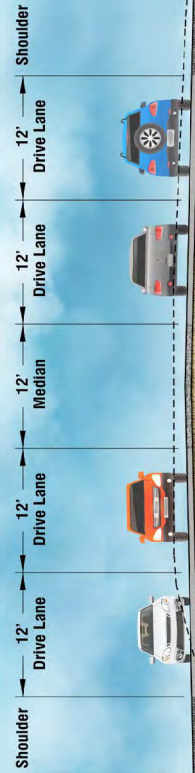
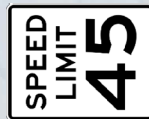


Fairfield

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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Stark, Billings and McKenzie Counties, North Dakota

FAIRFIELD OPTION FF-1: URBANIZED, FOUR-LANE HIGHWAY ON EXISTING ALIGNMENT





ND-200/US Highway 85 Intersection



ND-200/US HIGHWAY 85 INTERSECTION OPTION INT-2: MULTI-LANE ROUNDABOUT

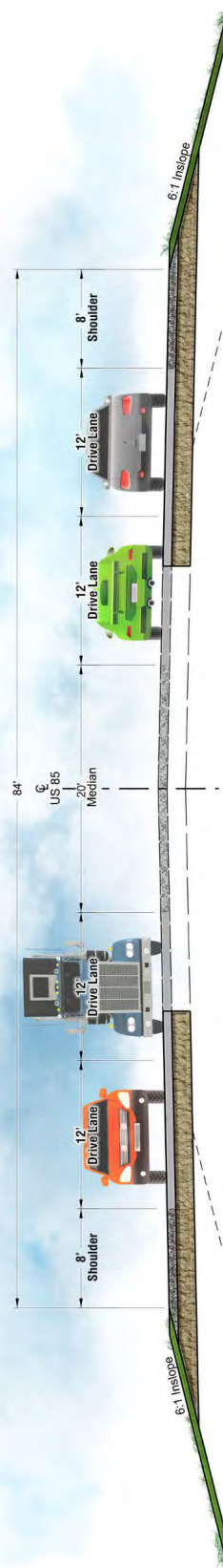
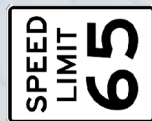
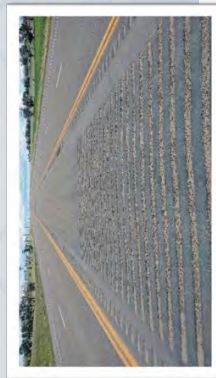
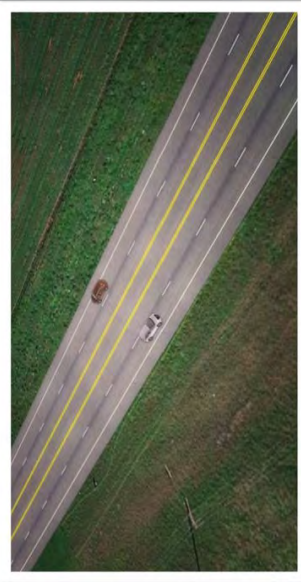


Badlands

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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Stark, Billings and McKenzie Counties, North Dakota

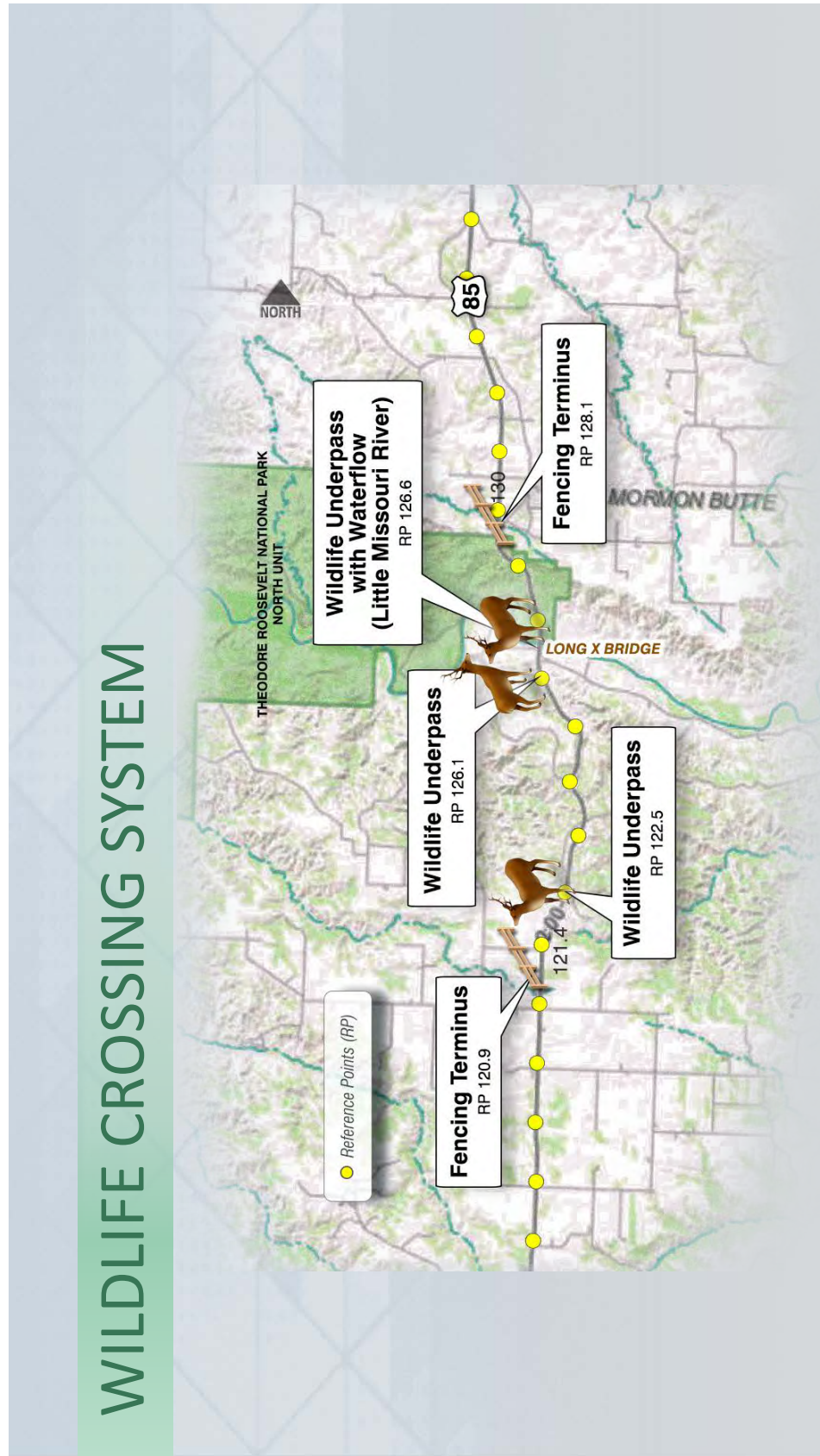
FOUR-LANE DIVIDED HIGHWAY WITH FLUSH, 20-FOOT-WIDE MEDIAN



SCENIC OVERLOOKS



WILDLIFE CROSSING SYSTEM



WILDLIFE UNDERPASS SIMULATION (RP 122.5)

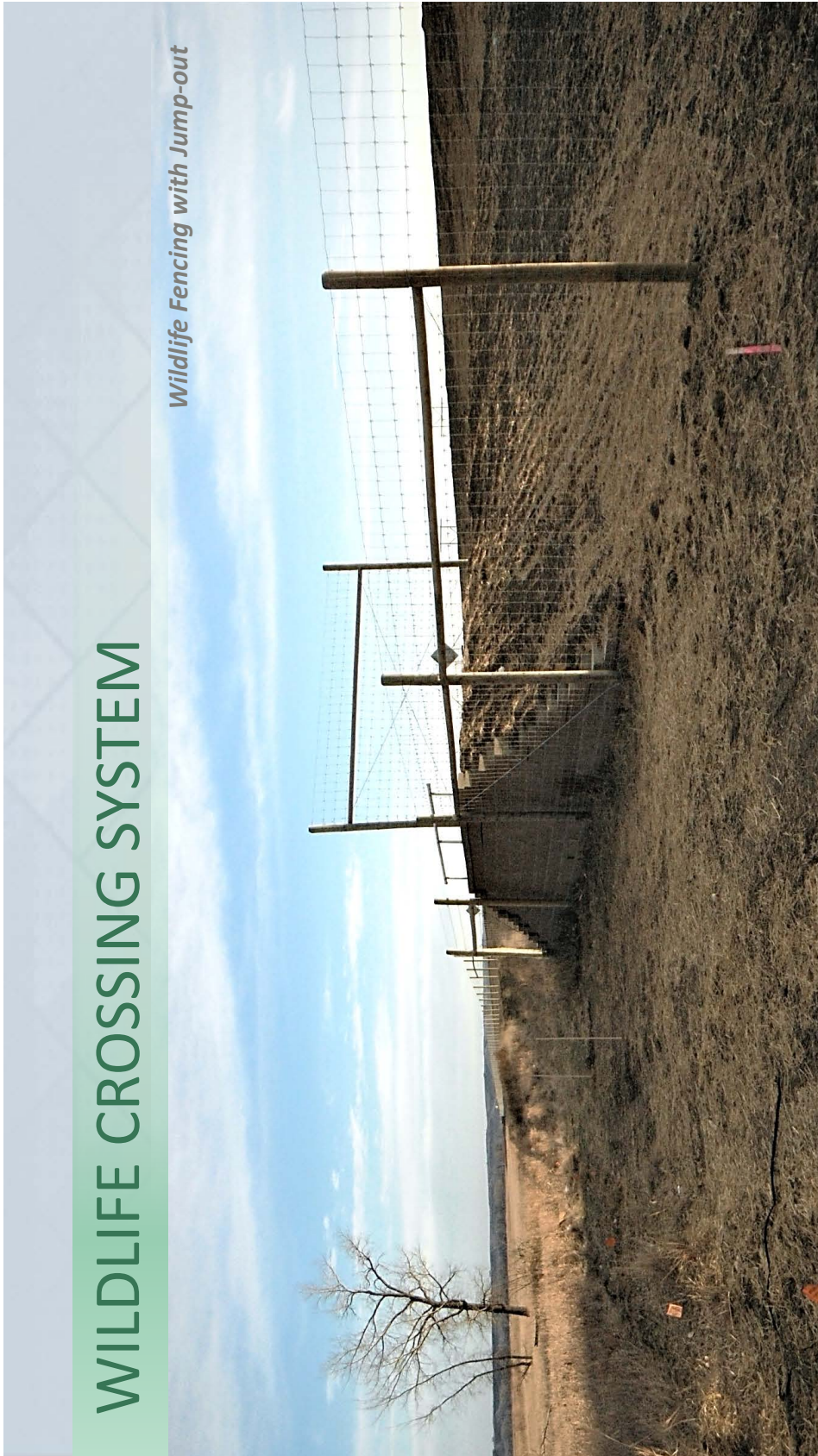


WILDLIFE UNDERPASS EXAMPLES (RP 126.1)



WILDLIFE CROSSING SYSTEM

Wildlife Fencing with Jump-out



U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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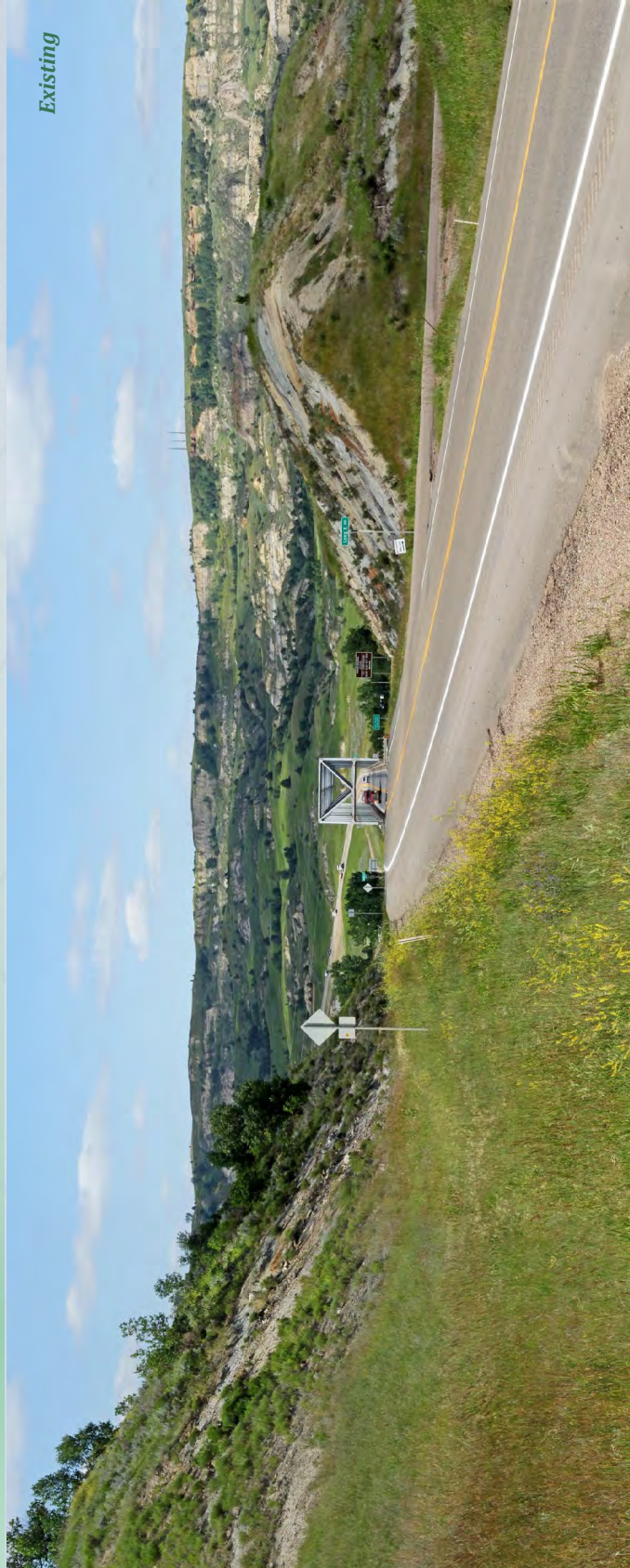
Long X Bridge

LONG X BRIDGE OPTION LX-3: REMOVE & REPLACE EXISTING BRIDGE WITH NEW FOUR-LANE BRIDGE

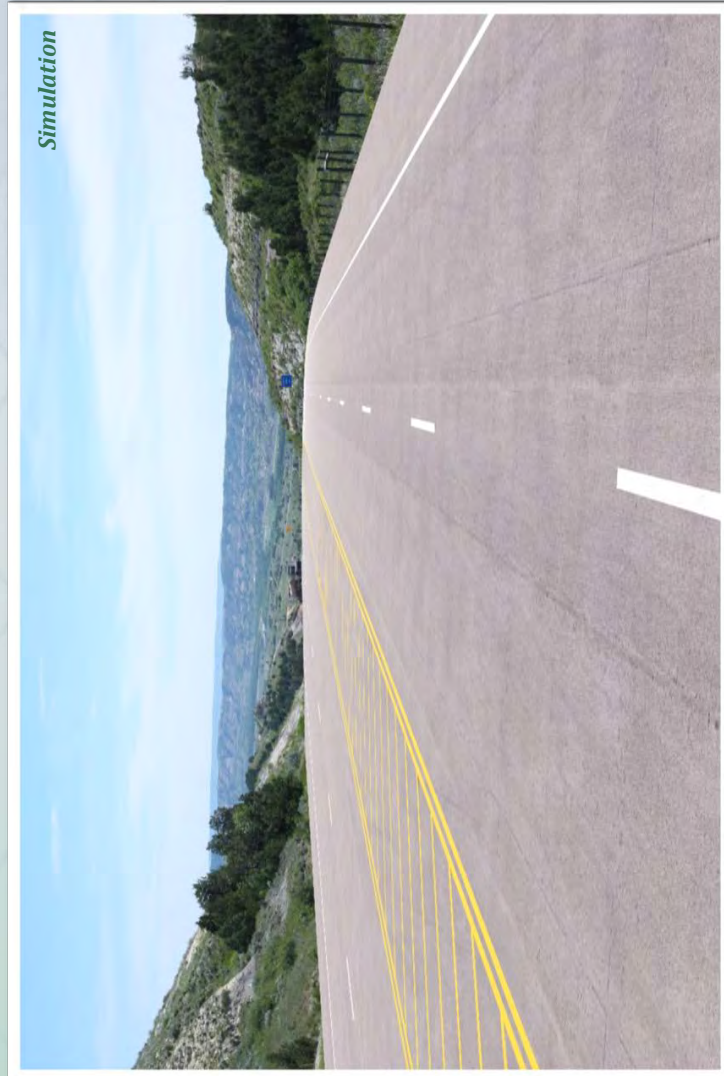
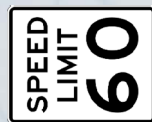


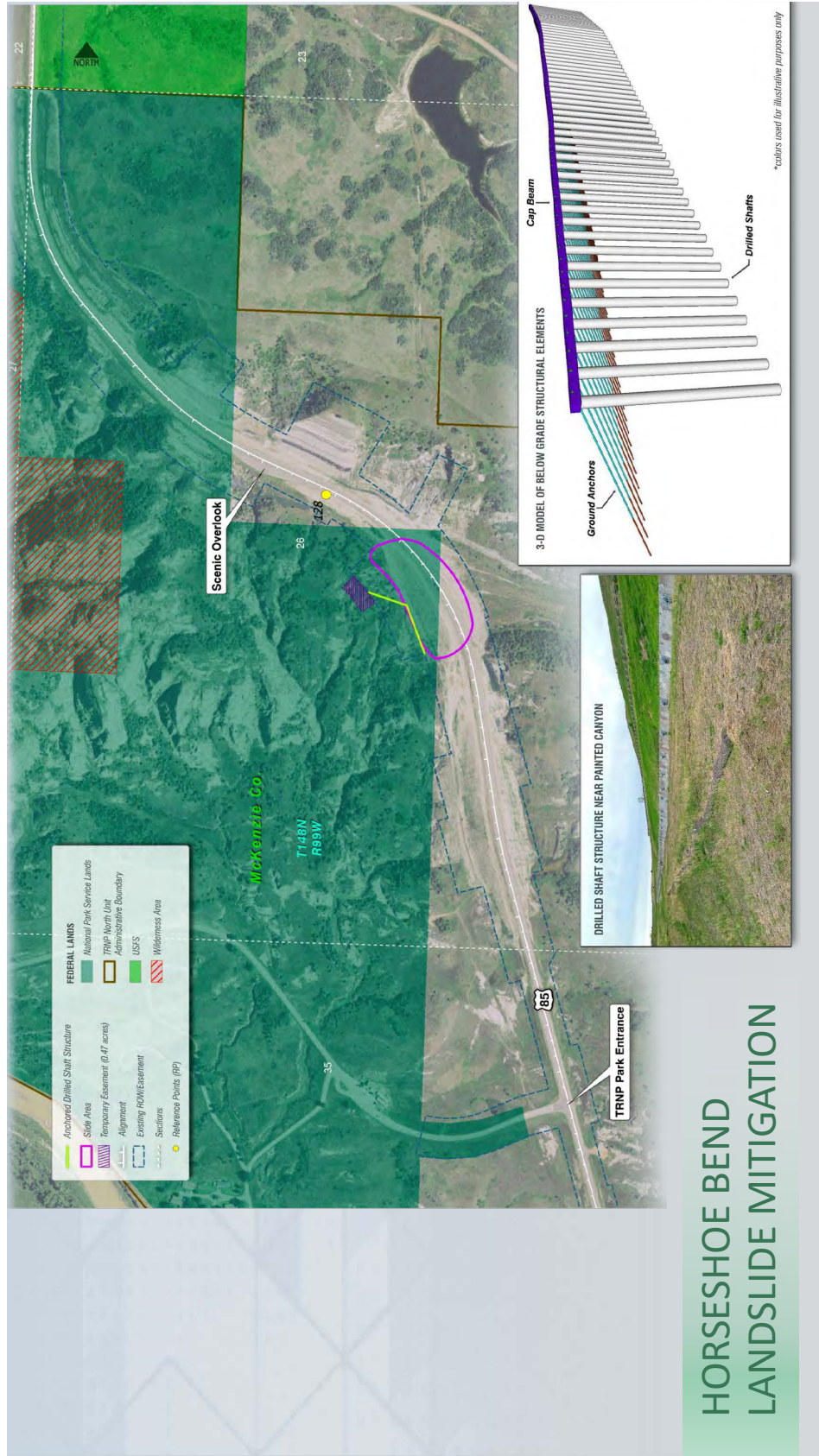
LONG X BRIDGE OPTION LX-3: REMOVE & REPLACE EXISTING BRIDGE WITH NEW FOUR-LANE BRIDGE

Existing



FOUR-LANE DIVIDED HIGHWAY WITH FLUSH, 12-FOOT-WIDE MEDIAN





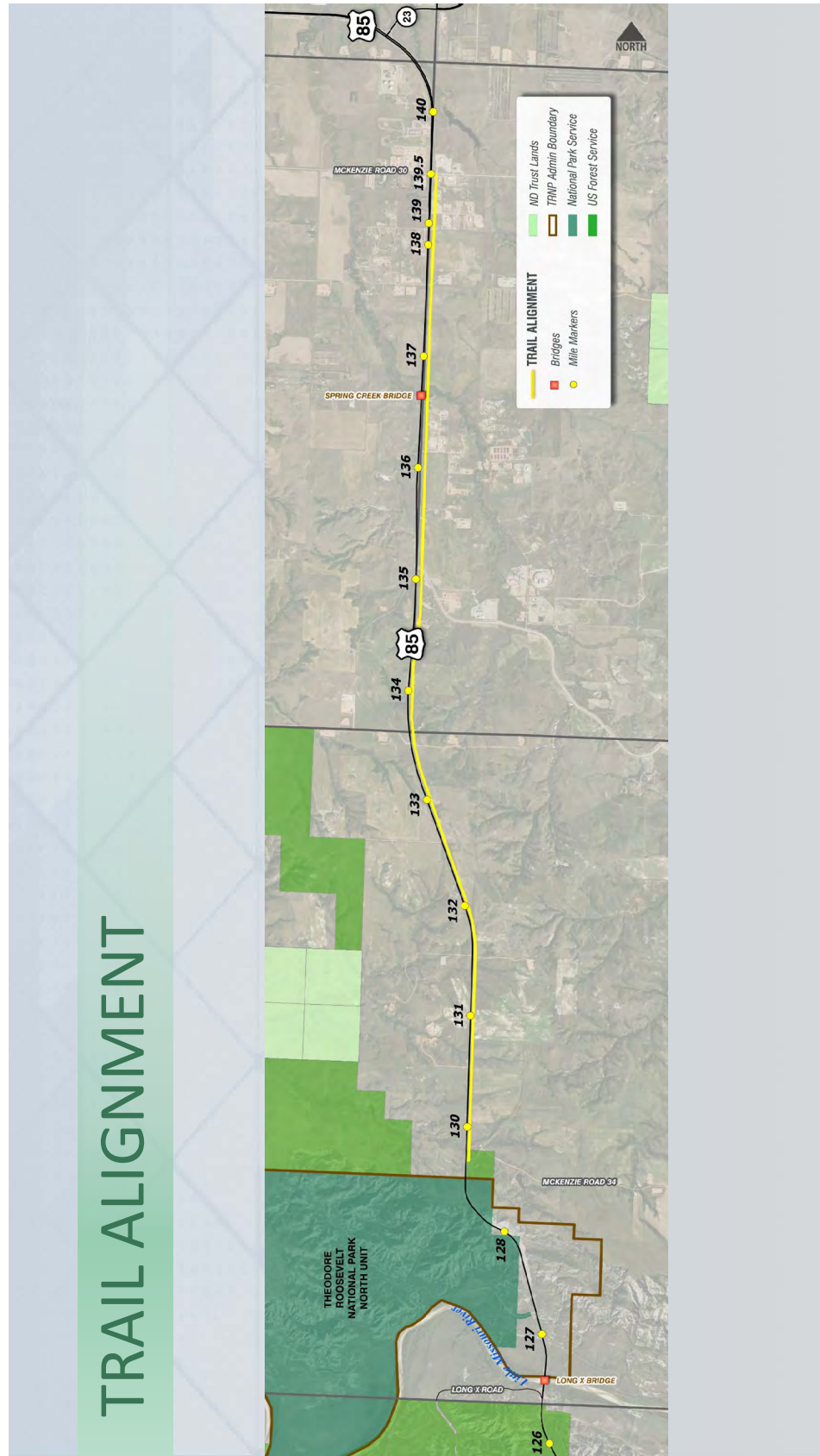
HORSESHOE BEND LANDSLIDE MITIGATION



Trail

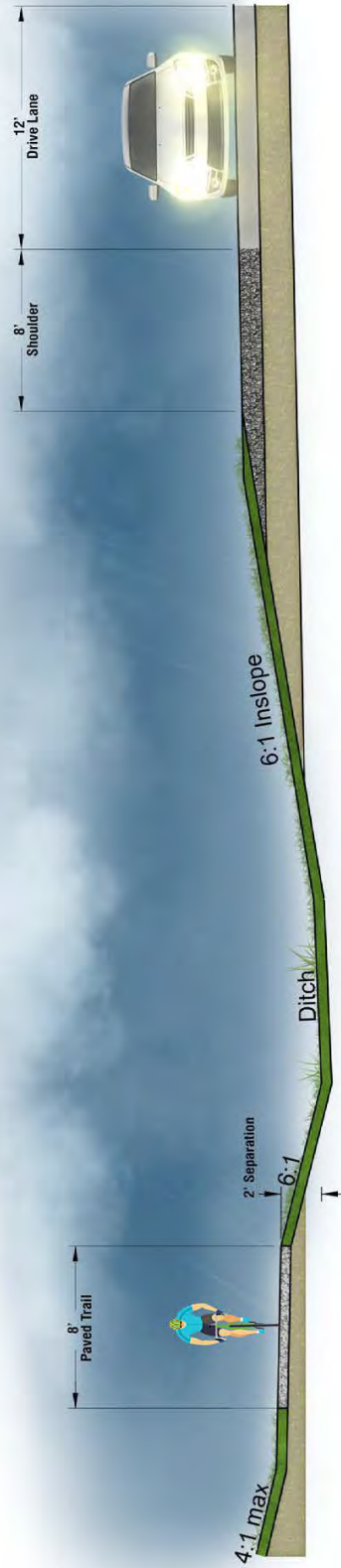
U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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Stark, Billings and McKenzie Counties, North Dakota



TRAIL ALIGNMENT

TRAIL TYPICAL SECTION



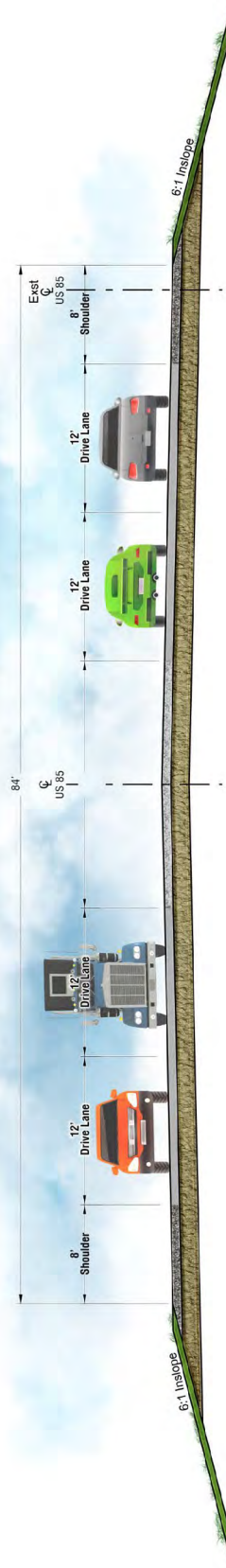
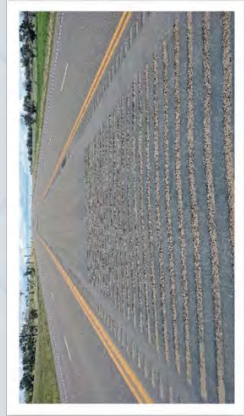
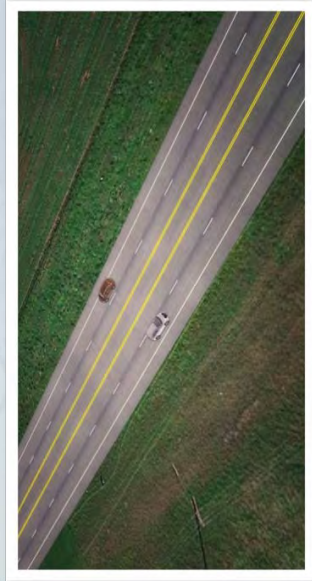
U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota



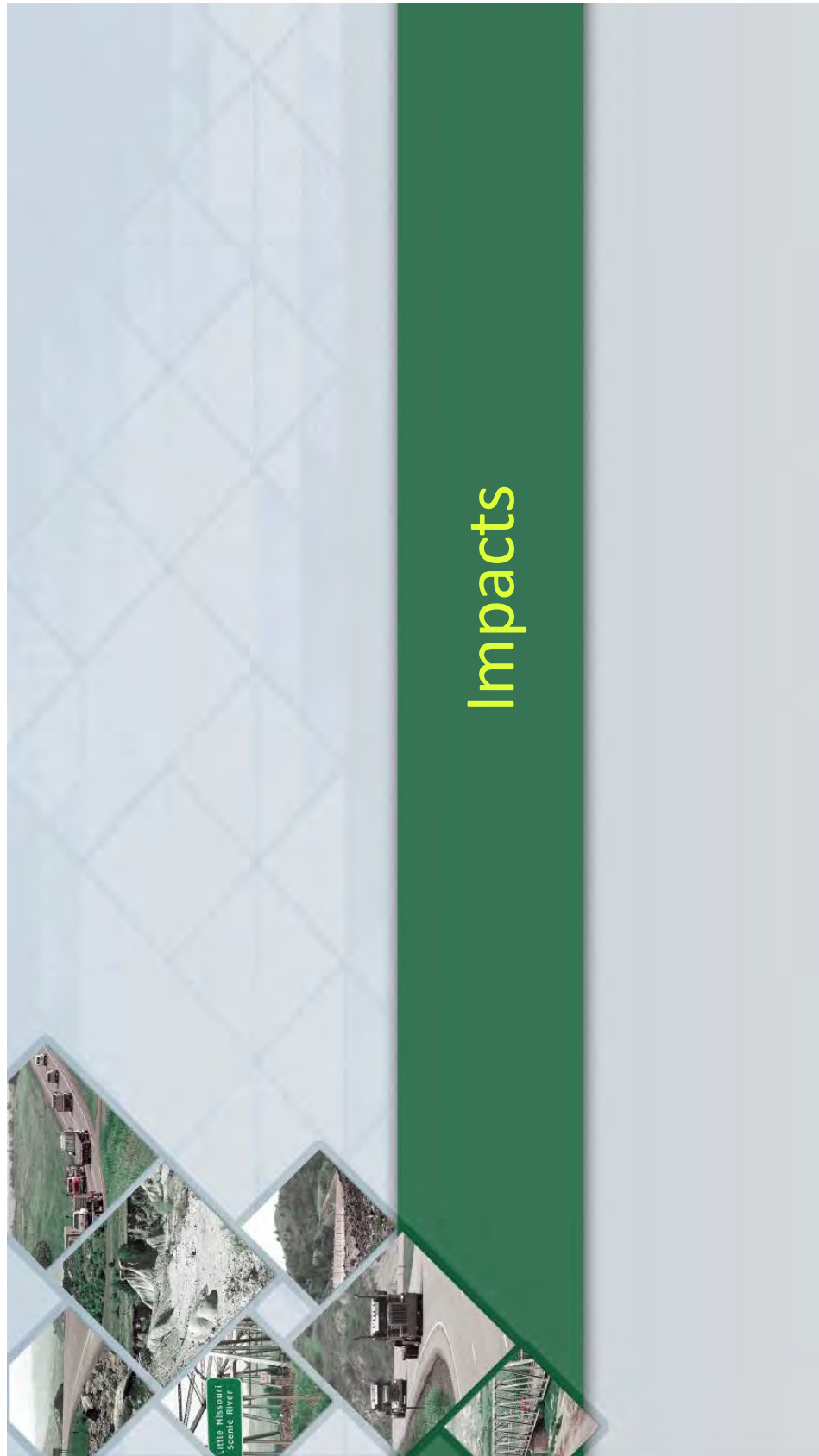
Roadway Section Near Watford City

OFFSET FOUR-LANE DIVIDED HIGHWAY WITH FLUSH, 20-FOOT-WIDE MEDIAN



U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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LAND USE

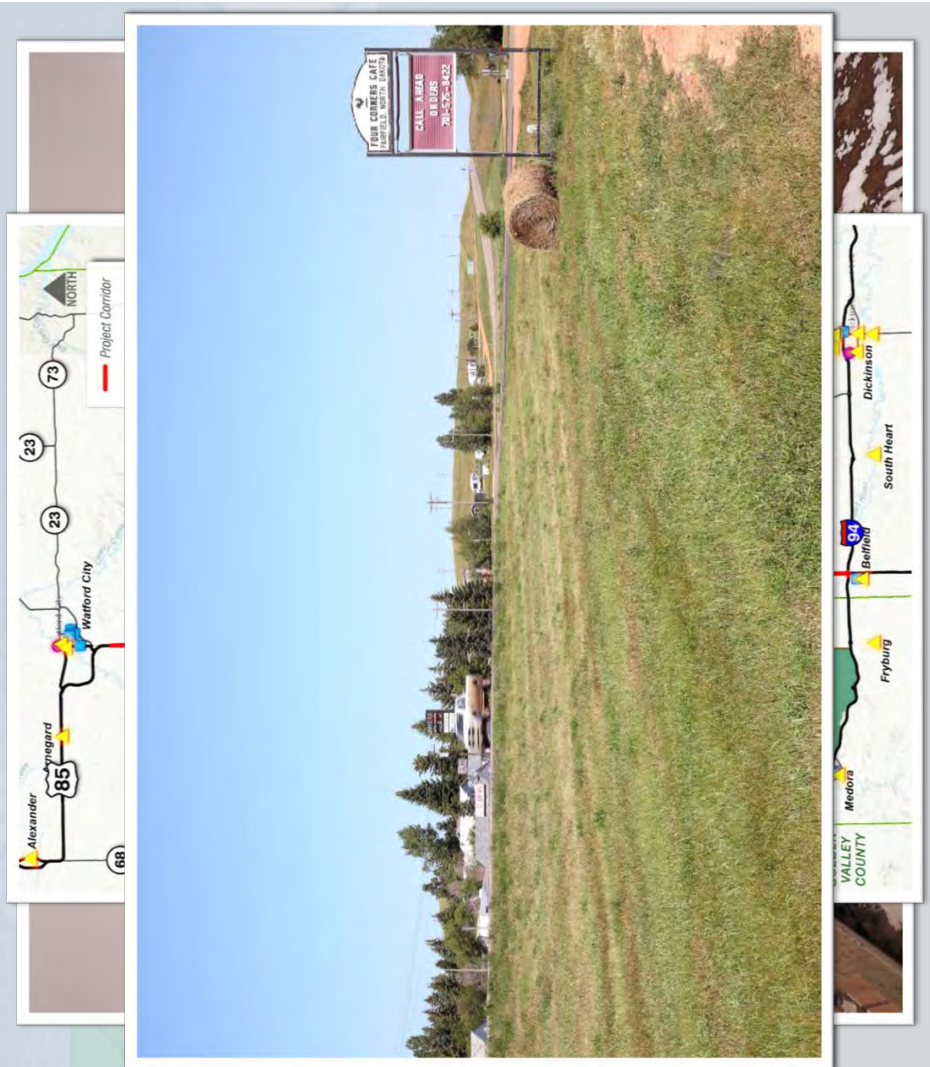
Permanent ROW/Easement on Private and Federal Lands

Alternative/Option	Permanent ROW Required – Private (acres)	Permanent Easement Required – Federal (acres)		Total (acres)
		USFS	NPS	
Alternative B	761.1	73.6	9.4*	844.1
Option FF-1	20.6	—	—	20.6
Option INT-1	2.6	—	—	2.6
Option LX-3	9.4	1.7	—	11.1
TOTAL	793.7	75.3	9.4	878.4

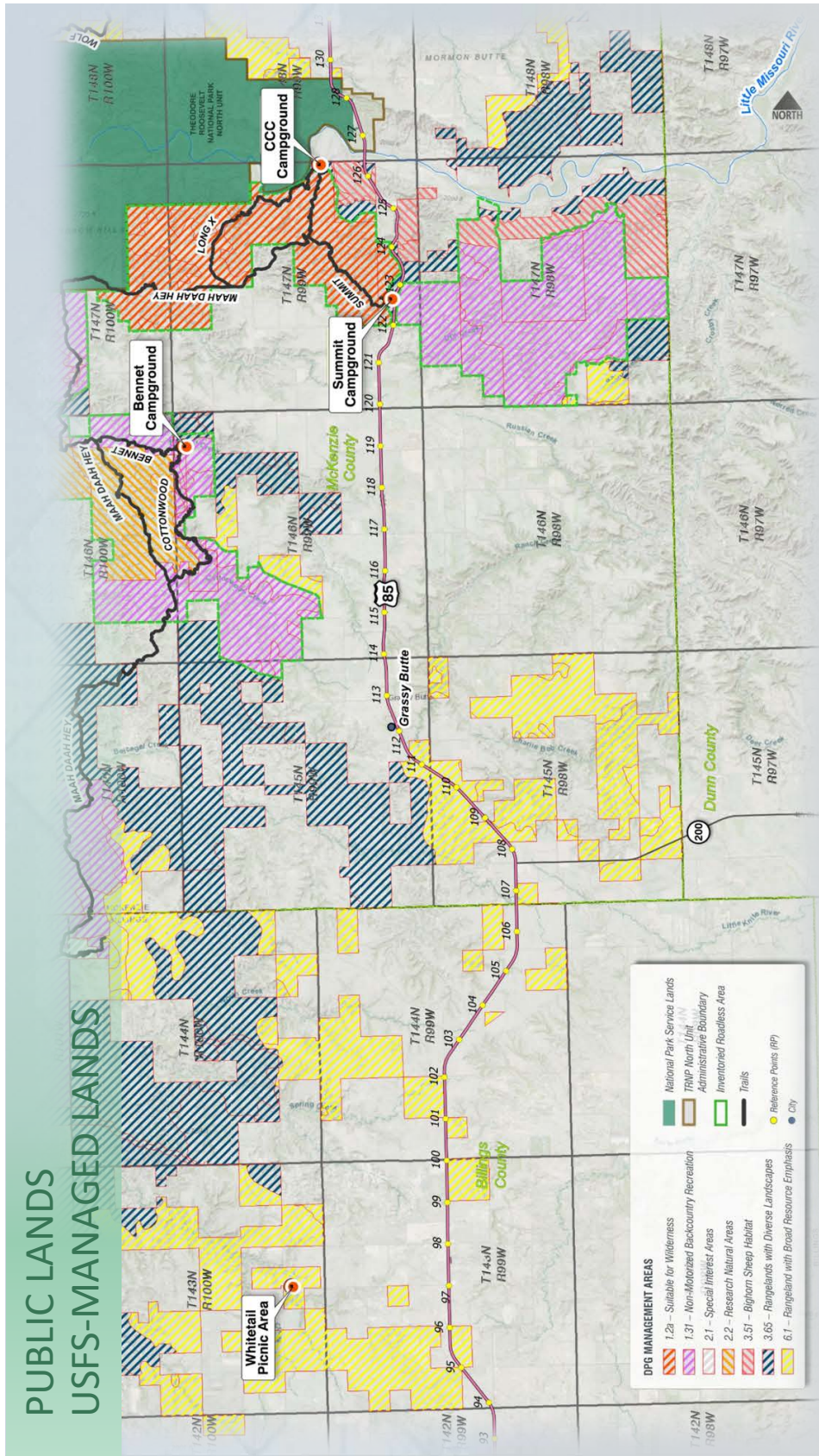
*A new Highway Easement Deed would be issued for the same 9.4-acre area as the existing Deed, plus an additional 0.2 acres impacted by a recent, unrelated, landslide repair project (9.6-acre total).

SOCIAL

- > Communities
- > Emergency Services
- > Recreation
- > Construction

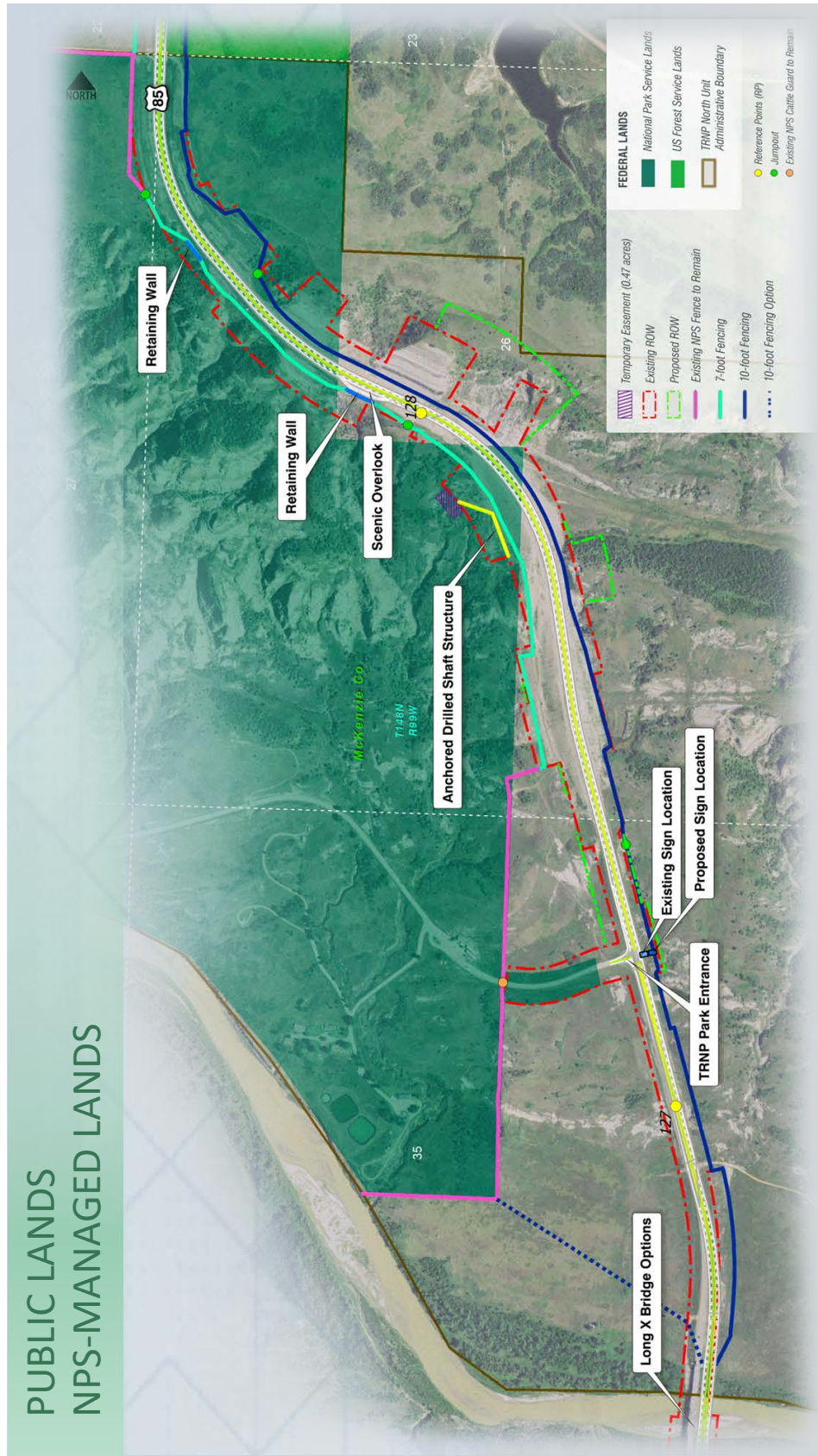


U.S. HIGHWAY 85



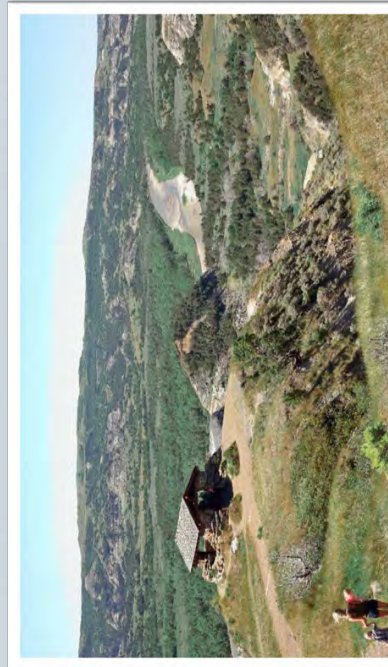
U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota



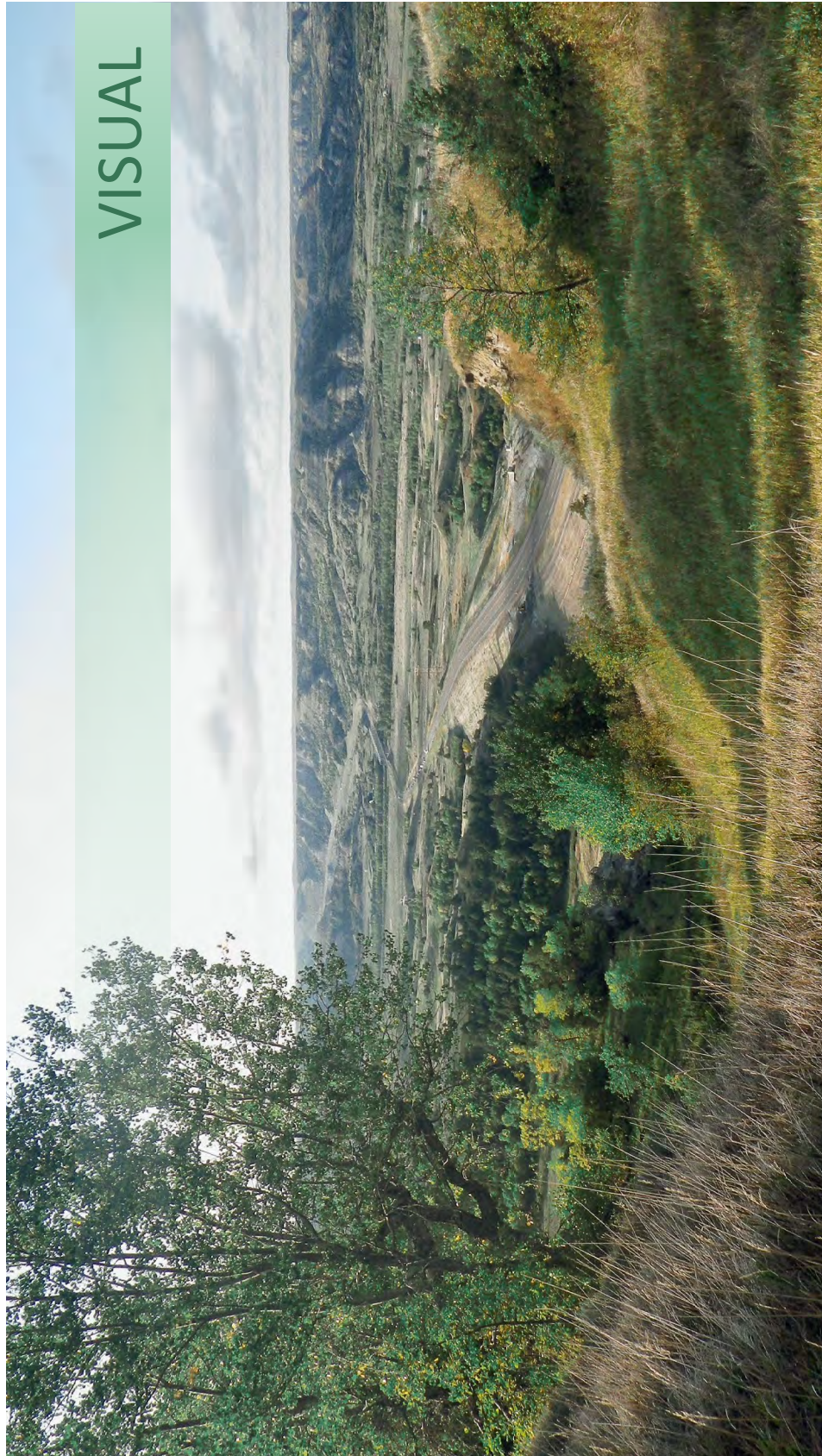
TRNP – NORTH UNIT IMPACTS/COMMITMENTS

- › Noise
 - › Traffic Noise Analysis
 - › SPreAD Analysis
 - › Quiet Pavement Assessment
- › Visual
 - › Visual Assessment
- › Commitments
 - › Access would be maintained
 - › Regular construction activities – 8 am-10 pm (central time)
 - › Pile driving activities – 8 am-7 pm (central time)
 - › Long-term lighting will be downcast and shielded
 - › Visual screening along the western- and northern- most sides of the Long X Bridge staging areas
 - › On USFS- and NPS-managed lands, construction equipment would be pressure washed and free of noxious weeds



U.S. HIGHWAY 85

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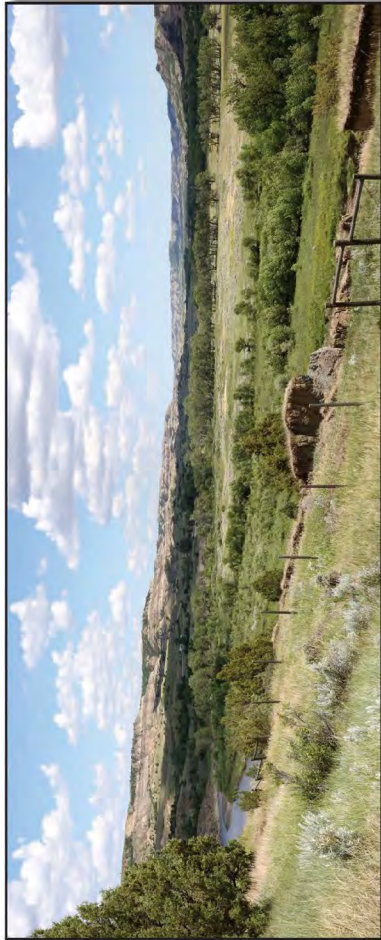




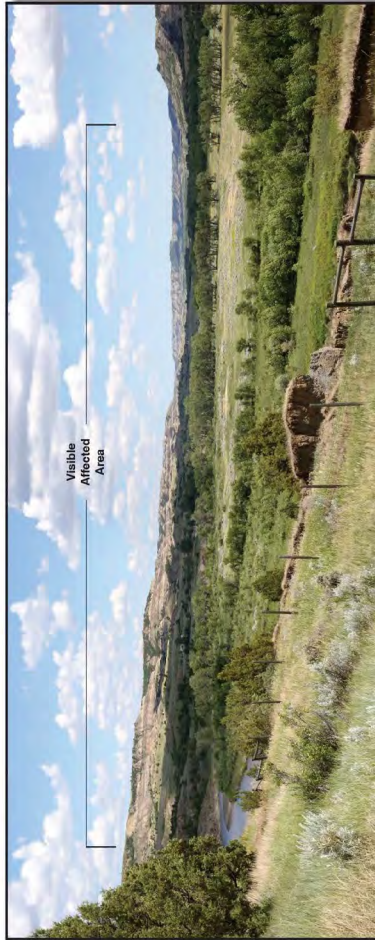
Photograph Location: Viewpoint is approximately 1.1 miles from US 85.



Proposed: Four-lane 12-foot-wide



Existing Condition – View east from River Overlook within Theodore Roosevelt National Park - North Unit.



Simulation – Proposed is visible.

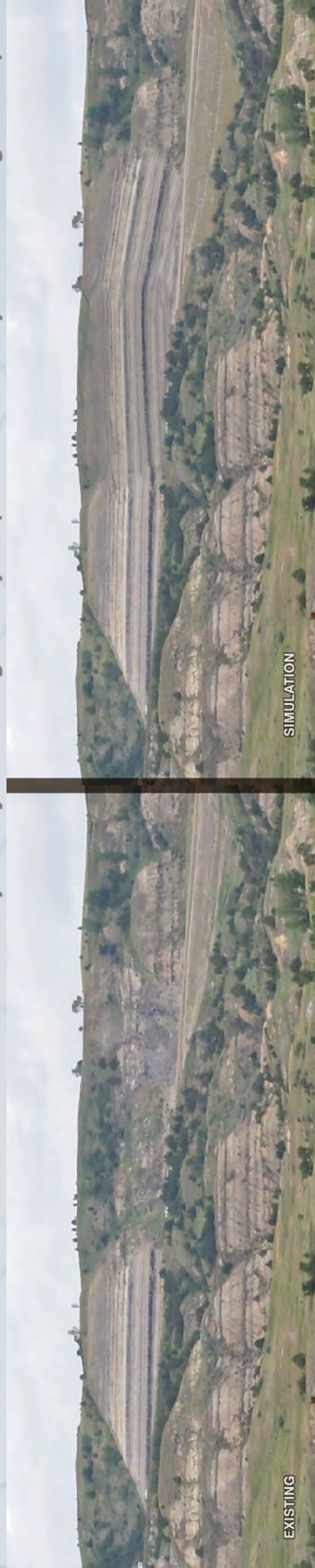
Site Coordinates: McKenzie County
 Photo Date and Time: 6/15/17 5:59 p.m. Focal Length: 50mm
 When printed on 11x17 inch paper, this simulation is meant to be viewed at a distance of 9.5 inches.
 3D models in this simulation were prepared based on preliminary engineering and may change based on final engineering and design.

Theodore Roosevelt National Park - North Unit - River Overlook

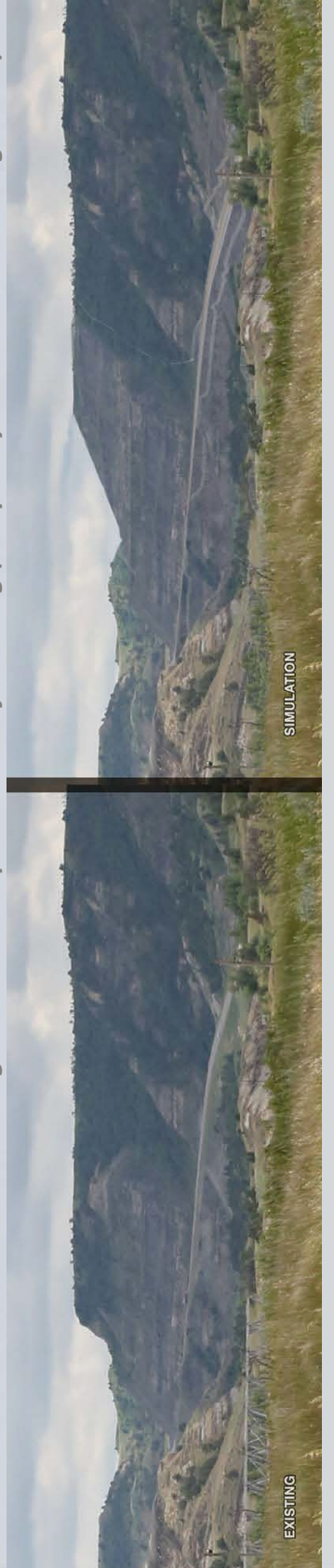
VISUAL

VISUAL

Cut Section Characterized by Stratified Geological Layers (Maah Daah Hey Trail Vantage Point)

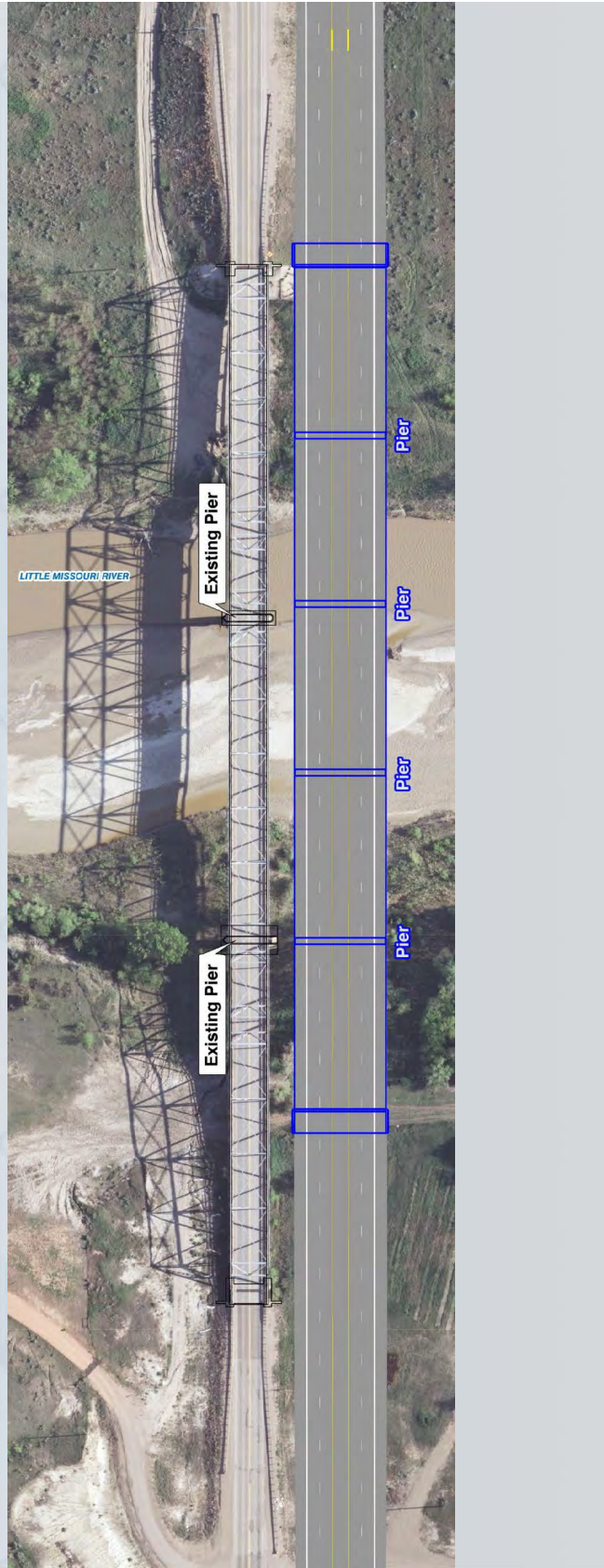


Large Flattened Slope and Wildlife Fencing (Temporary Visitor Center Vantage Point)



WATER RESOURCES

Long X Bridge Pier Spacing





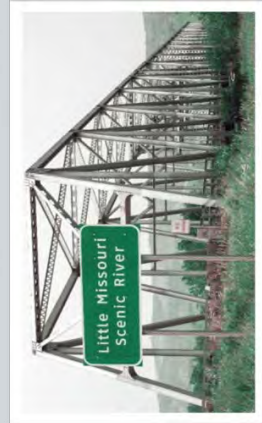
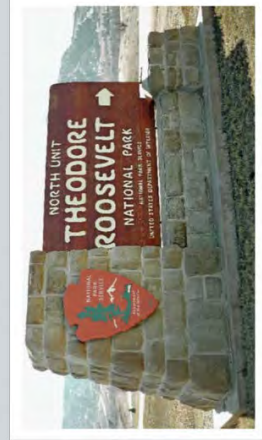
UTILITIES

Utility Impacts

Utility	Impact (miles)
Oil/Gas Pipelines	2.7
Communication Lines	88.6
Power Lines	7.0
Water Pipelines	21.9
TOTAL	120.2

HISTORIC AND ARCHEOLOGICAL PRESERVATION

- › Dolyniuk Homestead: No Adverse Effect, after mitigation
- › Theodore Roosevelt National Park – North Unit Entry Sign: No Adverse Effect, after mitigation
- › Long X Bridge: Adverse Effect



SECTION 4(F)

- > Use of land from publicly-owned parks, recreational areas, wildlife and waterfowl refuges or public and private historical sites
 - » No feasible and prudent avoidance alternative and includes all possible planning to minimize harm
 - » FHWA determines *de minimis* impact
- > Use
 - » Permanent
 - » Temporary
 - » Constructive

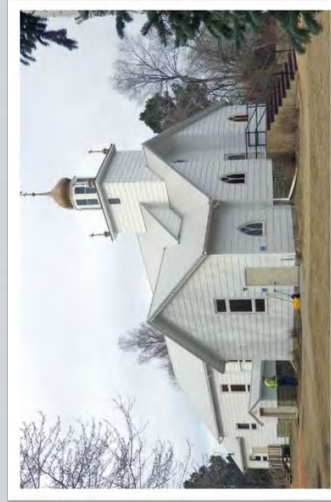


SECTION 4(F) PROPERTIES THAT DID NOT MEET TEST OF 4(F)

- > MA 3.65—Rangelands with Diverse Natural-
Appearing Landscapes
 - > NDDOT's existing Highway Easement Deed with the NPS for US Highway 85
 - > Scenic Overlooks
- > MA 6.1—Rangeland with Broad Resource Emphasis
 - > All archaeological sites *Not Eligible* for inclusion on the NRHP
 - > St. Demetrius Ukrainian Catholic Church

- > NDDOT's existing easement with the USFS for US Highway 85

- > Privately owned property within the administrative boundary of TRNP



SECTION 4(F) PROPERTIES IDENTIFIED, NO USE

- > Summit Campground
 - > Pre-historic CMS
 - > Gregory Homestead
- > Maah Daah Hey Trail
- > CCC Campground
 - > MA 1.31—Backcountry Recreation Non-Motorized
 - > MA 3.51—Bighorn Sheep Habitat
- > St. Boniface Cemetery
- > St. Stanislaus Catholic Cemetery
- > St. Mary's Cemetery
 - > MA 1.2a—Suitable for Wilderness

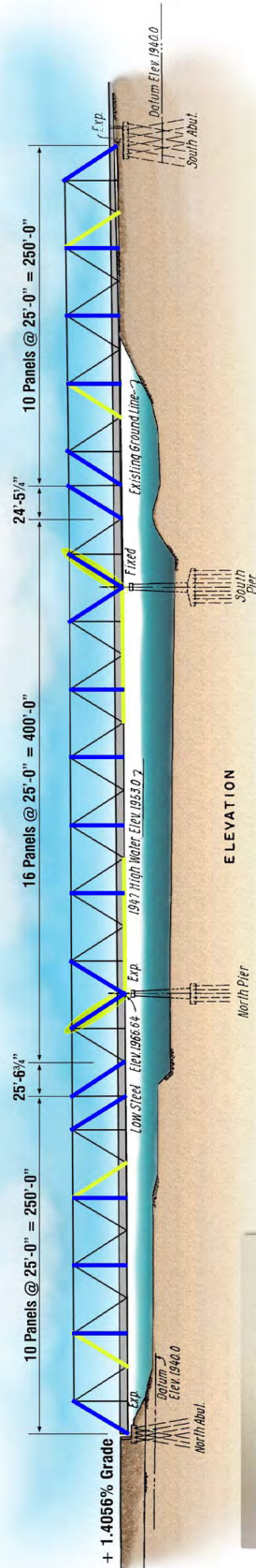


SECTION 4(F)

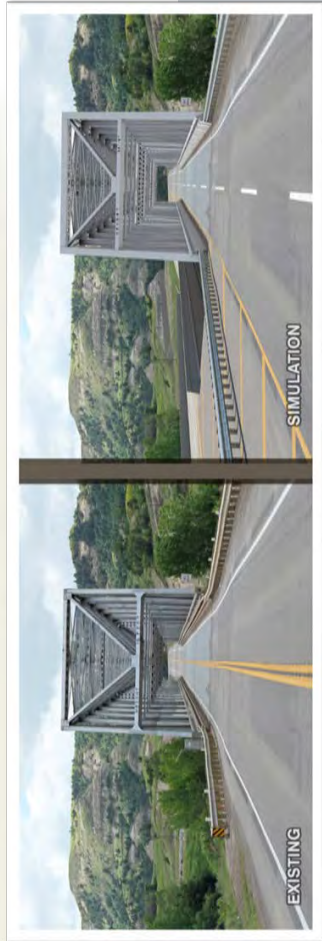
Section 4(f) Uses and Approval Options

Section 4(f) Property	Section 4(f) Use	Section 4(f) Approval Option
NPS-managed Lands	Temporary Occupancy— 0.5 acres	Exception for Temporary Occupancy
TRNP – North Unit Entry Sign	Relocation of Sign— No Adverse Effect	<i>De minimis</i> impact determination
Long X Bridge	Permanent— Adverse Effect	Nationwide Section 4(f) Programmatic Evaluation for Historic Bridges
Dolyniuk Homestead	Permanent— No Adverse Effect	<i>De minimis</i> impact determination

LONG X BRIDGE



- Raise portal members
- Strengthening truss members



Raising the Portals

Option LX-1: Scope of Rehabilitation

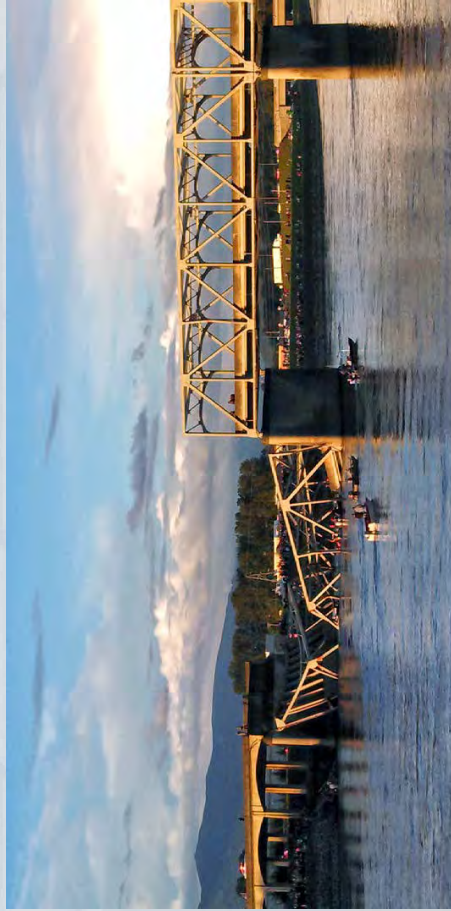
U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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LONG X BRIDGE



Long X Bridge collision



Skagit River Bridge failure caused by collision

LONG X BRIDGE

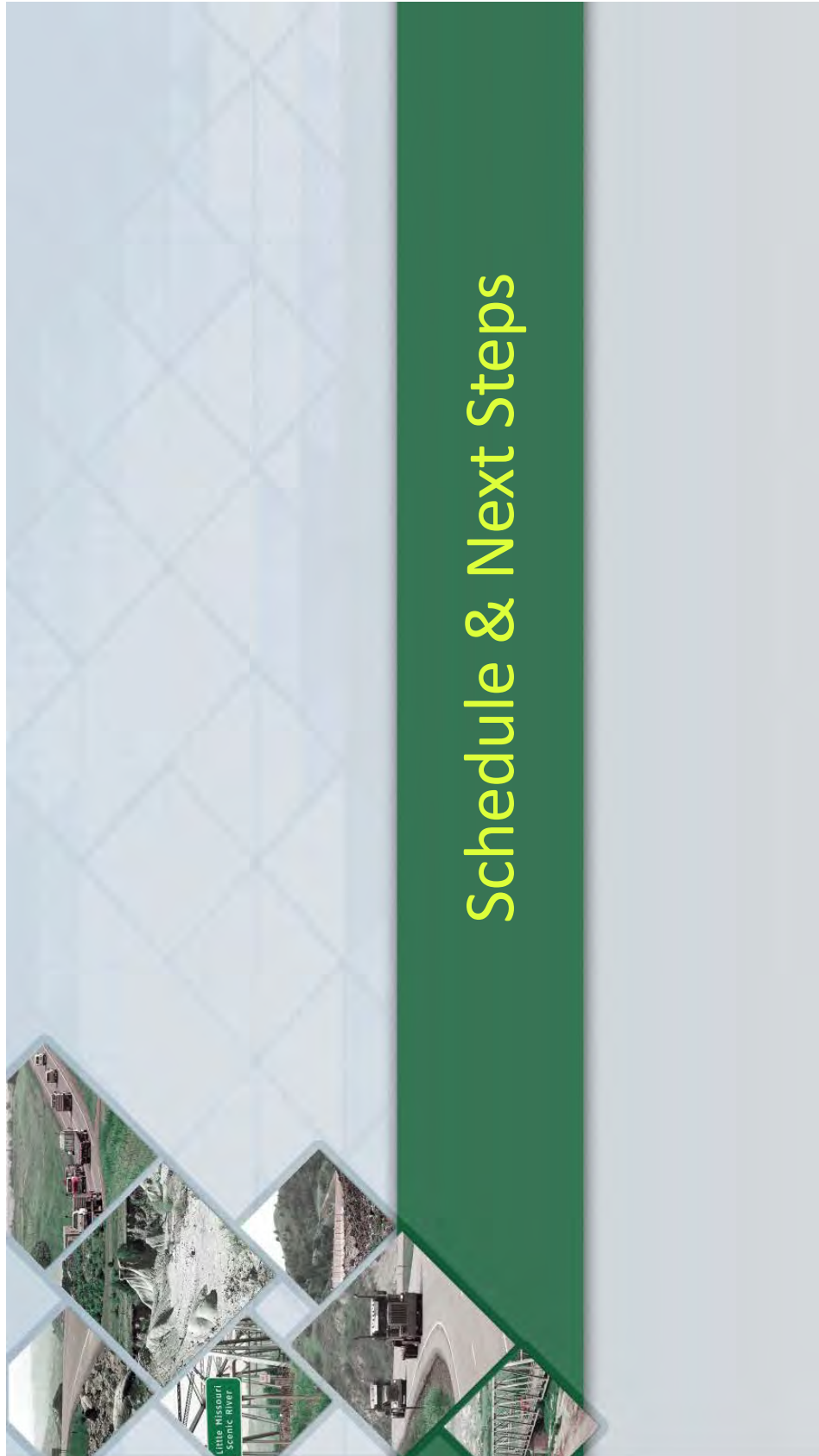
- > One or more segments available for adoption until June 14, 2018
- > NDDOT will fund disassembly of and transport one segment up to 100 miles
- > Preference given to public entities, must maintain bridge

WARREN THROUGH-TRUSS BRIDGE AVAILABLE FOR ADOPTION, MCKENZIE COUNTY, NORTH DAKOTA

The North Dakota Department of Transportation (NDDOT) is seeking a public entity to purchase and maintain the Warren Through-Truss Bridge (NDDOT Bridge No. 85-726) over the Long X Bridge. The Long X Bridge is a Warren Through-Truss Bridge located in McKenzie County, North Dakota. The bridge is currently available for adoption during a limited time period. The bridge is a Warren Through-Truss Bridge and is currently available for adoption during a limited time period. The bridge is a Warren Through-Truss Bridge and is currently available for adoption during a limited time period.



West Lineman, Project
NDDOT
300 West 10th Street
Bismarck, ND 58504-8005
Phone: 701-328-6966
Email: DOT11@nd.gov



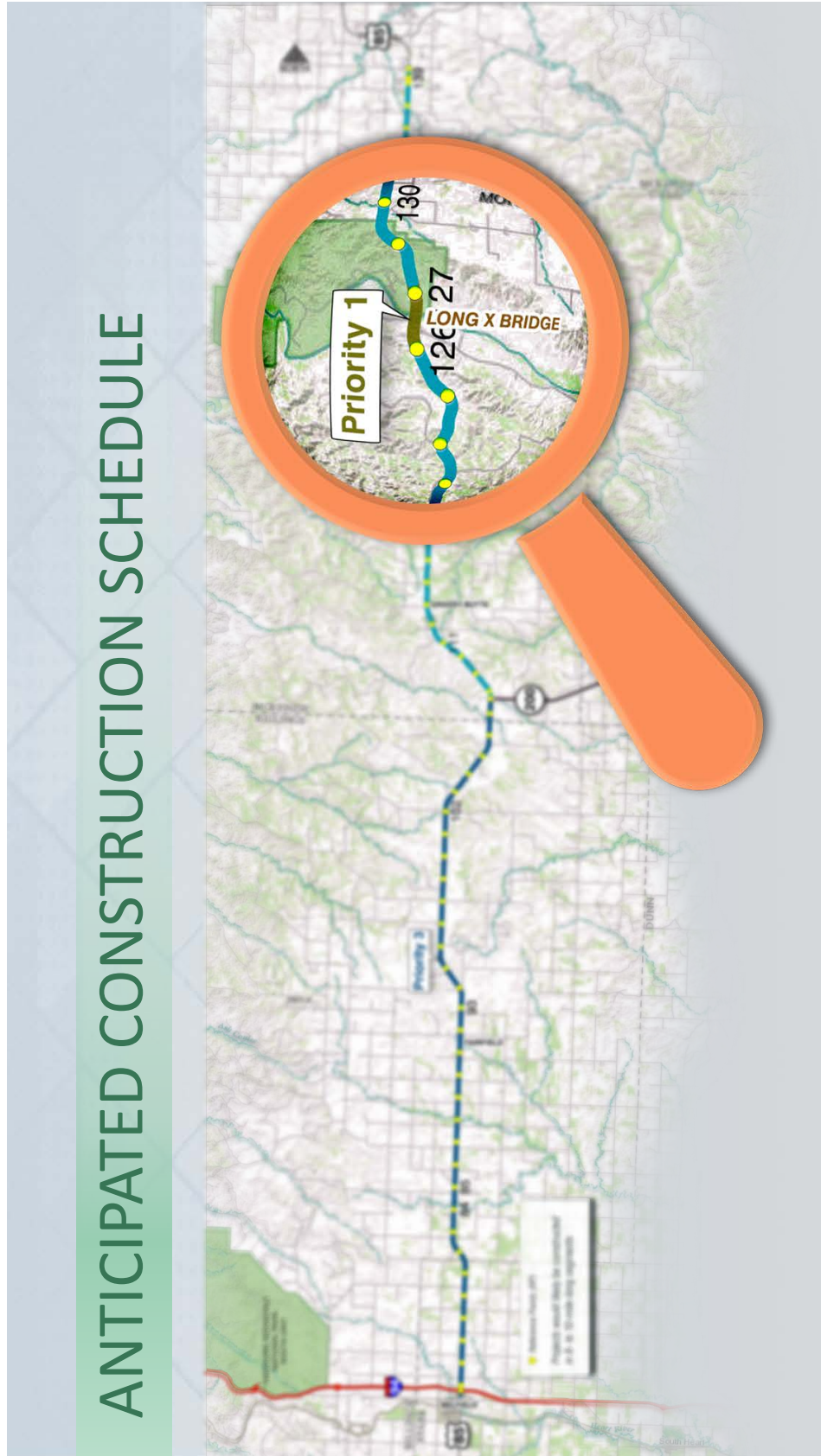
ESTIMATED PROJECT COST

Project Component	Cost
Alternative B	\$419 million
Option FF-1	\$12 million
Option INT-2	\$4 million
Option LX-3	\$36 million
Trail	\$1 million
Wildlife Crossing System	\$7 million
Total	\$479 million

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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ANTICIPATED CONSTRUCTION SCHEDULE



LONG X BRIDGE REPLACEMENT PROJECT



U.S. HIGHWAY 85

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Gather Input & Questions

U.S. HIGHWAY 85

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U.S. HIGHWAY 85
I-94 Interchange to Watford City Bypass
(McKenzie County Road 30)

COMMENTS
Please use the space below to tell us your comments regarding the US Highway 85 Project.*

PLEASE PRINT

Name: _____
Address: _____

—THIS SPACE OFFICE USE ONLY—

U.S. 85 - I-94 to Watford City Bypass

Upcoming Public Meetings

- Monday, June 18, 2018, 10:00 AM - 12:00 PM, Watford City, ND
- Monday, June 18, 2018, 2:00 PM - 4:00 PM, Watford City, ND
- Monday, June 18, 2018, 6:00 PM - 8:00 PM, Watford City, ND
- Monday, June 18, 2018, 7:00 PM - 9:00 PM, Watford City, ND

Project Description

The project consists of a 1.5-mile-long, two-lane highway bypass of I-94 from the I-94 interchange to Watford City. The project includes the construction of a new 1.5-mile-long, two-lane highway bypass, a new interchange at the I-94 interchange, and a new interchange at the Watford City Bypass. The project also includes the construction of a new interchange at the Watford City Bypass. The project is located in McKenzie County, North Dakota.

Environmental Process

The project is subject to the National Environmental Policy Act (NEPA) and the North Dakota Environmental Quality Act (NDEQA). The project is currently in the process of preparing an Environmental Impact Statement (EIS) and an Environmental Assessment (EA). The project is also subject to the National Historic Preservation Act (NHPA) and the North Dakota Antiquities Act (NDA). The project is currently in the process of preparing a Section 106 Agreement and a Section 106 Finding of No Adverse Effect (FONAE).

Note: Public Hearing

* Please mail comments by June 25, 2018.
Send to: Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-4005
Email: DOTUS85@nd.gov

COMMENTS

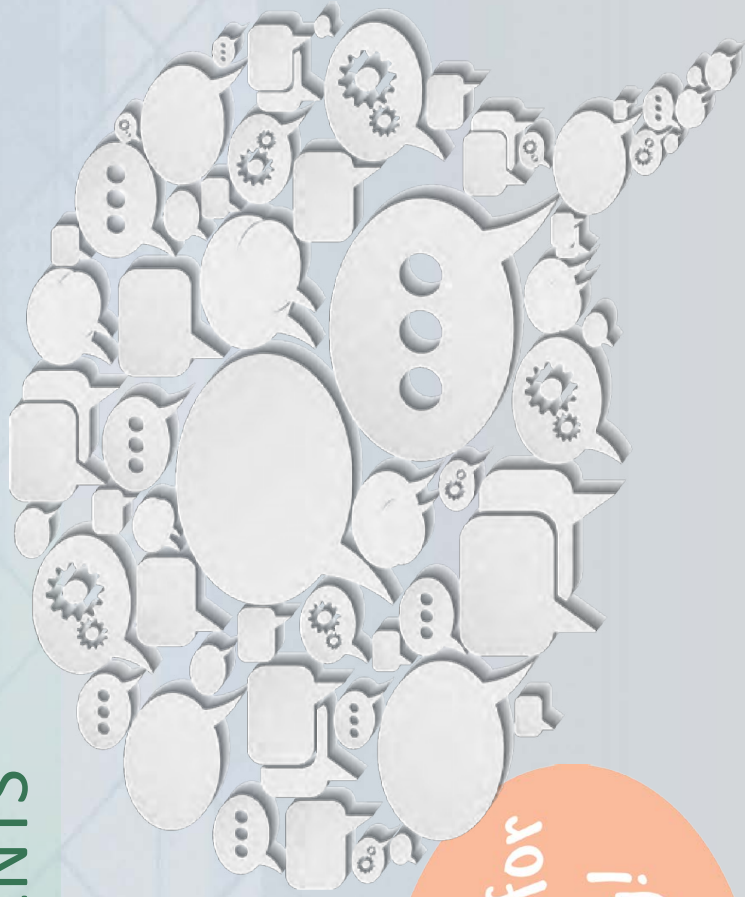
- > Send comments by June 25, 2018:
- > Mail:
Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck ND, 58507-6005
- > Email: DOTUS85@nd.gov
- > Project website:
<https://www.dot.nd.gov/projects/williston/US85194/>

QUESTIONS & COMMENTS

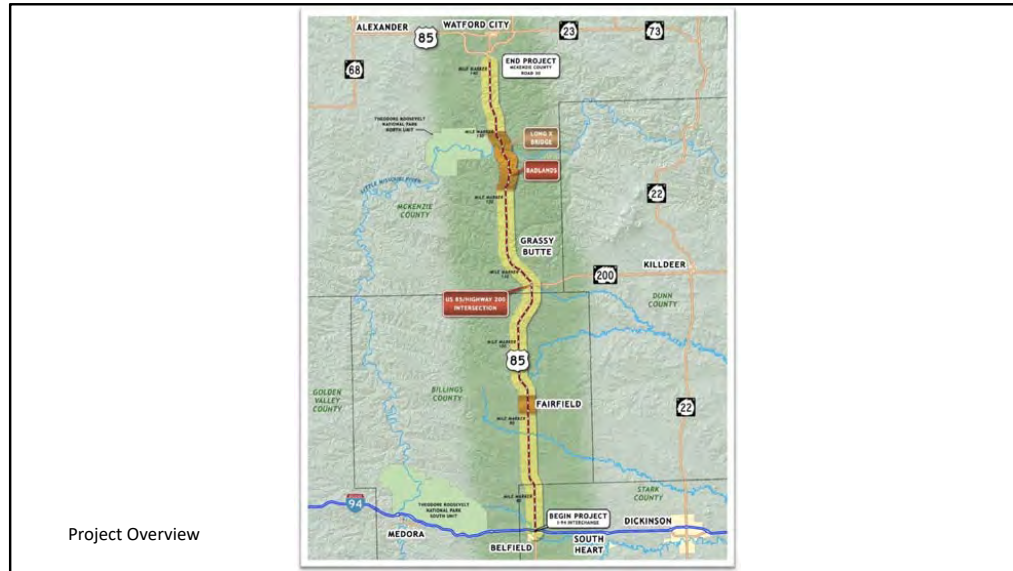
› Speaker Guidelines

- ›› State name
- ›› Describe issue or ask question
- ›› Be concise

Thank you for
attending!

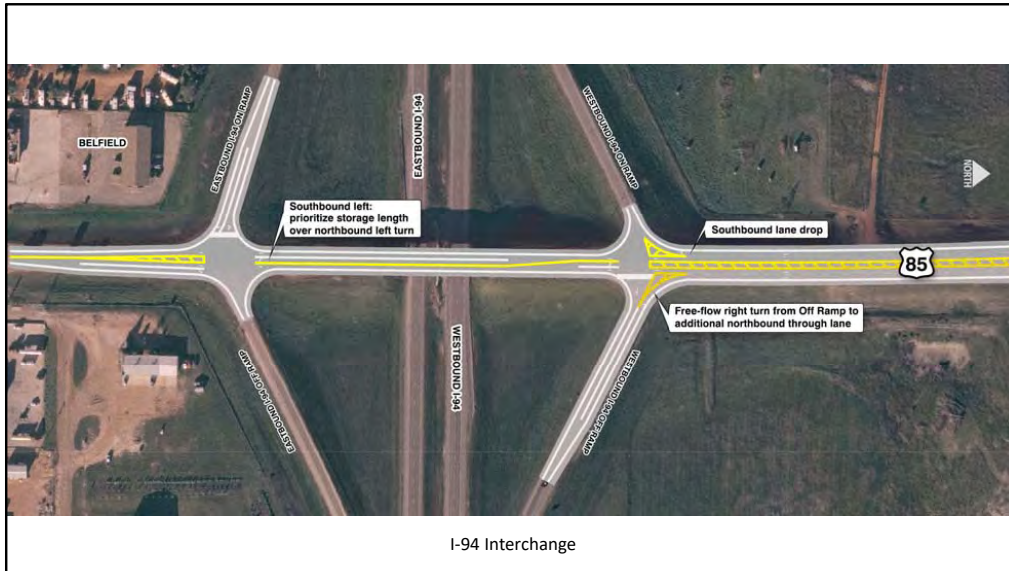


C.9. Story Map



Project Overview

The US Highway 85 Project begins at the I-94 interchange and extends north 62 miles to the Watford City Bypass (McKenzie County Road 30). A No Action Alternative (Alternative A) and two build alternatives that would expand the roadway to four lanes are under consideration: Alternative B (divided, depressed median; Preferred) and Alternative C (divided, flush median). In addition, there are options under consideration for Fairfield, the ND-200/US Highway 85 intersection, and the Long X Bridge.



The build alternatives begin at the north end of the I-94 interchange. The interchange would be restriped to tie the project into the two-lane roadway south of the I-94 interchange.

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Alternative B would expand the highway to a divided, four-lane section with a depressed, center median.

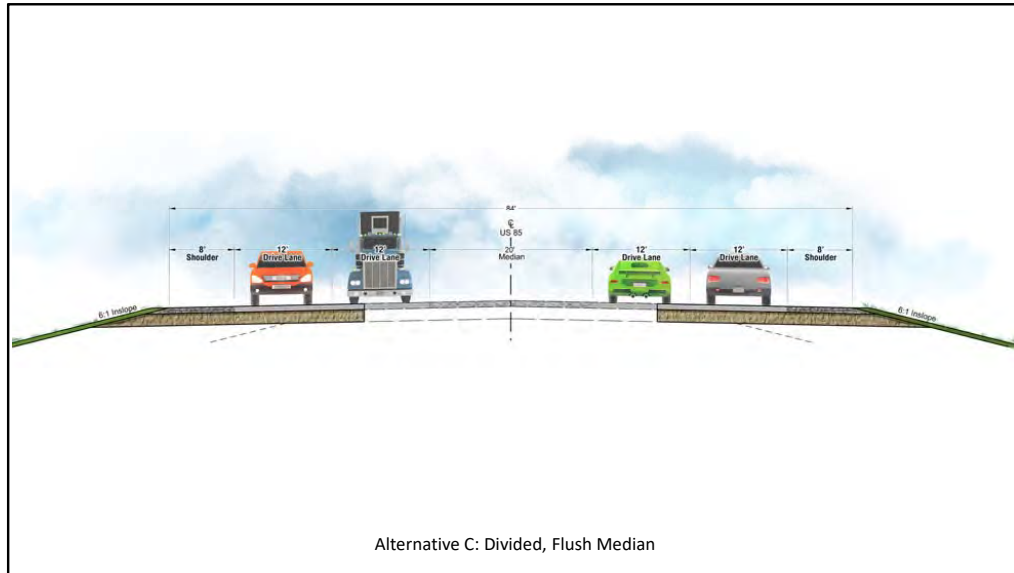
Story Map Contents
Public Hearing
May 2018



Aerial simulation of Alternative B.

U.S. HIGHWAY 85

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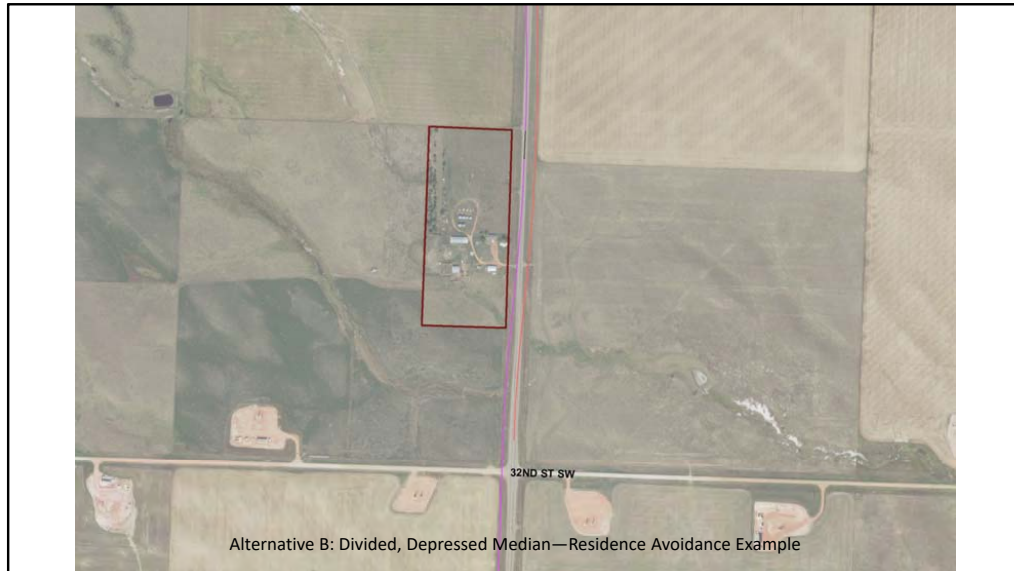


Alternative C would expand the highway to a divided, four-lane section with a flush, center median.

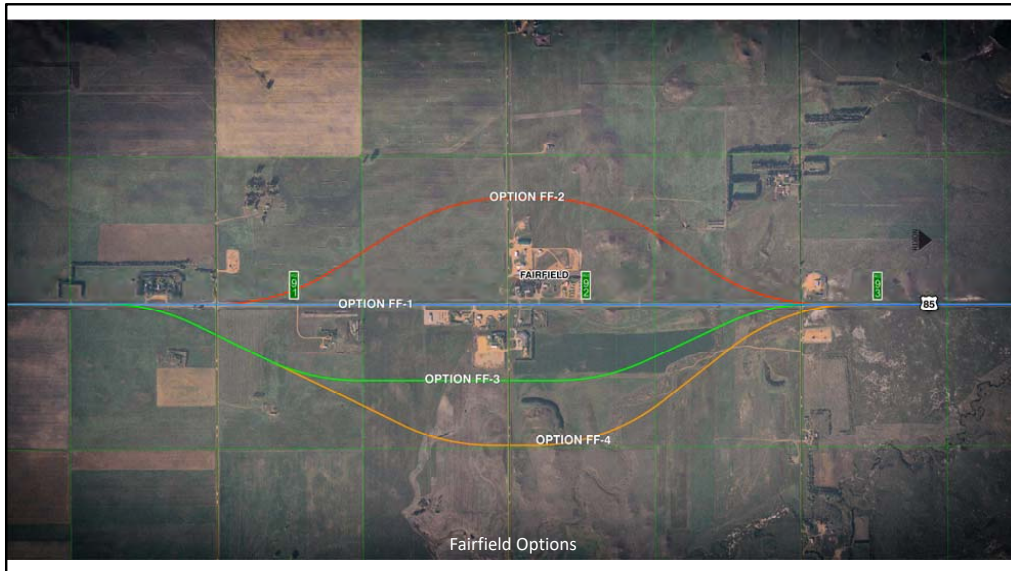
Story Map Contents
Public Hearing
May 2018



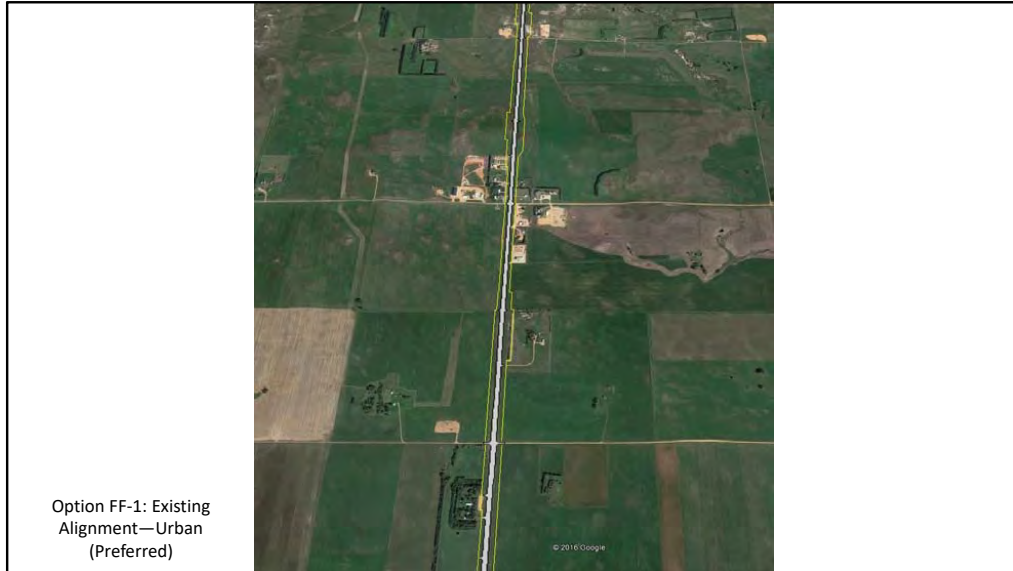
Rumble strips would be installed within non-turning lane segments of the flush, center median to discourage drivers from using it as a passing lane.



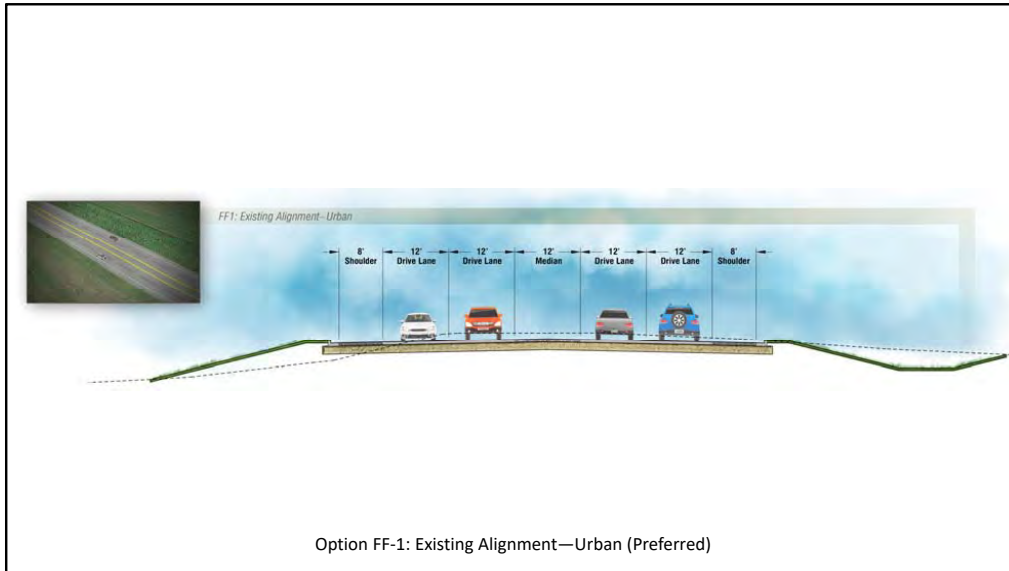
For Alternative B, a roadway constraints assessment was completed to determine which side of the existing roadway would be the most optimal for expansion. The goal was to avoid impacts on existing resources (e.g., homes, buildings, large utilities, cultural resources) while minimizing the number of crossovers.



Option FF-1 (Preferred) would stay on the alignment through Fairfield with an urban typical section. Options FF-2, FF-3 and FF-4 would bypass US Highway 85 around Fairfield on a newly constructed alignment using the typical section of the selected alternative.



Option FF-1 would construct an urbanized, four-lane section through Fairfield.



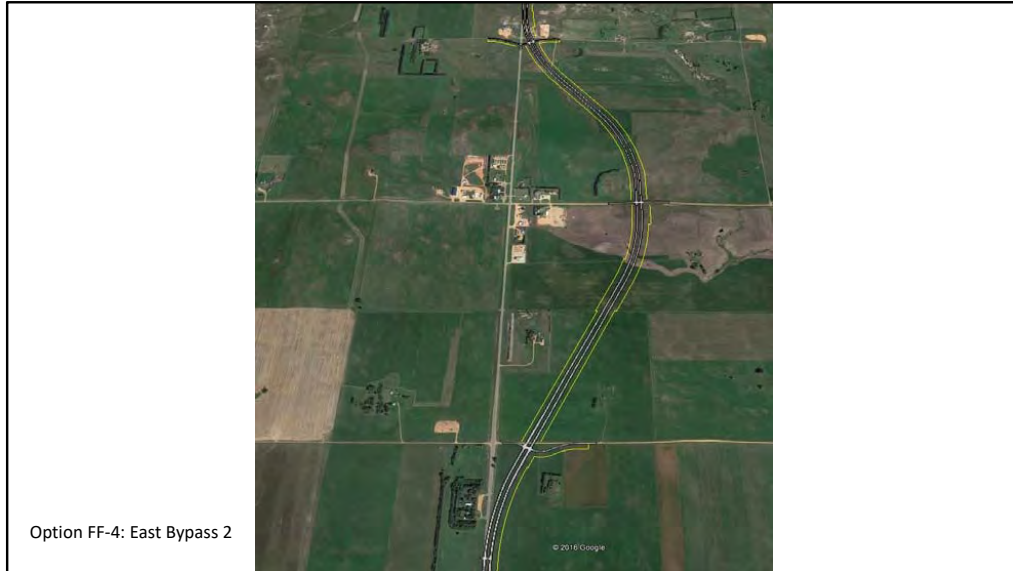
Option FF-1 would include curb and gutter along the outside edge of the shoulder, and storm sewer would be installed to handle drainage.



Option FF-2 would construct a 2-mile bypass around the community of Fairfield, approximately 0.4 miles west of the existing alignment.



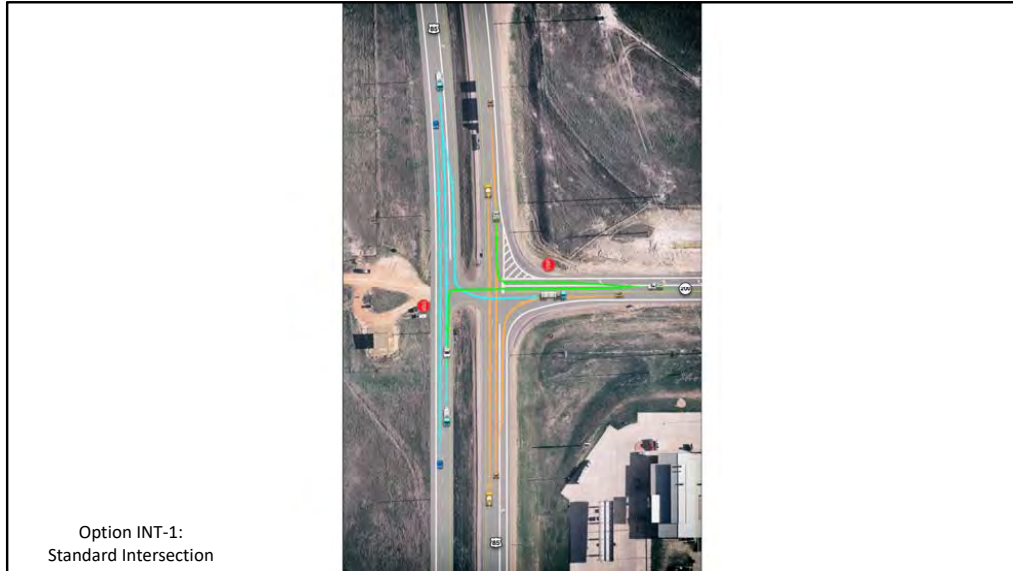
Option FF-3 would construct a 2.4-mile bypass around the community of Fairfield, approximately 0.3 miles east of the existing alignment. The intersection of 21st Street SW would be realigned. The main access point to Fairfield would be from 20th Street SW.



Option FF-4 would construct a 2.7-mile bypass around the community of Fairfield, approximately 0.5 miles east of the existing alignment. The intersections of 19th Street SW and 21st Street SW would be realigned. The main access point to Fairfield would be from 20th Street SW.



Option INT-1 would construct a standard intersection and Option INT-2 (Preferred) would construct a multi-lane roundabout.



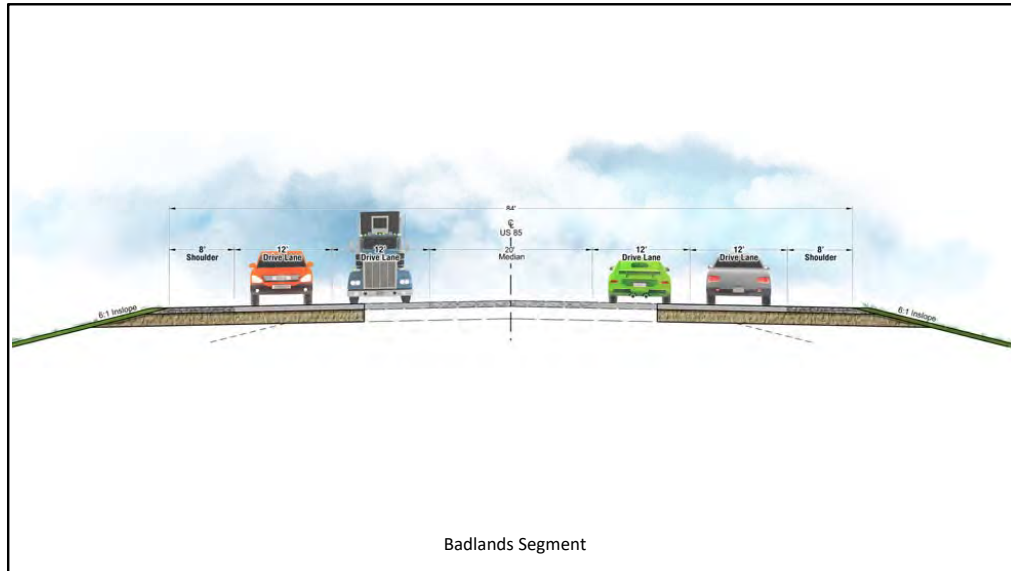
Option INT-1 would construct a standard intersection, typical of a four-lane highway. The intersection would function as it does currently with stop signs along ND-200 and 5th Street SW.



Option INT-2 would reconstruct the ND-200/US Highway 85 intersection to a multi-lane roundabout.



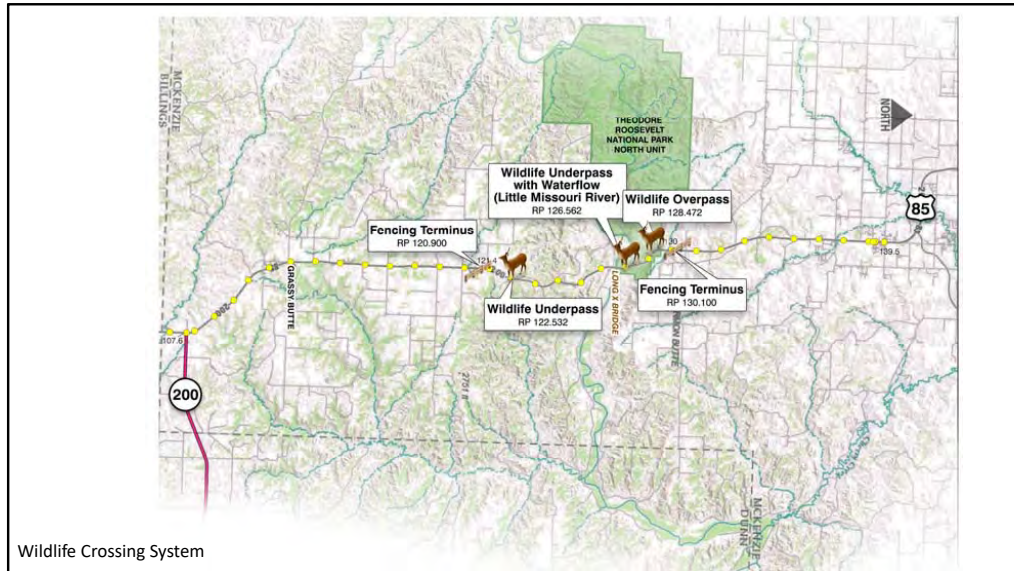
Through the Badlands segment, the roadway footprint has been reduced to minimize impacts (e.g., environmental, socioeconomic, Theodore Roosevelt National Park [TRNP] – North Unit), while still addressing the project’s purpose and need. Flexible design options (e.g., retaining walls and varying median widths) have been incorporated.



The typical section through much of the Badlands would be consistent with the divided, flush median under Alternative C. However, the center median width would be reduced to 12-feet near the TRNP – North Unit entrance.

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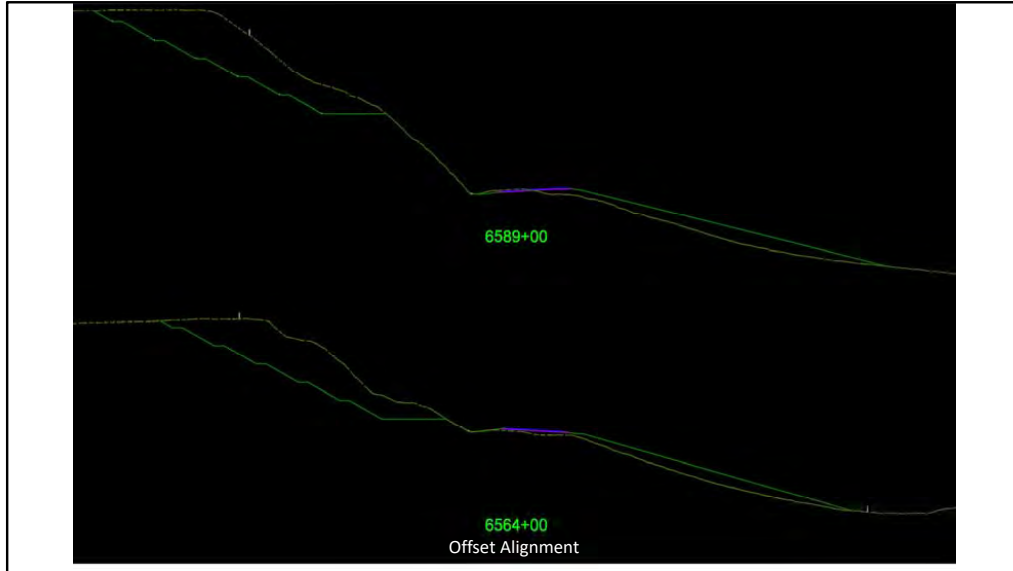


To address concerns associated with the loss of wildlife mobility and habitat connectivity, as well as safety and economic losses due to wildlife-vehicle collisions, a system of wildlife crossings with fencing have been incorporated to the project within the Badlands segment.

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The wildlife underpass at Reference Point (RP) 122.5 was designed for mule deer and would consist of a concrete box culvert with an opening 10 feet tall, 20 feet wide, and 136 feet long.



The horizontal alignment from RP 124.2 to 125.4 would be shifted 40 feet east to minimize the amount of earthwork required to stabilize the west backslope. The upper portion of the slope would be graded flatter to correct the landslide issues.



A viewshed analysis was conducted for the TRNP – North Unit and US Forest Service (USFS)-managed lands within the Badlands segment. This simulation depicts the graded slope associated with the offset alignment, as viewed from the TRNP – North Unit Temporary Visitor Center.



The wildlife underpass at RP 126.1 was designed for bighorn sheep and would have an opening 15 feet tall, 40 feet wide, and up to 150 feet long. The structure type would be determined during final design, and may consist of a typical span bridge or arch structure.



Option LX-1 would construct a new two-lane bridge and rehabilitate the existing bridge. Option LX-2 would construct a new four-lane bridge and retain the existing bridge for an alternate use. Option LX-3 (Preferred) would construct a new four-lane bridge and remove the existing bridge. All Long X Bridge options would retain openings under the bridge(s) to allow them to function as a wildlife underpass with waterflow.



Option LX-1 would rehabilitate the existing Long X Bridge to increase the vertical clearance and strengthen the bridge. A new two-lane bridge would be constructed east of the existing bridge that would be 42 feet, 6 inches wide by 789 feet long.



Based on coordination with the North Dakota State Historic Preservation Office (SHPO), Option LX-1 would have *No Adverse Effect* on the existing historic Long X Bridge.



Option LX-2 would retain the existing Long X Bridge for an alternate use as an example of a Warren through truss bridge and construct a new four-lane bridge east of the existing bridge that would be 85 feet wide by 789 feet long.



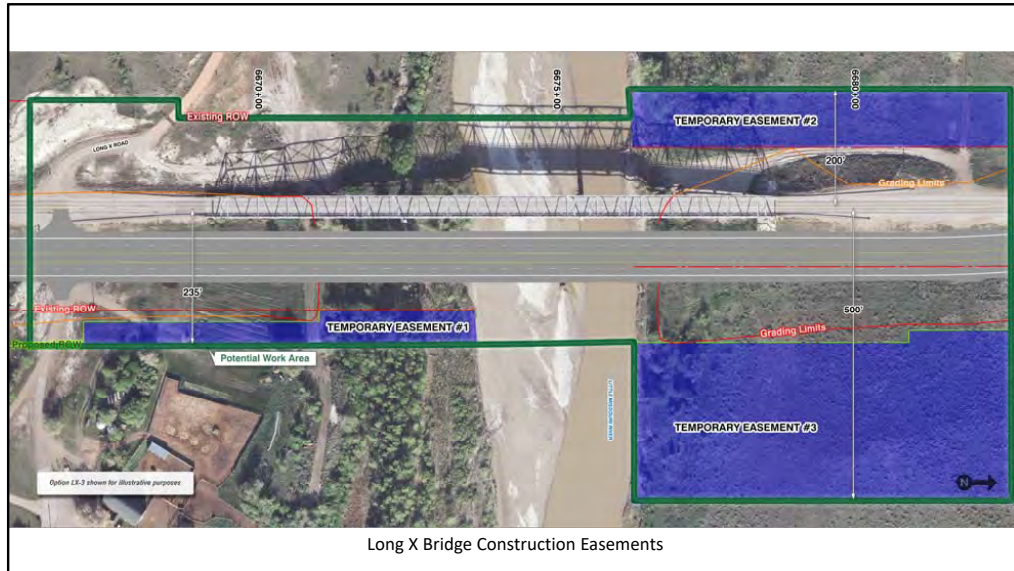
Based on coordination with the SHPO, Option LX-2 would have *No Adverse Effect* on the existing historic Long X Bridge.



Option LX-3 would remove (i.e., adopted or demolished) the existing Long X Bridge and construct a new four-lane bridge east of the existing bridge that would be 85 feet wide by 789 feet long.



Based on coordination with the SHPO, Option LX-3 would have an *Adverse Effect* on the existing historic Long X Bridge. Mitigation would be in accordance with a Memorandum of Agreement developed through coordination with the SHPO and a Nationwide Section 4(f) Programmatic Evaluation for Use of Historic Bridges has been prepared.



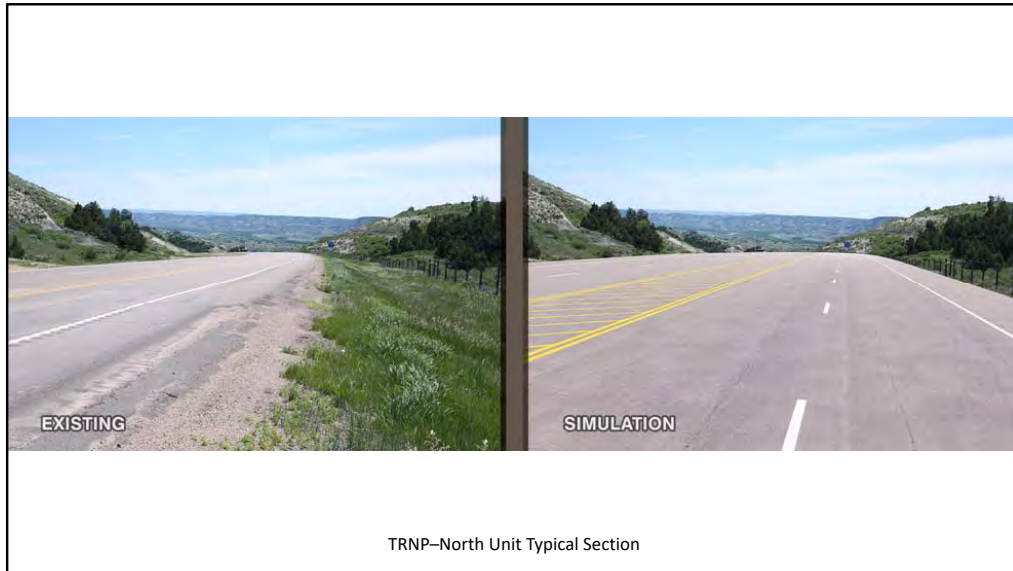
The contractor would have access to all land within the existing and proposed ROW during construction. In addition, temporary construction easements would be obtained for the project, including three potential areas for the Long X Bridge options.



Under the Long X Bridge options, there would be a total of four piers for the new bridge: two in the Little Missouri River and one on each river bank. A typical pier consists of foundation piling, a footing, and a columns (or wall). Construction of piers and footings in the river would be accomplished using cofferdams or earthen ring dikes. A temporary causeway or bypass in the river would be used to facilitate access for construction.

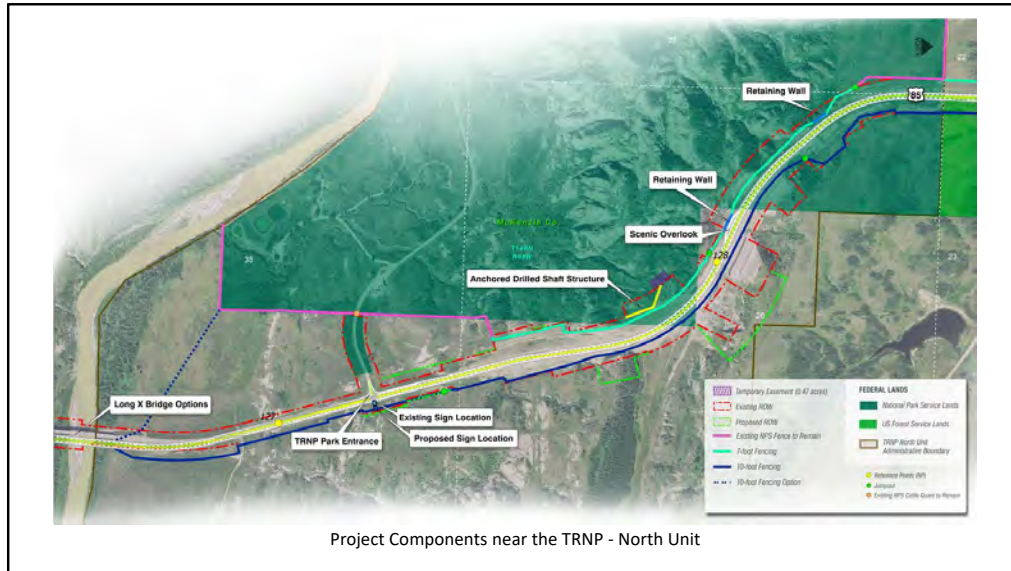
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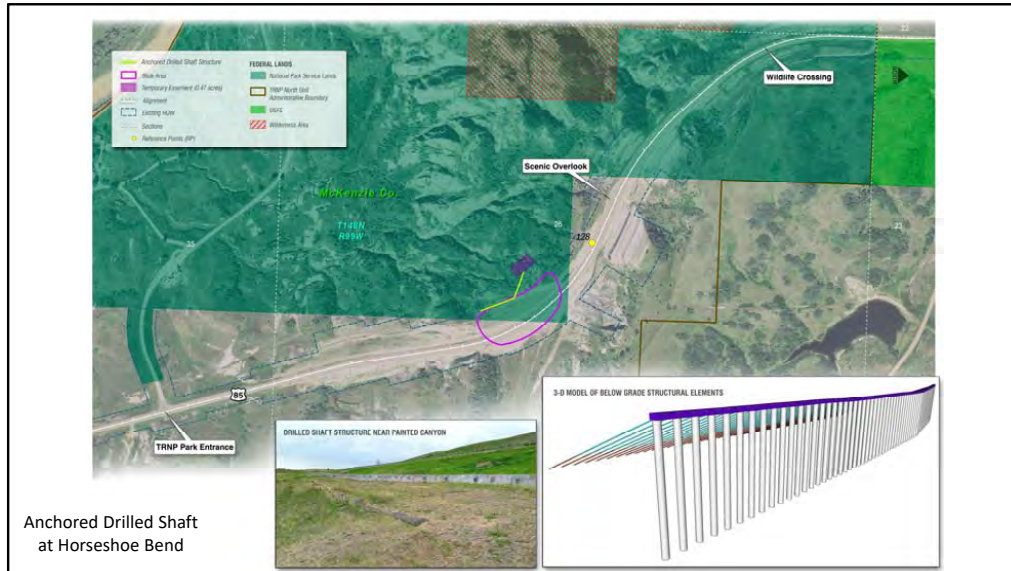


Near the entrance to the TRNP – North Unit, the center median width would be reduced to 12 feet through the northern end of the Badlands.

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An anchored, drilled shaft structure would be constructed to mitigate landslides. The structure would be located within existing right of way; however, a temporary easement would be required for construction.



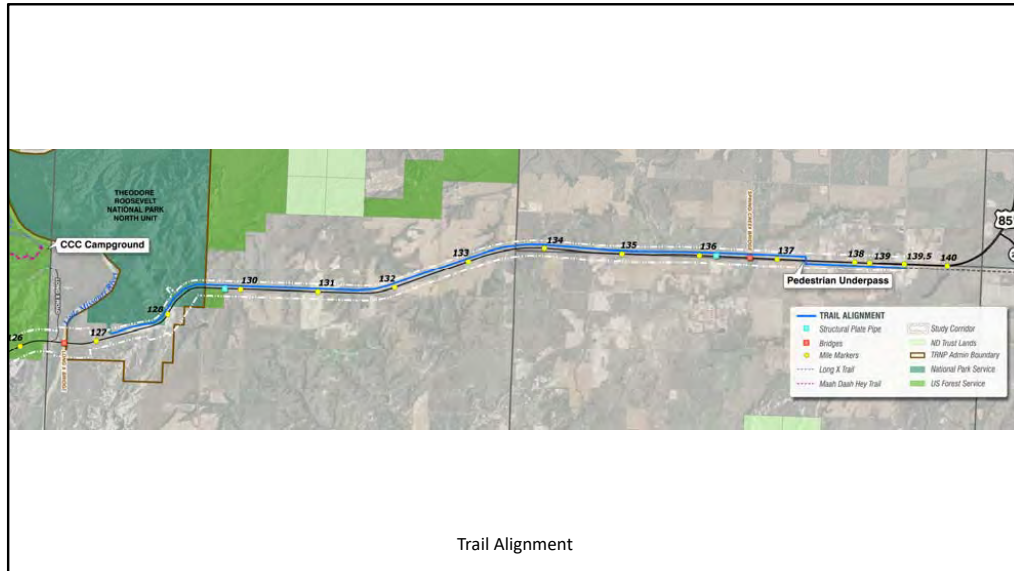
An anchored, drilled shaft structure would be constructed to mitigate landslides. The structure would be located within existing right-of-way (ROW); however, a temporary easement from the National Park Service would be required for construction.



This viewshed analysis simulation depicts the extension of an existing cut section where stratified geological layers are visible, as viewed from the Maah Daah Hey Trail.

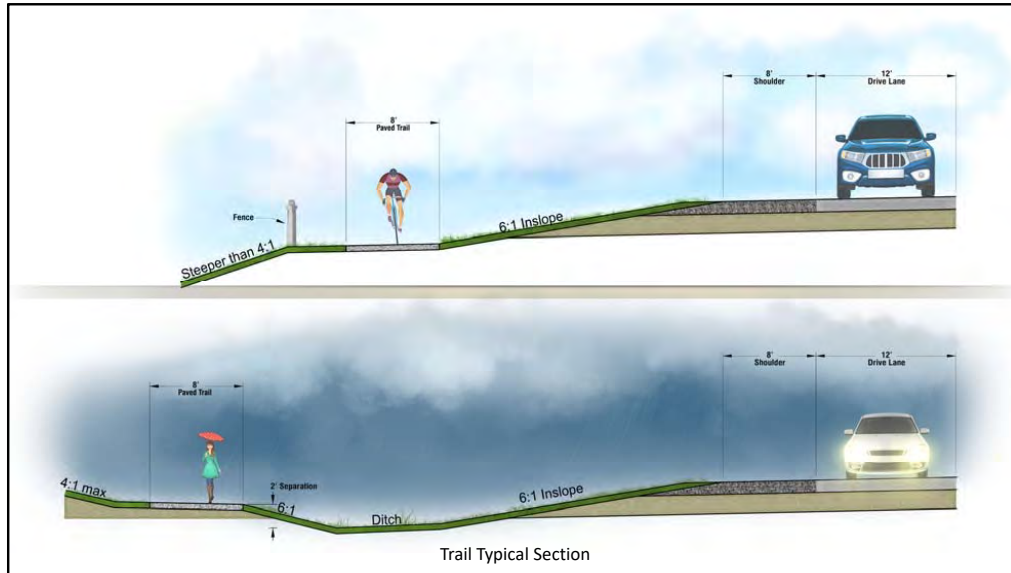
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McKenzie County requested that a trail (i.e., shared-use path), be incorporated into the project design. The trail would be located along the east side of the US Highway 85 between McKenzie County Road 34 and McKenzie County Road 30.

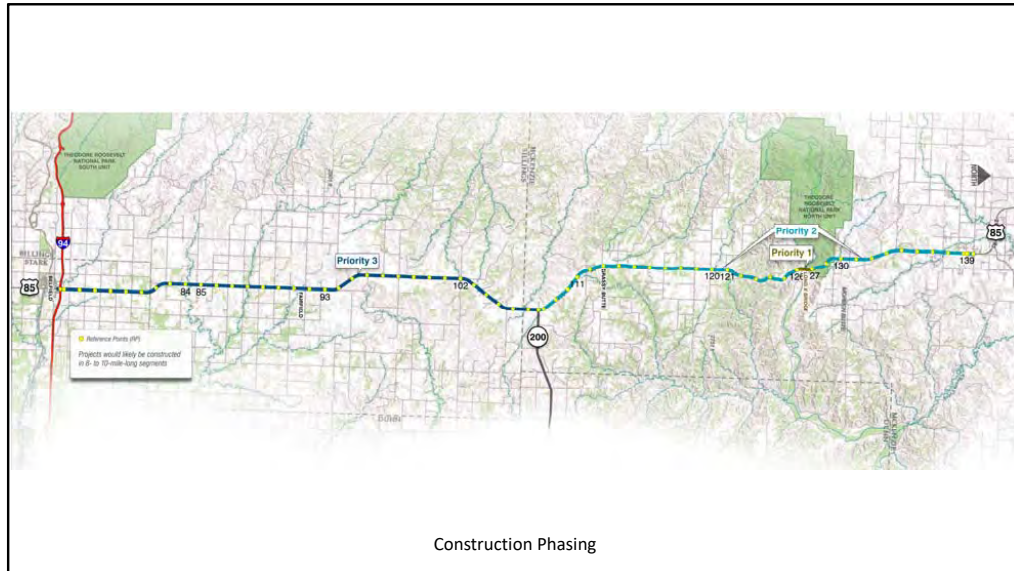
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The trail would be an 8-foot-wide, asphalt-paved trail for non-motorized use by bicyclists and pedestrians.

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Construction phasing would depend upon how much funding is available and how it is programmed for construction. The first priority that is scheduled for construction is the Long X Bridge.

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*Appendix D. Agency
Written Comments*

Table D.1. Summary of Written Agency Comments and Responses

Agency*	Comment Number	Comment Received	Theme	Response
D.1.1. North Dakota Highway Patrol	Comment D.1.1.1.	Will the flush median areas (without depressed medians) be equipped with center guard rails or other lane departure prevention devices to prevent cars from crossing into the oncoming lanes or using the center lane as a passing lane?	Roadway Alternatives (Entire Corridor)	The only lane departure devices that would be installed within the flush median sections would be rumble strips. No guard rail is proposed.
	Comment D.1.1.2.	Will there be areas on both sides of the badlands section (Little Missouri Valley) for truck drivers to chain up & remove tire chains? These areas will be even more important as legal weights increase to 129,000 pounds.	Roadway Alternatives (Entire Corridor)	Chain up areas on both sides of the Badlands have been incorporated into the Final Environmental Impact Statement (EIS).
D.1.2. North Dakota State Water Commission (June 22, 2018)	Comment D.1.2.1.	A Sovereign Land Permit would be required for the project.	Water Resources	A follow-up letter from the North Dakota State Water Commission (NDSWC) issued on July 31, 2018, stated a Sovereign Lands Permit would not be required for the project.
	Comment D.1.2.2.	Through the National Flood Insurance Program, a floodplain permit is required for all development that takes place within a Special Flood Hazard Area, as identified by FEMA. Please work with the local floodplain administrator(s) for additional information and permit requirements.	Water Resources	Comment noted. A floodplain permit would be acquired for all work occurring within a mapped Special Flood Hazard Area.
	Comment D.1.2.3.	The Office of the State Engineer (OSE) Engineering and Permitting Section reviewed the project route and determined that the project route traverses over or through surface water resources. The OSE requests to be notified regarding the proposed project's impacts, if any, to water resources such as watercourses (i.e., streams or rivers), agricultural drains, wetlands (i.e., ponds, sloughs, lakes, or any series thereof), dams, or other devices. Any alterations, modifications, improvements, impacts to, or new construction of those water resources may require a drainage permit(s) or a construction permit(s) from the Office of the State Engineer (OSE). Construction permits may be required for Dams of 25 acre-feet or greater and for Other Devices (dugouts, holding ponds, etc) of 50 acre-feet or greater. For further information on the OSE's permitting requirements, please visit the Regulation & Appropriation tab on the OSE's website (swc.nd.gov).	Water Resources	Comment noted. Impacts on water resources are discussed in Chapter 5 of the Draft EIS. Specific permitting needs would be determined during final design and coordinated with the Office of the State Engineer, as appropriate.
	Comment D.1.2.4.	The OSE Engineering and Permitting Section has reviewed the project and determined that the project proposes to replace a stream crossing(s). The replacement crossing(s) must meet North Dakota Stream Crossing Standards. For further information, please visit the Information & Education tab on the OSE's website (swc.nd.gov) for North Dakota Water Laws & Policies. If you have any questions, please contact the OSE Engineering and Permitting Section: Matt Lindsay—Engineering and Permitting Section Manager 701-328-4949 or Jordan Woroniecki—Water Resource Engineer 701-328-4898.	Water Resources	Comment noted. All North Dakota Department of Transportation (NDDOT) stream crossings are designed in accordance with the North Dakota Stream Crossing Standards.
	Comment D.1.2.5.	Initial review indicates that the project may require temporary water permits for water to be used in general road construction water needs, including, but not limited to dust control and soil conditioning. Applications for temporary water permits can be submitted on-line at: https://secure.swc.nd.gov/permitlink/4dcgi/TempApplicationForm . Filing fees are paid with a credit or debit card. Paper copies of the application are also accepted with the appropriate filing fee. Filing fees are required on all temporary water permits. Applications requesting less than one acre-foot (325,851 gallons) are assessed a filing fee of \$75.00; applications requesting more than one acre-foot but less than ten acre-feet are assessed a filing fee of \$125.00 and applications requesting more than ten acre-feet are assessed a filing fee of \$200.00. The fee structure can be found at North Dakota Administrative Code 89-03-01-10.2.	Water Resources	Comment noted.

Note: * Agencies that provided written comments are alphabetized in this table according to the title of their agency.

Agency*	Comment Number	Comment Received	Theme	Response
	Comment D.1.2.6.	Commitment Number 11 in Table ES-5, page ES-17, notes that, "... if the proposed activity involves the diversion or impoundment of 12.5 acre-feet of water or more, a permit from the North Dakota State Water Commission would be required." The 12.5 acre-feet <i>de minimis</i> is limited by state law to domestic, livestock and wildlife uses (North Dakota Century Code [NDCC] 61-04-02). All other uses, both temporary and permanent, do not have that <i>de minimis</i> limit.	Water Resources	Commitment 15 (Draft EIS Commitment 11) and Chapter 5 (Water Resources) of the Final EIS have been revised to remove the <i>de minimis</i> limit for industrial use.
	Comment D.1.2.7.	A stream-flow monitoring gauge is located on the current Long X Bride, USGS gage 06337000. The contractor for the bridge option will need to coordinate with the State Water Commission and the Bismarck Office of the U.S. Geological Survey so that the gage data is preserved and stream flow data is continuously collected. (See 5.13.3, page 84)	Construction and Maintenance	Comment noted. The US Geological Survey (USGS) and NDSWC have been coordinated with during the development of the Draft EIS to ensure this streamgage is properly addressed by the project. Per Commitment 24 in Chapter 7 of the Final EIS (Commitment 20 in the Draft EIS), contract documents for the Long X Bridge project would contain provisions requiring the streamgage to remain operational during construction in addition to coordination with the USGS and NDSWC.
	Comment D.1.2.8.	The construction of the current Long X Bridge occurred in 1959 and was prior to the enactment by the 44th Legislative Assembly of NDCC 61-29, <i>The Little Missouri State Scenic River Act</i> (LMSSRA). The construction of the bridge substructures (Section 4.4, Page 48) would not appear to be compliant to this state law. (See EIS-ES, page ES-13) (See EIS section 5.13.3, Page 83-84) (See EIS Section 7.1, Table 30, Water Resources, page 130) (See EIS Section 8.5.5, page 143) (See EIS Section 9.3.7, page 152)	Water Resources	This comment was withdrawn by the NDSWC in a letter dated August 15, 2018. The US Highway 85 Project was presented to the Little Missouri River Commission on June 5 and August 6, 2018. During these meetings, the Commission did not indicate that the project would be in violation of the <i>Little Missouri State Scenic River Act</i> .
	Comment D.1.2.9.	The final comment is not something that the SWC can require; but is merely a suggestion for the sake of the project: It is recommended that a scour analysis be performed to ensure adequate pier depths and protection measures are implemented.	Water Resources	A preliminary scour analysis was completed as part of the Hydraulic Analysis and Structure Selection Report (2017) that was prepared for the project (appended by reference to the Draft EIS), which would be refined during final design.
D.1.3. North Dakota State Water Commission (July 31, 2018)	Comment D.1.3.1.	A Sovereign Land Permit is not required, as the Little Missouri State Scenic River is not considered a navigable body of water.	Water Resources	Comment noted.
	Comment D.1.3.2.	The proposed installation of the substructures of the new bridge across the Little Missouri River appears to require piers and footings, based on the discussion on the dEIS Section 4.4, page 48. The use of "... driven piles or drilled shafts ..." (dEIS, page 48) might be able to get around the definition of "dredging", but the installation of the footings and the pier structures appear to require "dredging" of the river bed.	Water Resources	This comment was withdrawn by the NDSWC in a letter dated August 15, 2018. Documentation that the Little Missouri River Commission did not indicate that the project would be in violation of the <i>Little Missouri State Scenic River Act</i> has been added to the Final EIS.
	Comment D.1.3.3.	In addition, the use of cofferdams during the substructure construction process will cause a constriction in the free-flowing nature of the Little Missouri River. Installation, and the eventual removal, of the cofferdams has the potential to cause changes to the flow regime of the Little Missouri River that could alter the free-flowing nature of the river.	Water Resources	This comment was withdrawn by the NDSWC in a letter dated August 15, 2018. Documentation that the Little Missouri River Commission did not indicate that the project would be in violation of the <i>Little Missouri State Scenic River Act</i> has been added to the Final EIS.

Note: * Agencies that provided written comments are alphabetized in this table according to the title of their agency.

Agency*	Comment Number	Comment Received	Theme	Response
	Comment D.1.3.4.	The alternatives for the replacement of the Long X Bridge presented this dEIS propose a structure with two bridge piers in the river channel, compared to the single bridge pier on the existing structure. The additional pier has the capability of altering the river flows and thus altering the sediment deposits downstream of the piers.	Water Resources	Comment noted. A scour analysis was completed as part of the Hydraulic Analysis and Structure Selection Report (2018) that was prepared for the project (appended by reference to the Draft EIS). Discussion of impacts on river morphology has been added to Chapter 5 (Water Resources) of the Final EIS.
	Comment D.1.3.5.	A discussion on types of bridges that do not have footings and piers into the river channel of the Little Missouri River, such as cantilevered bridges, and the subsequent dismissal for costs, was not found in the dEIS.	Long X Bridge Options	As discussed in the Value Engineering Study Evaluation and Screening Process Report (appended by reference to the Draft EIS), post tensioned bridges (e.g., segmental concrete bridges) are generally not considered economical for this size of structure. This is due to the large costs associated with setting up the concrete casting operations and post tensioning systems. Similar to the consideration for longer steel spans, unless savings can be gained by eliminating disproportionate costly foundations, a specialty superstructure would add significant costs to the project, rather than provide savings.
D.1.4. North Dakota State Water Commission (August 15, 2018)	Comment D.1.4.1.	<p>As noted in our July 31, 2018 letter, the intent of the LMSSRA was detailed in Section 2 of House Bill 1173 enacted by the 44th Assembly of the North Dakota Legislature: " ... to preserve the Little Missouri River as nearly as possible in the present state, which shall mean the river will be maintained in free-flowing natural condition ... "</p> <p>However, the Little Missouri River Commission, during its most recent meeting on August 6, 2018, and previous meetings, did not provide comments regarding the expansion of Highway 85 or the replacement/repair of the Long-X Bridge. Accordingly, the State Water Commission withdraws comments referencing the LMSSRA for this project. All other comments provided by the State Water Commission remain applicable.</p>	Water Resources	Comment noted. Documentation that the Little Missouri River Commission did not indicate that the project would be in violation of the <i>Little Missouri State Scenic River Act</i> has been added to the Final EIS.
D.1.5. US Army Corps of Engineers	Comment D.1.5.1.	We have reviewed the Draft EIS for the US 85–I-94 to Watford City Bypass Project. We have also reviewed the comments provided by the Environmental Protection Agency (EPA) on June 25, 2018 and concur with their opinion as to the insufficient information provided in the DEIS.	General Project Question/ Statement	Comment noted.

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Agency*	Comment Number	Comment Received	Theme	Response
	Comment D.1.5.2.	In Section 5.13.4 there is no discussion on the location, landscape setting, or quality of the wetlands and waters of the U.S. impacted by the proposed project. I agree with EPA that the final EIS should include a summary of the wetlands and other aquatic resources within the project area. The summary should include a description of the aquatic resources, current functions and the condition of these waters. Although the State of North Dakota does not currently have an approved functional assessment method, there are resources available that can be used. The U.S. Army Corps of Engineers (Corps), Engineer Research Development Center has developed "A Regional Guidebook for Applying the Hydro-geomorphic Approach to Assessing Wetland Functions of Prairie Potholes". Although the proposed project is outside of the region, it may apply to a small subset of wetlands within the proposed project. In addition, there are many other tools available to assess the functions of wetlands, including Washington State Department of Transportation's: "Wetland Functions Characterization Tool for Linear Projects"; and Montana Department of Transportation's: "Montana Wetland Assessment Method".	Water Resources	Discussion of wetlands and Other Waters has been added to Chapter 5 (Water Resources) of the Final EIS. Detailed impact tables and maps of wetlands and other aquatic resources, including impacts, water conveyance structures and retaining walls, have been added to the Final EIS as an appendix. A summary table of permanent wetland impacts by type has been added to Chapter 5 (Water Resources) of the Final EIS. Because there is no functional assessment method approved by the USACE for the state of North Dakota, the NDDOT and Federal Highway Administration (FHWA) do not intend to conduct a wetland functional assessment for the project.
	Comment D.1.5.3.	The goal of the Corps participating as a cooperating agency is to identify the Least Environmentally Damaging Practicable Alternative (LEDPA) during the Draft EIS phase. This ensures that the Final EIS contains the alternative that the Corps would consider to be the LEDPA. The 404(b)(1) analysis should be included in the formulation of the LEDPA. The Corps, as an agency, cannot adopt the Final EIS without a determination as to the LEDPA.	Water Resources	The Section 404 permitting discussion in Chapter 5 (Water Resources) has been revised, and a Section 404(b)(1) analysis has been completed by the USACE and is included in Appendix F of the Final EIS. The Section 404(b)(1) analysis concluded Alternative B to be the LEDPA.
	Comment D.1.5.4.	The Corps also agrees with EPA that maps of the water resources, such as wetlands, rivers, streams, and springs, should be included in the water resource section of the Draft EIS along with locations of planned water conveyance structures. Avoidance and minimization locations, such as retaining walls, should also be clearly shown on maps.	Water Resources	Maps of wetlands and other aquatic resources, including impacts, water conveyance structures and retaining walls, have been added to the Final EIS as an appendix.
	Comment D.1.5.5.	A summary table, such as the one shown in Table 22, would provide clarification on the types of wetlands impacted by each alternative. This could also be used to explain why the wetlands requiring mitigation are less than the total wetlands impacted.	Water Resources	A summary table of permanent wetland impacts by type and a description of wetland mitigation regulatory requirements have been added to Chapter 5 (Water Resources) of the Final EIS.
	Comment D.1.5.6.	Changes in hydrology and water quality from secondary and cumulative impacts could increase the potential for wetland loss throughout the corridor. The secondary impacts from the project should be addressed, such as changes in drainage characteristics or flow patterns; changes to the volume of ground water or surface water reaching the wetland; introduction of invasive species; and reductions in vegetative cover.	Water Resources	Cumulative impacts on water resources are discussed in Chapter 8 of the Draft EIS. Indirect impacts are discussed throughout Chapter 5 of the Draft EIS, where applicable. Additional discussion of indirect effects on water resources has been added to Chapter 5 (Water Resources) of the Final EIS.
	Comment D.1.5.7.	The Corps also agrees with the proposal by EPA that NDDOT and the Corps work with Alternative B, the divided four-lane road, to configure a design that may further minimize or avoid impacts to waters of the U.S.	Water Resources	A Section 404(b)(1) analysis has been completed by the USACE and is included in Appendix F of the Final EIS. The Section 404(b)(1) analysis concluded Alternative B to be the LEDPA.
D.1.6. US Department of the Interior– National Park Service	Comment D.1.6.1.	The National Park Service (NPS) is a cooperating agency on this project, given Theodore Roosevelt National Park's North Unit proximity and direct connection to the project. As described in the document, most work on the highway will occur within existing roadway footprints.	Agency Coordination ROW	Comment noted.

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Agency*	Comment Number	Comment Received	Theme	Response
	Comment D.1.6.2.	The NDDOT has an existing Highway Easement Deed with the NPS for US Highway 85. As described in the document, most work on the highway will occur within existing roadway footprints. Due to the incorporation of design modifications, the project would not require additional area under the Deed; however, an additional 0.2 acres would be added to the deed to account for a recent, unrelated landslide repair project covered under a Special-Use Permit. It was understood by the NDDOT, FHWA, and NPS during the permitting process for the landslide repair project that this additional area would be added to the forthcoming US Highway 85 Highway Easement Deed.	ROW	Comment noted.
	Comment D.1.6.3.	The NPS has determined that project impacts to park resources and park visitors are adequately documented in the draft environmental impact statement. The NPS appreciates efforts by the project sponsors to address and limit potential impacts to the park.	TRNP/Public Lands	Comment noted.
	Comment D.1.6.4.	There are several Section 4(f) resources within the project boundaries, including: <ul style="list-style-type: none"> » US Forest Service Dakota Prairie Grasslands » Theodore Roosevelt National Park, North Unit » Theodore Roosevelt National Park Entrance Sign » Long X Bridge » Summit Campground (USFS) » Maah Daah Hey Trail » CCC Campground, 15 miles south of Watford City » Several individual cultural and historic properties, including the Dolyniuk Homestead The project would not result in a permanent, temporary, or constructive use of most Section 4(f) properties.	Section 4(f)	Comment noted.
	Comment D.1.6.5.	The project alternatives may result in a 4(f) use for the three resources listed below. Entrance sign: Project sponsors have determined that the Theodore Roosevelt National Park entrance sign cannot be avoided by either build alternative. In order to minimize harm, the sign would be removed (intact) prior to project construction. Upon completion of construction, the sign would be reset (intact) in close proximity to its original location. This would constitute a <i>de minimis</i> impact, supported by correspondence among project sponsors, the State Historic Preservation Officer (SHPO), and the NPS. The NPS will work with the project sponsors on appropriate methods for moving and relocating the sign for visitor benefit and safety. Other NPS-managed lands in Theodore Roosevelt National Park would be only temporarily and minorly impacted by the project. The temporary impacts on NPS-managed lands would result in an exception for temporary occupancy, and would not result in a use under 4(f). The NPS will work with FHWA and NDDOT to secure special use permits as needed for staging and temporary work areas for the project.	Section 4(f)	Comment noted.
	Comment D.1.6.6.	Dolyniuk Homestead: Due to the nature and location of the Dolyniuk Homestead remnants, the project was not able to avoid impacting the site under either Alternative B or C. To mitigate the permanent impact, the NDDOT, in coordination with the SHPO, has developed a mitigation approach including documentation of the Dolyniuk Homestead site as well as the Gregory Homestead (32B1149). NPS recommends that as part of developing an MOA, any documentation procedures follow the guidance of the Historic American Buildings Survey, and that the documentation be archived at the Library of Congress in addition to state archives. The NPS Midwest Regional Office would be pleased to coordinate with project sponsors and SHPO to further clarify documentation best practices. With this mitigation, the SHPO has concurred with a <i>No Adverse Effect</i> determination and a <i>de minimis</i> impact. The Department does not comment on <i>de minimis</i> findings.	Cultural Resources	Comment noted. Note that a Memorandum of Agreement is not proposed for the Dolyniuk Homestead.

Note: * Agencies that provided written comments are alphabetized in this table according to the title of their agency.

Agency*	Comment Number	Comment Received	Theme	Response
	Comment D.1.6.7.	Long X Bridge: There are three alternatives being considered for the historic bridge, varying from reuse to abandonment to removal. The 4(f) use of each alternative varies from <i>de minimis</i> to no affect, to a permanent adverse effect. The FHWA, NDDOT, and North Dakota SHPO have drafted a Memorandum of Agreement (MOA) formalizing 4(f) findings and measures to mitigate effects to the Long X Bridge. NPS recommends that as part of developing an MOA, any documentation procedures follow the guidance of the Historic American Engineering Record, and that the documentation be archived at the Library of Congress in addition to state archives. The NPS Midwest Regional Office would be pleased to coordinate with project sponsors and SHPO to further clarify documentation best practices. Once the MOA is executed, the Department will have no objection to the 4(f) evaluation and defers to the SHPO regarding measures to mitigate the adverse effects of the project to that resource. The Department's review concurs with the document's determinations of actions which constitute a use under Section 4(f). The Department also concurs that there is no feasible or prudent alternative that would meet the purpose and need of the project and avoid the use and impact of the Section 4(f) properties, and that the proposed action includes all possible planning to minimize harm to 4(f) properties from such use.	Long X Bridge Options Cultural Resources Section 4(f)	Comment noted.
	Comment D.1.6.8.	The Department has a continuing interest in working with the FHWA and NDDOT to ensure impacts to resources of concern are adequately addressed. For this reason, the NPS will continue to be a cooperating agency on this project. For other issues concerning Section 4(f) resources, please contact Tokey Boswell, Chief, Planning and Compliance Division, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, or by telephone at 402-661-1534.	Agency Coordination	Comment noted.
D.1.7. US Environmental Protection Agency	Comment D.1.7.1.	Pursuant to Section 309 of the <i>Clean Air Act</i> and the National Environmental Policy Act (NEPA), the U.S. Environmental Protection Agency Region 8 has reviewed U.S. Highway 85 1-94 Interchange to Waterford City Bypass Draft Environmental Impact Statement (EIS) (CEQ No. 20180088). The project purpose is to address the current and future needs of the project corridor including social demands and economic development, system connectivity, safety, and transportation capacity and demand. The EPA is rating the Preferred Alternative (Alternative B) as Environmental Concerns—Insufficient Information (EC-2). You may find the description of the EPA's rating system at: http://www2.epa.gov/nepa/environmental-impact-statement-rating-system-criteria . Our primary environmental concerns are avoiding, minimizing and mitigating wetland impacts, and minimizing impacts to the Little Missouri River from bridge construction and demolition.	General Project Question/ Statement	Comment noted.

Note: * Agencies that provided written comments are alphabetized in this table according to the title of their agency.

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

Agency*	Comment Number	Comment Received	Theme	Response
	Comment D.1.7.2.	We recommend the Final EIS provide additional information to support the decision including: (1) a wetlands assessment including ways to avoid, minimize or mitigate impacts and support a <i>Clean Water Act</i> (CWA) Section 404 permitting decision, and (2) potential water quality impacts during bridge demolition and construction with opportunities to minimize such impacts. Please see the enclosure for additional details.	Water Resources	A Section 404(b)(1) analysis has been completed by the USACE and is included in Appendix F of the Final EIS. The Section 404(b)(1) analysis concluded Alternative B to be the LEDPA. As discussed in Chapter 5 (Water Resources) of the Draft EIS, a Section 401 Water Quality Certification would be obtained from the North Dakota Department of Health (NDDH) Division of Water Quality to ensure that state and federal <i>Clean Water Act</i> laws are being enforced during construction/demolition. In addition, the contractor would be required to obtain a North Dakota Pollutant Discharge Elimination System (NDPDES) permit prior to construction, including a Stormwater Pollution Prevention Plan (SWPPP) with best management practices (BMPs) to intercept and minimize stormwater runoff. BMPs may include mulching, matting, and netting; filter fabric fencing; sediment traps and ponds; or surface water interceptor swales and ditches. Specific water quality monitoring requirements would be determined during the final design and permitting processes as part of Section 401 Water Quality Certification and NDPDES permitting.
	Comment D.1.7.3.	We appreciate the opportunity to review this Draft EIS. Since the plan is to issue a Final EIS concurrent with the Record of Decision, we are willing to review a preliminary Final EIS and provide additional input. If you would like to discuss this idea or our comments, please contact me at (303) 312-6704, or Lisa Lloyd of my staff at (303) 312-6537 or lloyd.lisa@epa.gov .	General Project Question/ Statement	Comment noted.
	Comment D.1.7.4.	<p>The Draft EIS Section 5.13.4, indicates that the North Dakota Department of Transportation (NDDOT) anticipates the need for a CWA Section 404 permit. The Draft EIS also states that an individual Section 404 permit would require analysis and comparison of alternatives in accordance with CW A Section 404 (b)(1) and coordination with US Army Corps of Engineers (USACE) would occur at final design. The USACE issues CWA Section 404 permits for the least environmentally damaging practicable¹ alternative (LEDPA) to the aquatic ecosystem. To streamline the federal permitting process, we recommend that ND DOT coordinate with the USACE to assure that the range of alternatives in this EIS includes the likely LEDPA.</p> <p>¹ Practicable under CWA §404 means, "available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purpose."</p>	Water Resources	The overall project would be constructed and permitted in segments as project funding becomes available. It is anticipated that the majority of these segments would be permitted under a Nationwide Section 404 permit in which case the LEDPA analysis would not apply. Based on preliminary design, several jurisdictional wetlands along the project corridor would have permanent wetland impacts greater than 0.5 acres. These impacts would be refined during final design; however, an individual wetland permit(s) may be required. The Section 404 permitting discussion in Chapter 5 (Water Resources) has been revised, and a Section 404(b)(1) analysis has been completed by the USACE and is included in Appendix F of the Final EIS. The Section 404(b)(1) analysis concluded Alternative B to be the LEDPA.

Note: * Agencies that provided written comments are alphabetized in this table according to the title of their agency.

Agency*	Comment Number	Comment Received	Theme	Response
	Comment D.1.7.5.	The Draft EIS presents little information about the types and locations of the wetland impacts potentially affected by this project. The document refers to a Field Wetland Delineation Report (Wetland Report), which is incorporated by reference. Since this report is not summarized in the Draft EIS, we recommend the Final EIS include: A summary of the wetlands and other aquatic resources within the project area that includes distribution and function and/or condition of wetlands. We also suggest a wetland functional assessment to identify and record the baseline conditions and value of wetlands prior to project initiation. This will also provide an analysis to support project completion efficiency by helping to focus resources on priority wetlands that need more complex protection structures or mitigation. The assessment can also help document identification of mitigation ratios if permanent wetland damage or destruction is necessary for the project to proceed.	Water Resources	Discussion of wetlands and Other Waters has been added to Chapter 5 (Water Resources) of the Final EIS. Detailed impact tables and maps of wetlands and other aquatic resources, including impacts, water conveyance structures and retaining walls, have been added to the Final EIS as an appendix. A summary table of permanent wetland impacts by type has been added to Chapter 5 (Water Resources) of the Final EIS. Because there is no functional assessment method approved by the USACE for the state of North Dakota, the NDDOT and FHWA do not intend to conduct a wetland functional assessment for the project.
	Comment D.1.7.6.	Maps that show water conveyance structures (culverts, etc.), wetlands and other aquatic resources, such as rivers and springs. While the Wetland Report provides maps of wetlands, one or more maps in the EIS are important to show the wetland locations and planned water conveyance structures, which do not appear to be shown in any maps. Avoidance and minimization has been demonstrated in select locations via retaining walls. Providing maps depicting wetlands, culverts, springs, rivers and other water bodies will help determine if there are further avoidance or impact minimization opportunities.	Water Resources	Maps of wetlands and other aquatic resources, including water conveyance structures and retaining walls, have been added to the Final EIS as an appendix.
	Comment D.1.7.7.	A summary table, similar to Table 22, that provides the types of wetlands impacted under each alternative. This would provide an easy to understand visual and useful analysis tool for the information added per the first bullet.	Water Resources	A summary table of permanent wetland impacts by type has been added to Chapter 5 (Water Resources) of the Final EIS.
	Comment D.1.7.8.	An explanation of how the total wetlands impacted was determined (Draft EIS Table 22).	Water Resources	An explanation of how temporary and permanent wetland impacts were calculated has been added to Chapter 5 (Water Resources) of the Final EIS.
	Comment D.1.7.9.	A brief description of why the acres of "wetlands requiring mitigation" is less than the total wetlands impacted.	Water Resources	A description of wetland mitigation regulatory requirements has been added to Chapter 5 (Water Resources) of the Final EIS.
	Comment D.1.7.10.	Analysis of any indirect (secondary), and cumulative impacts to waters in the project area (e.g., both directly impacted or hydrologically impacted but spatially removed from the actual construction footprint). Indirect impacts can occur from changes in hydrology, water quality, or result from impacts to aquatic organisms and other wildlife. Indirect impacts may include, but are not limited to: changes in drainage characteristics or flow patterns within a wetland, changes to the volume of ground, or surface water reaching a wetland, reductions in vegetative cover, introduction of invasive species, or reduced water quality.	Water Resources	Cumulative impacts on water resources are discussed in Chapter 8 of the Draft EIS. Indirect impacts are discussed throughout Chapter 5 of the Draft EIS, where applicable. Additional discussion of indirect effects on water resources has been added to Chapter 5 (Water Resources) of the Final EIS.
	Comment D.1.7.11.	A description of potential impacts to aquatic resources from reasonably foreseeable development or recreational use associated with the roadway improvements, and;	Water Resources	Cumulative impacts on water resources are discussed in Chapter 8 of the Draft EIS.
	Comment D.1.7.12.	A description of historical wetland impacts along the road corridor.	Water Resources	The existing highway was constructed prior to the enactment of the Clean Water Act; therefore, determining the scope and scale of historical wetland impacts would be difficult. Per discussion among the NDDOT, FHWA, and USACE, incorporation of a description of historical wetland impacts into the Final EIS is not proposed.

Note: * Agencies that provided written comments are alphabetized in this table according to the title of their agency.

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

Agency*	Comment Number	Comment Received	Theme	Response
	Comment D.1.7.13.	Alternative C, the divided flush median, expands the roadway equally to both sides of the existing road and Alternative B, the divided four-lane, expands the roadway to one side of the existing road. The NDDOT's preferred alternative is Alternative B with different roadway configurations for several small segments. The road design directly impacts the footprint of the roadway, and thus, potential wetland impacts. To meet both CWA Section 404 (b)(1) requirements and NEPA, we recommend the Final EIS assess (in consultation with the USACE) the availability of roadway alignments or designs to avoid, or minimize wetland impacts, especially higher functioning wetlands, that will be impacted under the preferred alternative. This assessment, similar to what has been done for the town of Fairfield and the intersection of ND 200 and Highway 85, could help determine potential further wetland avoidance or minimization while still meeting the project purpose and need.	Water Resources	A Section 404(b)(1) analysis has been completed by the USACE and is included in Appendix F of the Final EIS. The Section 404(b)(1) analysis concluded Alternative B to be the LEDPA.
	Comment D.1.7.14.	The Draft EIS identifies that demolition of the Long-X Bridge over the Little Missouri River under the preferred alternative may temporarily increase the level of total suspended solids (TSS) and turbidity in the Little Missouri River. TSS and turbidity are important water quality parameters due to their potential to impact the overall aquatic environment such as: fish growth rate, spawning, development of fish eggs and larvae, the abundance of food available to fish and density of macroinvertebrates. The EPA appreciates NDDOT's plan to avoid construction or demolition during the fish spawning period between April 15 and June 1st.	Water Resources	Comment noted.
	Comment D.1.7.15.	The Draft EIS states that construction and bridge demolition activities throughout the project area would have the potential to temporarily degrade water quality as a result of sedimentation and soil erosion during activities (e.g., roadway expansion, culvert installation and wetlands within the study area. The document references best management practices (BMPs) and future permits as ways to minimize these impacts. The EPA appreciates the NDDOT's commitment to use preventative water quality protective measures to the extent practicable.	Water Resources	Comment noted.
	Comment D.1.7.16.	We recommend that NDDOT work with the North Dakota Department of Health (NDDH) to identify measures to apply during the project (e.g., cofferdams, turbidity barriers) and that the Final EIS include information about these measures to support the conclusion that this project will not cause significant permanent water quality impacts during construction and bridge demolition. US Fish and Wildlife Service has Section 7 BMPs for bridge construction that may also be useful in identifying methods to prevent construction-related pollutants from entering the river (https://www.fws.gov/daphne/section7/BMPs-Bridges.pdf).	Water Resources	As discussed in Chapter 5 (Water Resources) of the Draft EIS, a Section 401 Water Quality Certification would be obtained from the NDDH Division of Water Quality to ensure that state and federal <i>Clean Water Act</i> laws are being enforced during construction/demolition. In addition, the contractor would be required to obtain a NDPDES permit prior to construction, including a SWPPP with BMPs to intercept and minimize stormwater runoff. BMPs may include mulching, matting, and netting; filter fabric fencing; sediment traps and ponds; or surface water interceptor swales and ditches.
	Comment D.1.7.17.	To further minimize construction or bridge demolition impacts throughout the project area on the water quality and aquatic life, we also recommend that NDDOT work with NDDH to develop a project specific water quality monitoring plan and provide a summary, or list of minimum monitoring requirements, in the Final EIS. The plan should identify monitoring for river and waterbody water quality before and during the project implementation and include measurements for turbidity, TSS, and dissolved oxygen, where appropriate, and any other potential contaminants associated with this project's bridge demolition and bridge and road construction. It will be important to include action and mitigation measures in the plan should the monitoring show significant water quality degradation.	Water Resources	Specific water quality monitoring requirements would be determined during the final design and permitting processes as part of Section 401 Water Quality Certification and NDPDES permitting.

Note: * Agencies that provided written comments are alphabetized in this table according to the title of their agency.

D.1.1. North Dakota Highway Patrol

From: Pederson, Capt. Eric J.
Sent: Monday, May 21, 2018 1:59:32 PM (UTC-06:00) Central Time (US & Canada)
To: Linneman, Matt G.; -Adm-DOT US85
Subject: Hwy 85

Comments/Questions

1- Will the flush median areas (without depressed medians) be equipped with center guard rails or other lane departure prevention devices to prevent cars from crossing into the oncoming lanes or using the center lane as a passing lane?

Comment D.1.1.1.

2- Will there be areas on both sides of the badlands section (Little Missouri Valley) for truck drivers to chain up & remove tire chains? These areas will be even more important as legal weights increase to 129,000 pounds.

Comment D.1.1.2.

Thanks

Eric

Captain Eric J. Pederson
Division Commander
North Dakota Highway Patrol
701-220-9093 (c)

D.1.2. North Dakota State Water Commission (June 22, 2018)

From: Best, Steve L.
Sent: Friday, June 22, 2018 4:03:23 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public Hearing

Attached are the ND State Water Commission Comments regarding Project No. 9-085(085)075, PCN 2046, Nationwide Section 4(f) Programmatic Evaluation project located in Stark, Billings, and McKenzie Counties, ND.

Steven Best
Natural Resource Planner
ND State Water Commission
701-328-4970



North Dakota State Water Commission

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(701) 328-2750 • TTY 1-800-366-6888 or 711 • FAX (701) 328-3696 • <http://swc.nd.gov>

June 22, 2018

Matt Linneman
Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005

Dear Mr. Linneman:

This is in response to your request for a review of the environmental impacts associated with the Project No. 9-085(085)075, PCN 20046, Nationwide Section 4(f) Programmatic Evaluation project located in Stark, Billings, and McKenzie Counties, ND.

The proposed project has been reviewed by State Water Commission staff, and the following comments are provided:

- A Sovereign Land Permit would be required for the project. Please contact Ashley Persinger, Sovereign Land Specialist at 701-328-4988 or apersinger@nd.gov for any questions.

Comment D.1.2.1.

- Through the National Flood Insurance Program, a floodplain permit is required for all development that takes place within a Special Flood Hazard Area, as identified by FEMA. Please work with the local floodplain administrator(s) for additional information and permit requirements.

Comment D.1.2.2.

- The Office of the State Engineer (OSE) Engineering and Permitting Section reviewed the project route and determined that the project route traverses over or through surface water resources. The OSE requests to be notified regarding the proposed project's impacts, if any, to water resources such as watercourses (i.e. streams or rivers), agricultural drains, wetlands (i.e. ponds, sloughs, lakes, or any series thereof), dams, or other devices. Any alterations, modifications, improvements, impacts to, or new construction of those water resources may require a drainage permit(s) or a construction permit(s) from the Office of the State Engineer (OSE). Construction permits may be required for Dams of 25 acre-feet or greater and for Other Devices (dugouts, holding ponds, etc) of 50 acre-feet or greater. For further information on the OSE's permitting requirements, please visit the Regulation & Appropriation tab on the OSE's website (swc.nd.gov).

Comment D.1.2.3.

The OSE Engineering and Permitting Section has reviewed the project and determined that the project proposes to replace a stream crossing(s). The replacement crossing(s) must meet North Dakota Stream Crossing Standards. For further information, please visit the Information & Education tab on the OSE's website (swc.nd.gov) for North Dakota Water Laws & Policies.

Comment D.1.2.4.

If you have any questions, please contact the OSE Engineering and Permitting Section: Matt Lindsay – Engineering and Permitting Section Manager 701-328-4949 or Jordan Woroniecki – Water Resource Engineer 701-328-4898.

DOUG BURGUM, GOVERNOR
CHAIRMAN

GARLAND ERBELE, P.E.
CHIEF ENGINEER-SECRETARY

- Initial review indicates that the project may require temporary water permits for water to be used in general road construction water needs, including, but not limited to dust control and soil conditioning. Applications for temporary water permits can be submitted on-line at: <https://secure.swc.nd.gov/permitlink/4dcgi/TempApplicationForm>. Filing fees are paid with a credit or debit card. Paper copies of the application are also accepted with the appropriate filing fee. Filing fees are required on all temporary water permits. Applications requesting less than one acre-foot (325,851 gallons) are assessed a filing fee of \$75.00; applications requesting more than one acre-foot but less than ten acre-feet are assessed a filing fee of \$125.00 and applications requesting more than ten acre-feet are assessed a filing fee of \$200.00. The fee structure can be found at North Dakota Administrative Code 89-03-01-10.2.

Comment D.1.2.5.

- Commitment Number 11 in Table ES-5, page ES-17, notes that, "...if the proposed activity involves the diversion or impoundment of 12.5 acre-feet of water or more, a permit from the North Dakota State Water Commission would be required." The 12.5 acre-feet de minimus is limited by state law to domestic, livestock and wildlife uses (North Dakota Century Code (NDCC) 61-04-02). All other uses, both temporary and permanent, do not have that de minimus limit.

Comment D.1.2.6.

- A stream-flow monitoring gauge is located on the current Long X Bride, USGS gage 06337000. The contractor for the bridge option will need to coordinate with the State Water Commission and the Bismarck Office of the U.S. Geological Survey so that the gage data is preserved and stream flow data is continuously collected. (See 5.13.3, page 84)

Comment D.1.2.7.

-The construction of the current Long X Bridge occurred in 1959 and was prior to the enactment by the 44th Legislative Assembly of NDCC 61-29, The Little Missouri State Scenic River Act (LMSSRA). The construction of the bridge substructures (Section 4.4, Page 48) would not appear to be compliant to this state law. (See EIS-ES, page ES-13) (See EIS section 5.13.3, Page 83-84) (See EIS Section 7.1, Table 30, Water Resources, page 130) (See EIS Section 8.5.5, page 143) (See EIS Section 9.3.7, page 152)


Comment D.1.2.8.

-The final comment is not something that the SWC can require; but is merely a suggestion for the sake of the project: It is recommended that a scour analysis be performed to ensure adequate pier depths and protection measures are implemented.

Comment D.1.2.9.

Thank you for the opportunity to provide review comments. If you have any questions, please call me at 701-328-4970.

Sincerely,



Steven Best

Natural Resource Planner

SB:dm/1570

D.1.3. North Dakota State Water Commission (July 31, 2018)



North Dakota State Water Commission

900 EAST BOULEVARD AVENUE, DEPT 770 • BISMARCK, NORTH DAKOTA 58505-0850
(701) 328-2750 • TTY 1-800-366-6888 or 711 • FAX (701) 328-3696 • <http://swc.nd.gov>

July 31, 2018

Matt Linneman
Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504

Dear Mr. Linneman:

This is in response to your request for a clarification of comments submitted by our agency regarding the Draft Environmental Impact Statement (dEIS) for the I-94 Interchange to Watford City Bypass project (PCN 20046). Comments from our letter dated June 22 have been revisited by agency staff, and the following clarifications are provided:

- A Sovereign Land Permit is not required, as the Little Missouri State Scenic River is not considered a navigable body of water.
- Regarding our original comment referencing the Little Missouri State Scenic River Act, our Water Appropriation Staff has provided a detailed clarification, enclosed with this letter.

Comment D.1.3.1.

Thank you for the opportunity to provide clarifying comments. If you have further questions or concerns, please call me at 701-328-4967.

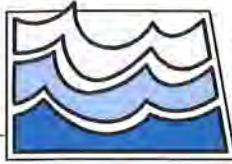
Sincerely,

Jared Huibregtse
Water Resource Planner

JH/1570

DOUG BURGUM, GOVERNOR
CHAIRMAN

GARLAND ERBELE, P.E.
CHIEF ENGINEER-SECRETARY



North Dakota State Water Commission

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The following comments were written to accompany our agency letter dated July 31, 2018, addressed to Matt Linneman of NDDOT. The comments are in reference to the Draft Environmental Impact Statement for the I-94 Interchange to Watford City Bypass project (PCN 20046).

The draft Environmental Impact Statement (dEIS) from the North Dakota Department of Transportation concerning the expansion of Highway 85 and the replacement/repair of the Long X Bridge has several references to the Little Missouri State Scenic River Act (LMSSRA), codified as North Dakota Century Code (NDCC) §61-29. The Executive Summary of the dEIS notes: “Regardless of the selected alternative or options, construction and operation of the project is not anticipated to violate any provisions of the *Little Missouri State Scenic River Act*.” (Executive Summary, Page ES-13, “Water Resources” first paragraph). The statement is repeated again in the EIS on Page 84, paragraph four, (5.13.3, paragraph

Two sections of the LMSSRA are included for discussion:

61-29-03 Definitions.

1. “Free-flowing” shall mean existing or flowing in a natural condition without impoundment, diversion, straightening or other modification of the waterway.”

61-29-06 Management.

Channelization, reservoir construction, or diversion other than for agricultural, recreational or temporary use purposes and the dredging of waters within the confines of the Little Missouri scenic river and all Little Missouri River tributary streams are expressly prohibited.

The Merriman-Webster Dictionary defines “dredging” as:
“1a. to dig, gather or pull out with or as if with a dredge...”¹

The intent of the LMSSRA was detailed in Section 2 of House Bill 1173 enacted by the 44th Assembly of the North Dakota Legislature: “...to preserve the Little Missouri River

¹ “Dredge.” *Merriam-Webster.com*, Merriam-Webster, www.merriam-webster.com/dictionary/dredging. Accessed 2 July 2018.

² House Bill 1172, 44th Assembly of North Dakota Legislature, codified as NDCC §61-29-02

DOUG BURGUM, GOVERNOR
CHAIRMAN

GARLAND ERBELE, P.E. CHIEF
ENGINEER-SECRETARY

as nearly as possible in the present state, which shall mean the river will be maintained in a free-flowing natural condition...”²

The proposed installation of the substructures of the new bridge across the Little Missouri River appears to require piers and footings, based on the discussion on the dEIS Section 4.4, page 48. The use of “...driven piles or drilled shafts...” (dEIS, page 48) might be able to get around the definition of “dredging”, but the installation of the footings and the pier structures appear to require “dredging” of the river bed.

Comment D.1.3.2.

In addition, the use of cofferdams during the substructure construction process will cause a constriction in the free-flowing nature of the Little Missouri River. Installation, and the eventual removal, of the cofferdams has the potential to cause changes to the flow regime of the Little Missouri River that could alter the free-flowing nature of the river. The alternatives for the replacement of the Long X Bridge presented in this dEIS propose a structure with two bridge piers in the river channel, compared to the single bridge pier on the existing structure. The additional pier has the capability of altering the river flows and thus altering the sediment deposits downstream of the piers.

Comment D.1.3.3.

Comment D.1.3.4.

A discussion on types of bridges that do not have footings and piers into the river channel of the Little Missouri River, such as cantilevered bridges, and the subsequent dismissal for costs, was not found in the dEIS.

Comment D.1.3.5.

D.1.4. North Dakota State Water Commission (August 15, 2018)



North Dakota State Water Commission

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August 15, 2018

Matt Linneman
Project Manager, NDDOT
300 Airport Road
Bismarck, ND 58504

Dear Mr. Linneman:

This letter is a follow-up to our agency's letter dated July 31, 2018 (enclosed) in response to the Draft Environmental Impact Statement for the I-94 Interchange to Watford City Bypass project (PCN 20046). Comments referencing the Little Missouri State Scenic River Act (LMSSRA) have been revisited by agency staff, and the following changes are provided:

Comment D.1.4.1.

- As noted in our July 31, 2018 letter, the intent of the LMSSRA was detailed in Section 2 of House Bill 1173 enacted by the 44th Assembly of the North Dakota Legislature: "...to preserve the Little Missouri River as nearly as possible in the present state, which shall mean the river will be maintained in free-flowing natural condition..."

However, the Little Missouri River Commission, during its most recent meeting on August 6, 2018, and previous meetings, did not provide comments regarding the expansion of Highway 85 or the replacement/repair of the Long-X Bridge. Accordingly, the State Water Commission withdraws comments referencing the LMSSRA for this project. All other comments provided by the State Water Commission remain applicable.

Thank you for the continuing opportunity to provide comments on this project. If you have further issues or concerns, please call me at 701-328-4967.

Sincerely,

Jared Huibregtse
Water Resource Planner

JH/1570

DOUG BURGUM, GOVERNOR
CHAIRMAN

GARLAND ERBELE, P.E.
CHIEF ENGINEER-SECRETARY

D.1.5. US Army Corps of Engineers



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
NORTH DAKOTA REGULATORY OFFICE
3319 UNIVERSITY DRIVE
BISMARCK ND 58504

July 19, 2018

NWO-2015-00767-BIS

Attn: Mr. Matt Linneman
North Dakota Department of Transportation
300 Airport Road
Bismarck, ND 58504-6005

Dear Mr. Linneman:

We have reviewed the Draft EIS for the US 85 – I-94 to Watford City Bypass Project. We have also reviewed the comments provided by the Environmental Protection Agency (EPA) on June 25, 2018 and concur with their opinion as to the insufficient information provided in the DEIS. The following items and issues have been identified for your response and/or additional information:

Comment D.1.5.1.

1. In Section 5.13.4 there is no discussion on the location, landscape setting, or quality of the wetlands and waters of the U.S. impacted by the proposed project. I agree with EPA that the final EIS should include a summary of the wetlands and other aquatic resources within the project area. The summary should include a description of the aquatic resources, current functions and the condition of these waters. Although the State of North Dakota does not currently have an approved functional assessment method, there are resources available that can be used. The U.S. Army Corps of Engineers (Corps), Engineer Research Development Center has developed "A Regional Guidebook for Applying the Hydro-geomorphic Approach to Assessing Wetland Functions of Prairie Potholes". Although the proposed project is outside of the region, it may apply to a small subset of wetlands within the proposed project. In addition, there are many other tools available to assess the functions of wetlands, including Washington State Department of Transportation's: "Wetland Functions Characterization Tool for Linear Projects"; and Montana Department of Transportation's: "Montana Wetland Assessment Method".

Comment D.1.5.2.

2. The goal of the Corps participating as a cooperating agency is to identify the Least Environmentally Damaging Practicable Alternative (LEDPA) during the Draft EIS phase. This ensures that the Final EIS contains the alternative that the Corps would consider to be the LEDPA. The 404(b)(1) analysis should be included in the formulation of the LEDPA. The Corps, as an agency, cannot adopt the Final EIS without a determination as to the LEDPA.

Comment D.1.5.3.

-2-

3. The Corps also agrees with EPA that maps of the water resources, such as wetlands, rivers, streams, and springs, should be included in the water resource section of the Draft EIS along with locations of planned water conveyance structures. Avoidance and minimization locations, such as retaining walls, should also be clearly shown on maps.

Comment D.1.5.4.

4. A summary table, such as the one shown in Table 22, would provide clarification on the types of wetlands impacted by each alternative. This could also be used to explain why the wetlands requiring mitigation are less than the total wetlands impacted.

Comment D.1.5.5.

5. Changes in hydrology and water quality from secondary and cumulative impacts could increase the potential for wetland loss throughout the corridor. The secondary impacts from the project should be addressed, such as changes in drainage characteristics or flow patterns; changes to the volume of ground water or surface water reaching the wetland; introduction of invasive species; and reductions in vegetative cover.

Comment D.1.5.6.

6. The Corps also agrees with the proposal by EPA that NDDOT and the Corps work with Alternative B, the divided four-lane road, to configure a design that may further minimize or avoid impacts to waters of the U.S.

Comment D.1.5.7.

Please refer to identification number NWO-2015-00767-BIS in any correspondence concerning this project. If you have any questions, please contact me at the above address, by email at patricia.l.mcqueary@usace.army.mil, or telephone at (701) 255-0015 X 2001. For more information regarding our program, please visit our website at <http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/NorthDakota.aspx>

Sincerely,

Patricia L.
McQueary

Patricia L. McQueary
Regulatory Program Manager
North Dakota

Digitally signed by Patricia L. McQueary
DN: cn=Patricia L. McQueary, o=Y.S. Army Corps
of Engineers, ou=CENWO-OD-R-ND,
email=patricia.l.mcqueary@usace.army.mil, c=US
Date: 2018.07.18 15:13:06 -0500

Enclosure
EPA Comment letter

D.1.6. US Department of the Interior–National Park Service

From: Hoover, Courtney
Sent: Wednesday, June 20, 2018 8:21:08 PM (UTC-06:00) Central Time (US & Canada)
To: Brodie, Kevin (FHWA); -Adm-DOT US85
Cc: Ryan Sloan
Subject: Department of the Interior Comments - the I-94 Interchange to Watford City Bypass

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Hello Kevin, thank you for the opportunity to review the document, as well as for your team working with NPS on the project.

Please see attached for your comments. If you have any questions, please reach out to Tokey Boswell, or myself.

--

Courtney Hoover
Regional Environmental Officer, Denver
Office of Environmental Policy and Compliance
Department of the Interior

303-445-2503 (Desk) 303-478-3373 (Cell)
Denver Federal Center, Building 67 Room 118
Denver, CO 80225



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Denver Federal Center, Building 67, Room 118
Post Office Box 25007 (D-108)
Denver, Colorado 80225-0007

June 20, 2018

ER 18/0210

Kevin Brodie
Transportation Engineer
Federal Highway Administration
4503 Coleman Street, Suite 205
Bismark, ND 58503

Dear Mr. Brodie:

The Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement and Section 4(f) Evaluation for the I-94 Interchange to Watford City Bypass, in North Dakota (project). The proposed action is to expand this segment of US Highway 85 from a two-lane highway to a four-lane highway with flexible design options to avoid or minimize impacts and rehabilitate or replace the historic Long X Bridge over the Little Missouri River. The goal of the project is to essentially maintain and follow the existing US Highway 85 alignment, utilizing the existing infrastructure to minimize potential impacts on environmental, socioeconomic, and human-made resources, to the maximum extent practicable.

The project sponsors are the North Dakota Department of Transportation (NDDOT) and the Federal Highway Administration (FHWA). The document considers potential impacts to Theodore Roosevelt National Park, as well as effects under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303) associated with the project. The Department offers the following comments and recommendations for your consideration:

Draft Environmental Impact Statement Comments

The National Park Service (NPS) is a cooperating agency on this project, given Theodore Roosevelt National Park's North Unit proximity and direct connection to the project. As described in the document, most work on the highway will occur within existing roadway footprints.

Comment D.1.6.1.

The NDDOT has an existing Highway Easement Deed with the NPS for US Highway 85. As described in the document, most work on the highway will occur within existing roadway footprints. Due to the incorporation of design modifications, the project would not require additional area under the Deed; however, an additional 0.2 acres would be added to the deed to account for a recent, unrelated landslide repair project covered under a Special-Use Permit. It

Comment D.1.6.2.

Mr. Brodie

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was understood by the NDDOT, FHWA, and NPS during the permitting process for the landslide repair project that this additional area would be added to the forthcoming US Highway 85 Highway Easement Deed.

The NPS has determined that project impacts to park resources and park visitors are adequately documented in the draft environmental impact statement. The NPS appreciates efforts by the project sponsors to address and limit potential impacts to the park.

Comment D.1.6.3.

Section 4(f) Comments

There are several Section 4(f) resources within the project boundaries, including:

- US Forest Service Dakota Prairie Grasslands
- Theodore Roosevelt National Park, North Unit
- Theodore Roosevelt National Park Entrance Sign
- Long X Bridge
- Summit Campground (USFS)
- Maah Daah Hey Trail
- CCC Campground, 15 miles south of Watford City
- Several individual cultural and historic properties, including the Dolyniuk Homestead

Comment D.1.6.4.

The project would not result in a permanent, temporary, or constructive use of most Section 4(f) properties. The project alternatives may result in a 4(f) use for the three resources listed below.

Comment D.1.6.5.

Entrance sign: Project sponsors have determined that the Theodore Roosevelt National Park entrance sign cannot be avoided by either build alternative. In order to minimize harm, the sign would be removed (intact) prior to project construction. Upon completion of construction, the sign would be reset (intact) in close proximity to its original location. This would constitute a *de minimus* impact, supported by correspondence among project sponsors, the State Historic Preservation Officer (SHPO), and the NPS. The NPS will work with the project sponsors on appropriate methods for moving and relocating the sign for visitor benefit and safety.

Other NPS-managed lands in Theodore Roosevelt National Park would be only temporarily and minorly impacted by the project. The temporary impacts on NPS-managed lands would result in an exception for temporary occupancy, and would not result in a use under 4(f). The NPS will work with FHWA and NDDOT to secure special use permits as needed for staging and temporary work areas for the project.

Dolyniuk Homestead: Due to the nature and location of the Dolyniuk Homestead remnants, the project was not able to avoid impacting the site under either Alternative B or C. To mitigate the permanent impact, the NDDOT, in coordination with the SHPO, has developed a mitigation approach including documentation of the Dolyniuk Homestead site as well as the Gregory Homestead (32BI1149). NPS recommends that as part of developing an MOA, any documentation procedures follow the guidance of the Historic American Buildings Survey, and

Comment D.1.6.6.

Mr. Brodie

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that the documentation be archived at the Library of Congress in addition to state archives. The NPS Midwest Regional Office would be pleased to coordinate with project sponsors and SHPO to further clarify documentation best practices. With this mitigation, the SHPO has concurred with a No Adverse Effect determination and a *de minimis* impact. The Department does not comment on *de minimis* findings.

Long X Bridge: There are three alternatives being considered for the historic bridge, varying from reuse to abandonment to removal. The 4(f) use of each alternative varies from *de minimis* to no effect, to a permanent adverse effect. The FHWA, NDDOT, and North Dakota SHPO have drafted a Memorandum of Agreement (MOA) formalizing 4(f) findings and measures to mitigate effects to the Long X Bridge. NPS recommends that as part of developing an MOA, any documentation procedures follow the guidance of the Historic American Engineering Record, and that the documentation be archived at the Library of Congress in addition to state archives. The NPS Midwest Regional Office would be pleased to coordinate with project sponsors and SHPO to further clarify documentation best practices. Once the MOA is executed, the Department will have no objection to the 4(f) evaluation and defers to the SHPO regarding measures to mitigate the adverse effects of the project to that resource.

Comment D.1.6.7.

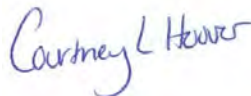
The Department's review concurs with the document's determinations of actions which constitute a use under Section 4(f). The Department also concurs that there is no feasible or prudent alternative that would meet the purpose and need of the project and avoid the use and impact of the Section 4(f) properties, and that the proposed action includes all possible planning to minimize harm to 4(f) properties from such use.

The Department has a continuing interest in working with the FHWA and NDDOT to ensure impacts to resources of concern are adequately addressed. For this reason, the NPS will continue to be a cooperating agency on this project. For other issues concerning Section 4(f) resources, please contact Tokey Boswell, Chief, Planning and Compliance Division, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, or by telephone at 402-661-1534.

Comment D.1.6.8.

We appreciate the opportunity to provide these comments.

Sincerely,



Courtney Hoover
Regional Environmental Officer
Office of Environmental Policy and Compliance

D.1.7. US Environmental Protection Agency

From: Miullo, Nat
Sent: Monday, June 25, 2018 6:52:53 PM (UTC-06:00) Central Time (US & Canada)
To: kevin.brodie@dot.gov
Cc: Lloyd, Lisa; Seaward, Ashley; Schuller, Jennifer; Bunch, William; -Adm-DOT US85
Subject: EPA comments - Hwy 85 DEIS

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Thanks for your patience and all your help Kevin. Let us know if there are any questions.

Nat Miullo: U.S. EPA Region 8
Lead NEPA Reviewer/Resiliency Adviser
NDRF Coordinator -
New: https://www.fema.gov/media-library-data/1466014998123-4bec8550930f774269e0c5068b120baz/National_Disaster_Recovery_Framework2nd.pdf

D: 303 312 6233 C: 303 518 9906



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8**

1595 Wynkoop Street
Denver, CO 80202-1129
Phone 800-227-8917
www.epa.gov/region8

JUN 25 2018

Ref: 8EPR-N

Matt Linneman
Project Manager
North Dakota Department of Transportation
300 Airport Road
Bismark, ND 58504-6005

Kevin Brodie
Transportation Engineer
Federal Highway Administration
4503 Coleman Street, Suite 205
Bismark, ND 58503

Dear Mr. Linneman and Brodie:

Pursuant to Section 309 of the Clean Air Act and the National Environmental Policy Act (NEPA), the U.S. Environmental Protection Agency Region 8 has reviewed U.S. Highway 85 I-94 Interchange to Waterford City Bypass Draft Environmental Impact Statement (EIS) (CEQ No. 20180088). The project purpose is to address the current and future needs of the project corridor including social demands and economic development, system connectivity, safety, and transportation capacity and demand.

Comment D.1.7.1.

The EPA is rating the Preferred Alternative (Alternative B) as Environmental Concerns – Insufficient Information (EC-2). You may find the description of the EPA's rating system at: <http://www2.epa.gov/nepa/environmental-impact-statement-rating-system-criteria>. Our primary environmental concerns are avoiding, minimizing and mitigating wetland impacts, and minimizing impacts to the Little Missouri River from bridge construction and demolition.

We recommend the Final EIS provide additional information to support the decision including: (1) a wetlands assessment including ways to avoid, minimize or mitigate impacts and support a Clean Water Act (CWA) Section 404 permitting decision, and (2) potential water quality impacts during bridge demolition and construction with opportunities to minimize such impacts. Please see the enclosure for additional details.

Comment D.1.7.2.

We appreciate the opportunity to review this Draft EIS. Since the plan is to issue a Final EIS concurrent with the Record of Decision, we are willing to review a preliminary Final EIS and provide additional input. If you would like to discuss this idea or our comments, please contact me at (303) 312-6704, or Lisa Lloyd of my staff at (303) 312-6537 or lloyd.lisa@epa.gov.

Comment D.1.7.3.

Sincerely,



Philip S. Strobel
Director, NEPA Compliance and Review Program
Office of Ecosystems Protection and Remediation

Enclosure

Enclosure
EPA Detailed Comments on U.S. Highway 85
I-94 Interchange to Waterford City Bypass Draft Environmental Impact Statement

Wetlands

The Draft EIS Section 5.13.4, indicates that the North Dakota Department of Transportation (NDDOT) anticipates the need for a CWA Section 404 permit. The Draft EIS also states that an individual Section 404 permit would require analysis and comparison of alternatives in accordance with CWA Section 404 (b)(1) and coordination with US Army Corps of Engineers (USACE) would occur at final design. The USACE issues CWA Section 404 permits for the least environmentally damaging practicable¹ alternative (LEDPA) to the aquatic ecosystem. To streamline the federal permitting process, we recommend that NDDOT coordinate with the USACE to assure that the range of alternatives in this EIS includes the likely LEDPA.

Comment D.1.7.4.

The Draft EIS presents little information about the types and locations of the wetland impacts potentially affected by this project. The document refers to a Field Wetland Delineation Report (Wetland Report), which is incorporated by reference. Since this report is not summarized in the Draft EIS, we recommend the Final EIS include:

Comment D.1.7.5.

- A summary of the wetlands and other aquatic resources within the project area that includes distribution and function and/or condition of wetlands. We also suggest a wetland functional assessment to identify and record the baseline conditions and value of wetlands prior to project initiation. This will also provide an analysis to support project completion efficiency by helping to focus resources on priority wetlands that need more complex protection structures or mitigation. The assessment can also help document identification of mitigation ratios if permanent wetland damage or destruction is necessary for the project to proceed.
- Maps that show water conveyance structures (culverts, etc.), wetlands and other aquatic resources, such as rivers and springs. While the Wetland Report provides maps of wetlands, one or more maps in the EIS are important to show the wetland locations and planned water conveyance structures, which do not appear to be shown in any maps. Avoidance and minimization has been demonstrated in select locations via retaining walls. Providing maps depicting wetlands, culverts, springs, rivers and other water bodies will help determine if there are further avoidance or impact minimization opportunities.
- A summary table, similar to Table 22, that provides the types of wetlands impacted under each alternative. This would provide an easy to understand visual and useful analysis tool for the information added per the first bullet.
- An explanation of how the total wetlands impacted was determined (Draft EIS Table 22).

Comment D.1.7.6.

Comment D.1.7.7.

Comment D.1.7.8.

¹ Practicable under CWA §404 means, “available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purpose.”

- A brief description of why the acres of “wetlands requiring mitigation” is less than the total wetlands impacted. Comment D.1.7.9.
- Analysis of any indirect (secondary), and cumulative impacts to waters in the project area (e.g., both directly impacted or hydrologically impacted but spatially removed from the actual construction footprint). Indirect impacts can occur from changes in hydrology, water quality, or result from impacts to aquatic organisms and other wildlife. Indirect impacts may include, but are not limited to: changes in drainage characteristics or flow patterns within a wetland, changes to the volume of ground, or surface water reaching a wetland, reductions in vegetative cover, introduction of invasive species, or reduced water quality. Comment D.1.7.10.
- A description of potential impacts to aquatic resources from reasonably foreseeable development or recreational use associated with the roadway improvements, and; Comment D.1.7.11.
- A description of historical wetland impacts along the road corridor. Comment D.1.7.12.

Alternative C, the divided flush median, expands the roadway equally to both sides of the existing road and Alternative B, the divided four-lane, expands the roadway to one side of the existing road. The NDDOT’s preferred alternative is Alternative B with different roadway configurations for several small segments. The road design directly impacts the footprint of the roadway, and thus, potential wetland impacts. To meet both CWA Section 404 (b)(1) requirements and NEPA, we recommend the Final EIS assess (in consultation with the USACE) the availability of roadway alignments or designs to avoid, or minimize wetland impacts, especially higher functioning wetlands, that will be impacted under the preferred alternative. This assessment, similar to what has been done for the town of Fairfield and the intersection of ND 200 and Highway 85, could help determine potential further wetland avoidance or minimization while still meeting the project purpose and need. Comment D.1.7.13.

Water Quality

The Draft EIS identifies that demolition of the Long-X Bridge over the Little Missouri River under the preferred alternative may temporarily increase the level of total suspended solids (TSS) and turbidity in the Little Missouri River. TSS and turbidity are important water quality parameters due to their potential to impact the overall aquatic environment such as: fish growth rate, spawning, development of fish eggs and larvae, the abundance of food available to fish and density of macroinvertebrates. The EPA appreciates NDDOT’s plan to avoid construction or demolition during the fish spawning period between April 15 and June 1st. Comment D.1.7.14.

The Draft EIS states that construction and bridge demolition activities throughout the project area would have the potential to temporarily degrade water quality as a result of sedimentation and soil erosion during activities (e.g., roadway expansion, culvert installation and wetlands within the study area. The document references best management practices (BMPs) and future permits as ways to minimize these impacts. The EPA appreciates the NDDOT’s commitment to use preventative water quality protective measures to the extent practicable. We recommend that NDDOT work with the North Dakota Department of Health (NDDH) to identify measures to apply during the project (e.g. cofferdams, turbidity barriers) and that the Final EIS include Comment D.1.7.15.

Comment D.1.7.16.

information about these measures to support the conclusion that this project will not cause significant permanent water quality impacts during construction and bridge demolition. US Fish and Wildlife Service has Section 7 BMPs for bridge construction that may also be useful in identifying methods to prevent construction-related pollutants from entering the river (<https://www.fws.gov/daphne/section7/BMPs-Bridges.pdf>).

To further minimize construction or bridge demolition impacts throughout the project area on the water quality and aquatic life, we also recommend that NDDOT work with NDDH to develop a project specific water quality monitoring plan and provide a summary, or list of minimum monitoring requirements, in the Final EIS. The plan should identify monitoring for river and waterbody water quality before and during the project implementation and include measurements for turbidity, TSS, and dissolved oxygen, where appropriate, and any other potential contaminants associated with this project's bridge demolition and bridge and road construction. It will be important to include action and mitigation measures in the plan should the monitoring show significant water quality degradation.

Comment D.1.7.17.

*Appendix E. Agency
Transcript Comments*

Table E.1. Summary of Agency Transcript Comments and Responses from the Lead, Cooperating, and Participating Agencies Meeting

Name/Entity ^(a)	Comment Number	Comment Received	Theme	Response ^(b)
Kevin Brodie (Federal Highway Administration [FHWA])	Comment E.1.1.1.	You might want to mention the speed limits for the various areas of the design—mention something about the speed limit corridors, and how the project was designed to meet those.	Roadway Alternatives (Entire Corridor)	<p>Based on the Preferred Alternatives that were selected, the divided four-lane would be like other divided four-lanes in the state. It would be a 70-mile-per-hour design speed and posted speed limit. As you narrow to that lower speed—the paved, flush median—that would be a 65-mile-per-hour speed limit. Then as you go through Fairfield, that speed limit would be maintained at 45 miles per hour (mph) as you go through that urban section.</p> <p>Formal Response: The Preferred Alternative identified in the Draft EIS has a 70-mile-per-hour design/posted speed limit for the areas of the highway with a divided, depressed center median. The speed through Fairfield is proposed to remain at 45 mph due to the presence of numerous residences and businesses located in close proximity to the highway, as well as a school. The proposed 25-mile-per-hour design speed at the US Highway 85/North Dakota Highway 200 (ND-200) intersection is dictated by the proposed intersection design (i.e., multi-lane roundabout), whereby the goal is to slow down traffic enough to safely navigate the roundabout. The roadway through the Badlands would maintain the same 65-mile-per-hour posted speed limit south of the Little Missouri River, but would be reduced to 60 mph north of the Little Missouri River near the entrance to the Theodore Roosevelt National Park (TRNP)–North Unit due to roadway geometry. The roadway design beginning at RP 136.1 and terminating at the northern end of the project corridor would have a 65-mile-per-hour posted speed limit to minimize potential impacts on the existing infrastructure near Watford City.</p>
Calvin Grinnell (Mandan, Hidatsa, Arikara [MHA] Nation)	Comment E.1.1.2.	I saw something listed as an endangered species. What is the Dakota skipper?	Sensitive Species	<p>The Dakota skipper is a butterfly. That was the species that was protected in North Dakota, so we worked with the US Fish and Wildlife Service (USFWS) on some of that consultation. We [North Dakota Department of Transportation (NDDOT)] have a programmatic agreement for the consultation of endangered species with the USFWS. We did some extra work, knowing that this project had a lot more impacts potentially. We did some additional studies for that, including a Dakota skipper habitat survey.</p> <p>Formal Response: The Dakota skipper is a small butterfly that is listed as threatened under the Endangered Species Act (ESA). The NDDOT and FHWA have developed a Programmatic Biological Assessment (PBA) to analyze the impacts of the NDDOT transportation program on ESA-listed species in North Dakota. In addition, a field botany survey was conducted along the project corridor occurring in McKenzie County, which is the only county along the corridor where the Dakota skipper is thought to occur, and a Biological Evaluation (BE) was conducted to assess potential impacts on ESA-listed species.</p>

Notes:

- a. Commenters that provided verbal comments during the lead, cooperating, and participating agencies meeting are not alphabetized and are listed in this table in the order the comment was received for purposes of comparison with the transcript from the lead, cooperating, and participating agencies meeting.
- b. Formal responses to comments depend on the context of the comment and the theme designated for the comment. For some of the verbal comments received during the lead, cooperating, and participating agencies meeting, responses were provided. These responses are summarized in this table, and formal responses are also provided for these comments.

Name/Entity ^(a)	Comment Number	Comment Received	Theme	Response ^(b)
Leslie Ferguson (Dakota Prairie Grasslands [DPG])	Comment E.1.1.3.	I just was interested in a little more detail on—you know, we dropped the wildlife crossing at the TRNP for Big Horn sheep—and I was just curious, is there no replacement? Is there still fencing proposed through there to keep the sheep off the highway?	Wildlife Crossing and Accommodation	<p>The proposal now in the ultimate development is—there's still some exclusionary fencing. It doesn't go quite as far north as we had originally planned. Before, it was tied to that overpass. And now, it basically stops at the edge of the TRNP, just a little bit beyond there. The replacement crossing is along the south of the Long X Bridge. We had originally looked at an option of an overpass crossing the TRNP–North Unit. Through additional consultation, that one just didn't quite work out for us. So, we went back to the drawing board in consultation with the North Dakota Game and Fish Department (NDGF) and found a spot along the south of the Long X Bridge. It's not as an ideal situation, but I still think that Bruce can talk to that if you still think there's a benefit to putting that in there.</p> <p>Formal Response: A wildlife overpass for bighorn sheep north of the Long X Bridge was initially proposed for further consideration. The crossing did not present any engineering issues that would have otherwise precluded it from further consideration, and the proposed location was well-suited from an engineering and ecological standpoint. This crossing was ultimately eliminated from further consideration to minimize impacts on the TRNP–North Unit. South of the Long X Bridge, the topography of the landscape precludes construction of an overpass; however, an underpass of suitable dimensions for bighorn sheep was added to replace the eliminated overpass in coordination with the NDGF.</p> <p>South of the Long X Bridge, approximately 5.6 miles of continual, wildlife fencing would be installed within NDDOT right-of-way (ROW) on both sides of US Highway 85. North of Long X Bridge, approximately 2.2 miles of wildlife fencing would be installed within NDDOT ROW along the east side of US Highway 85. Along the west side, wildlife fencing may be installed between the Long X Bridge and existing TRNP–North Unit fencing (location and extent of this fencing would be determined during landowner ROW negotiations). In addition, approximately 0.3 miles of wildlife fencing would be installed within NDDOT ROW along the west side of US Highway 85, north of the TRNP–North Unit boundary.</p>
Bruce Kreft (NDGF)	Comment E.1.1.4.	With the additional talks we had, from a department standpoint, we have a lot of good habitat still on the east side of US Highway 85. With the use of the fencing, once that fencing is put in—which may be down the road a little ways—we would then consider reestablishing those populations to the east. There would not be much of a travel corridor to go back and forth except for under the bridge. The ewes typically don't do that, so we would end up having, basically, two populations. But that still is a benefit to us to be able to reestablish and utilize that habitat in that area.	Wildlife Crossing and Accommodation	Formal Response: Comment noted.

Notes:

- a. Commenters that provided verbal comments during the lead, cooperating, and participating agencies meeting are not alphabetized and are listed in this table in the order the comment was received for purposes of comparison with the transcript from the lead, cooperating, and participating agencies meeting.
- b. Formal responses to comments depend on the context of the comment and the theme designated for the comment. For some of the verbal comments received during the lead, cooperating, and participating agencies meeting, responses were provided. These responses are summarized in this table, and formal responses are also provided for these comments.

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

Name/Entity ^(a)	Comment Number	Comment Received	Theme	Response ^(b)
Jeani Borchert (NDDOT)	Comment E.1.1.5.	This crossing is, sort of, the best-case scenario, isn't it, from where they might use it?	Wildlife Crossing and Accommodation	<p>Yes, we had worked with the NDGF to find the best spot for this type of crossing, so this is the spot we came up with.—I think the landscape lends itself—</p> <p>Formal Response: A wildlife overpass for bighorn sheep north of the Long X Bridge was initially proposed for further consideration. The crossing did not present any engineering issues that would have otherwise precluded it from further consideration, and the proposed location was well-suited from an engineering and ecological standpoint. This crossing was ultimately eliminated from further consideration to minimize impacts on the TRNP—North Unit. South of the Long X Bridge, the topography of the landscape precludes construction of an overpass; however, an underpass of suitable dimensions for bighorn sheep was added to replace the eliminated overpass in coordination with the NDGF.</p>
Jeani Borchert (NDDOT)	Comment E.1.1.6.	How big is it [referring to the wildlife crossing]?	Wildlife Crossing and Accommodation	<p>We're still working on those details. I would say, plus or minus, it's going to have about 15 feet of clearance for the top, and it's going to be, plus or minus, 60 feet, 3 feet wide underneath the roadway. If we have an arch, we want to make sure that 15x40 fits inside that arch. That arch would span out and probably get 60, 70 feet wide to fit that clear rectangle through it. If we did a more conventional bridge, we would make it a little longer than that 60 feet range. Essentially, we know we want to put a crossing through here. It just takes a little bit more on the engineering side to make the structure part.</p> <p>Formal Response: The wildlife underpass intended for bighorn sheep would provide an opening that is a minimum of 15 feet tall and 40 feet wide, and would have a length of up to 150 feet. The structure type would be determined during final design, and may consist of a typical span bridge or an arch structure.</p>
Peter Coffey (MHA Nation)	Comment E.1.1.7.	Do you know: Once you put those up there [referring to wildlife crossing], are they going to take advantage of natural crossings or are they just going to funnel the wildlife through there?	Wildlife Crossing and Accommodation	<p>The question was: Does the crossing take advantage of the natural crossing of the terrain. That's what we've worked on with the NDGF. We had them point that out to us. There's two ravines that come in the west that come down. There's a high point. So, it seems like it's an ideal spot because, the Big Horn sheep are going to want to go towards the high ground. All of the other animals will want to use the ravines to travel. So, it seems to work pretty well from that standpoint.</p> <p>Formal Response: The locations and designs of the proposed wildlife crossings were developed in coordination with resource agencies and documented within Wildlife Crossing/Accommodation Volumes I and II. Wildlife crossing locations were designed and located to take advantage of the natural terrain.</p>
Peter Coffey (MHA Nation)	Comment E.1.1.8.	Can't help but be reminded of that. For the scenario they have—somebody calls into the radio and says, "How come you have those deer crossing signs here?"	Wildlife Crossing and Accommodation	<p>Hopefully, we have it in a good spot—I believe it is just south of the Long X Bridge—right very near to where they'll be crossing.</p> <p>Formal Response: Comment noted.</p>

Notes:

- a. Commenters that provided verbal comments during the lead, cooperating, and participating agencies meeting are not alphabetized and are listed in this table in the order the comment was received for purposes of comparison with the transcript from the lead, cooperating, and participating agencies meeting.
- b. Formal responses to comments depend on the context of the comment and the theme designated for the comment. For some of the verbal comments received during the lead, cooperating, and participating agencies meeting, responses were provided. These responses are summarized in this table, and formal responses are also provided for these comments.

Name/Entity ^(a)	Comment Number	Comment Received	Theme	Response ^(b)
Bruce Kreft (NDGF)	Comment E.1.1.9.	Commitment number 37, that we would monitor the effectiveness and management of the crossings. As a department, we will be monitoring those to determine the success or failure. But the next comment on that commitment is, I'm curious about—is that the NDDOT, us, the National Park Service (NPS), the US Forest Service (USFS) will coordinate to maintain the wildlife fencing and associated features. I'm looking at a definition of what is the intent, or what is the meaning of that phrase?	Wildlife Crossing and Accommodation Agency Coordination	I think that's still yet to be worked out. Formal Response: As discussed in Chapter 5 of the Draft EIS, the NDGF and NDDOT would coordinate to monitor the effectiveness and maintain and manage the wildlife crossings. In addition, the NDDOT, NDGF, NPS, and USFS would coordinate to maintain the wildlife fencing and associated features.
Bruce Kreft (NDGF)	Comment E.1.1.10.	And given the project—the first half of this project, that's what I was wondering about: If there has been any commitment, or the intent of that—before this goes totally final.	Wildlife Crossing and Accommodation Agency Coordination	I think we still need to work together on that. I know, in conversations with the USFS and NPS—in the scenario now, we'll be using existing park fence. So, they're going to be maintaining their fence. The USFS had offered – they would maintain—help put maintenance on their property, but we haven't formalized any of those things. At this point, we haven't talked anything about asking NDGF to contribute to the maintenance. But, I think some of it would be with keeping an eye on it, especially since you have people out in that area. Collaboratively working on what—maybe, even when it's brand-new, we didn't think of something, and they found a way around. Or, they found a way to tiptoe around the end of a fence or something. So, that's the feedback we would need from that. Formal Response: As discussed in Chapter 5 of the Draft EIS, the NDGF and NDDOT would coordinate to monitor the effectiveness and maintain and manage the wildlife crossings. In addition, the NDDOT, NDGF, NPS, and USFS would coordinate to maintain the wildlife fencing and associated features.
Bruce Kreft (NDGF)	Comment E.1.1.11.	We just need to know where we're heading with this one. And so, we'll talk some more.	Wildlife Crossing and Accommodation Agency Coordination	As far as I know, that's where it stands. That would be where the rubber hits the road, is when we start working on final design and putting those things together. I'm sure there will be more conversations then. But, at this time, we haven't gone down that route yet. Formal Response: Comment noted.

Notes:

- a. Commenters that provided verbal comments during the lead, cooperating, and participating agencies meeting are not alphabetized and are listed in this table in the order the comment was received for purposes of comparison with the transcript from the lead, cooperating, and participating agencies meeting.
- b. Formal responses to comments depend on the context of the comment and the theme designated for the comment. For some of the verbal comments received during the lead, cooperating, and participating agencies meeting, responses were provided. These responses are summarized in this table, and formal responses are also provided for these comments.

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Page 2	Page 4
<p>1 APPEARANCES</p> <p>2</p> <p>3 PRESENTERS:</p> <p>4 MATT LINNEMAN</p> <p>5 JEN TURNBOW</p> <p>6</p> <p>7</p> <p>8 AUDIENCE MEMBERS APPEARING IN-PERSON:</p> <p>9 MIKE HUFFINGTON</p> <p>10 TROY RIPPLINGER</p> <p>11 CALVIN GRINNELL</p> <p>12 PETER COFFEY</p> <p>13 KEVIN BRODIE</p> <p>14 JEANI BORCHERT</p> <p>15 MELISSA BAKER</p> <p>16 CLINT BOYD</p> <p>17 BRUCE KREFT</p> <p>18 SWADE HAMMOND</p> <p>19 JESSICA JOHNSON</p> <p>20 CORY LAWSON</p> <p>21 LESLIE FERGUSON</p> <p>22 ALYSSA FELLOW</p> <p>23 JARED HUIBREGTSE</p> <p>24 LIV FETTERMAN</p> <p>25 LORNA MEIDINGER</p>	<p>1 WHEREUPON,</p> <p>2 the following proceedings were had at</p> <p>3 1:04 p.m., to wit:</p> <p>4 MATT LINNEMAN: We'll get started, here.</p> <p>5 We might have a few more people show up. We'll</p> <p>6 just welcome them as they come.</p> <p>7 Welcome, everybody. Thanks for coming</p> <p>8 to our lead, cooperating, and participating agency</p> <p>9 meeting for the U.S. Highway 85 project.</p> <p>10 We have a court reporter here -- Liz is</p> <p>11 her name -- so I'm going to try to speak up so she</p> <p>12 can hear.</p> <p>13 And hopefully, if you have any</p> <p>14 questions, make sure you state your name and your</p> <p>15 question loudly so she can hear, as well.</p> <p>16 One thing I want to check -- I think we</p> <p>17 have a couple people who have called in, as well.</p> <p>18 Can you hear me on the phone?</p> <p>19 STEPHANIE HICKMAN: I can hear you.</p> <p>20 This is Stephanie Hickman with the Federal Highway</p> <p>21 Administration, North Dakota Division.</p> <p>22 MATT LINNEMAN: Okay, perfect. I think,</p> <p>23 logistically, that's pretty good. We have a</p> <p>24 presentation we'll go through today. Obviously,</p> <p>25 it's still, kind of, an open forum here for</p>
Page 3	Page 5
<p>1 ERIC PEDERSON</p> <p>2 CHAD SEXTON</p> <p>3 LISA STECKLER</p> <p>4 STEVE VOLESKY</p> <p>5 PETER WAX</p> <p>6</p> <p>7</p> <p>8 AUDIENCE MEMBERS APPEARING VIA TELEPHONE:</p> <p>9 STEPHANIE HICKMAN</p> <p>10 CHRISTINA GOMER</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>1 questions.</p> <p>2 You know, brief status: We have a draft</p> <p>3 EIS that's out for this project. All of you</p> <p>4 should have been contacted with the information on</p> <p>5 that and had a link or a hard copy of that</p> <p>6 document.</p> <p>7 So hopefully, you've had a little bit of</p> <p>8 a chance to look through it and review it. We'll</p> <p>9 step through some of the pieces -- the major</p> <p>10 pieces of that as we go today.</p> <p>11 And like I said, it's, kind of, an open</p> <p>12 dialogue here to answer questions and take any</p> <p>13 more comments that you might have from your</p> <p>14 agency's perspective.</p> <p>15 As we go through this, this is part of</p> <p>16 our continual agency consultation and public</p> <p>17 outreach effort.</p> <p>18 We'll have a couple -- next week, we</p> <p>19 have a series of public hearings in Belfield,</p> <p>20 Fairfield, and Watford City to take public input</p> <p>21 on this project.</p> <p>22 There's a comment period. We've got a</p> <p>23 45-day comment period for the draft EIS, and that</p> <p>24 comment period ends on June 25th.</p> <p>25 So, with that, if you don't know me, I'm</p>

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<p style="text-align: right;">Page 6</p> <p>1 Matt Linneman. I'm from the North Dakota DOT, and 2 I'm the project manager for this project that 3 we've been working on here for the last few years. 4 It's a joint venture with Federal 5 Highway as our lead agency; and the National Park 6 Service, the U.S. Forest Service, and the Army 7 Corps of Engineers as cooperating agencies. 8 So I think it's good. We've got a good 9 group here. I think it would be good to go around 10 the room for everyone. 11 We already heard from Stephanie on the 12 phone from Federal Highway. Is there anyone else 13 on the phone that's listening in to the meeting 14 today? 15 CHRISTINA GOMER: Yes. Christina Gomer 16 with Western Area Power. 17 MATT LINNEMAN: Okay, thank you. If 18 not, we'll go around the room here, and we'll 19 start with our KLJ team. 20 JEN TURNBOW: Jen Turnbow, KLJ. 21 TROY RIPPLINGER: Troy Ripplinger with 22 KLJ. 23 MIKE HUFFINGTON: Mike Huffington with 24 KLJ. 25 KEVIN BRODIE: Kevin Brodie with Federal</p>	<p style="text-align: right;">Page 8</p> <p>1 LESLIE FERGUSON: Leslie Ferguson, 2 Dakota Prairie Grasslands. 3 LIV FETTERMAN: Liv Fetterman, 4 U.S. Forest Service, Dakota Prairie Grasslands. 5 LISA STECKLER: Lisa Steckler, State 6 Historic Preservation Office. 7 LORNA MEIDINGER: Lorna Meidinger, State 8 Historic Preservation Office. 9 JEANI BORCHERT: Jeani Borchert, 10 Cultural Resources, DOT. 11 CALVIN GRINNELL: Calvin Grinnell, MHA 12 Nation, Tribal Historic Preservation Office. 13 CLINT BOYD: Clint Boyd, paleontology 14 program manager, North Dakota Geological Survey. 15 MATT LINNEMAN: All right. Once again, 16 thanks, everybody, for coming today, and thanks 17 for your involvement in this project as we've been 18 developing it over the last couple years here. 19 So to go on to the presentation, just 20 some of our objectives here. We'll go back and do 21 a quick review of the purpose and need of the 22 project. 23 We'll talk about -- mainly, today, we 24 want to focus on the preferred alternatives that 25 have been presented in the environmental document,</p>
<p style="text-align: right;">Page 7</p> <p>1 Highways. 2 PETER WAX: Pete Wax, North Dakota 3 Department of Health. 4 JESSICA JOHNSON: Jessica Johnson, U.S. 5 Fish and Wildlife Service. 6 BRUCE KREFT: Bruce Kreft, North Dakota 7 Game and Fish Department. 8 SWADE HAMMOND: Swade Hammond with the 9 U.S. Army Corps of Engineers, regulatory. 10 CORY LAWSON: Cory Lawson, North Dakota 11 DOT, Environmental Section. 12 CHAD SEXTON: Chad Sexton, Theodore 13 Roosevelt National Park. 14 STEVE VOLESKY: Steve Volesky, Forest 15 Service. 16 JARED HUIBREGTSE: Jared Huijbregtse, 17 Water Commission, state engineer. 18 ERIC PEDERSON: Eric Pederson, Highway 19 Patrol. 20 MELISSA BAKER: Melissa Baker, North 21 Dakota Parks and Recreation, board member of the 22 North Dakota State Historical Society, and 23 secretary of the Little Missouri River Commission. 24 ALYSSA FELLOW: Alyssa Fellow, Western 25 Area Power.</p>	<p style="text-align: right;">Page 9</p> <p>1 and we'll walk through those in a little bit of 2 detail. 3 Then, based on those preferred 4 alternatives, we'll discuss the impacts associated 5 with the project. 6 We'll describe in a little bit more 7 detail the Long X Bridge section of this 62-mile 8 project. 9 And then, we'll have additional time for 10 questions and comments that you may have on the 11 project. 12 So the proposed project: As we talked 13 about a little bit, we've been developing this 14 from I-94 to what we call the Watford City by-pass 15 or McKenzie County Road 30. 16 It's an expansion project with flexible 17 design options so we can be able to minimize or 18 reduce impacts to features along the road and 19 resources. 20 And we'll be looking at rehabilitating 21 or replacing the Long X Bridge over the Little 22 Missouri River. 23 As I said before, there's an 24 environmental impact statement. There's a draft 25 EIS out now for your review and public comment,</p>

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<p>1 the lead agency being Federal Highway and North 2 Dakota DOT; and our cooperating agencies with the 3 Park Service, the Corps of Engineers, and the 4 Forest Service. 5 So the purpose and need: We broke out 6 into these categories. Obviously, this is a 7 Federal Highway-led project, and so we follow 8 their guidelines for developing it. 9 And so, usually, we have some specific 10 categories that we're trying to fit the purpose 11 and need towards. 12 So social demand and economic 13 development: Basically, because of the oil and 14 gas development in the west; the population 15 increase; the agricultural production increase; 16 and recreational uses, we have all of those things 17 going on out there, and we have a mix of all those 18 different types of users wanting to use the road 19 at the same time. 20 So different sizes of vehicles; 21 different purposes for trips, and we're trying to 22 accommodate those. 23 Another purpose of this project is to 24 provide system linkage and connectivity. In this 25 graphic, you can see the four-lane network in</p>	<p>1 classification: Highway 85, U.S. Highway 85, is 2 on the national highway system. 3 It's classified in North Dakota as an 4 interregional corridor, which is meant for highway 5 liability of moving freight. 6 We also have a statewide strategic 7 freight plan now, and this is a freight level 1 8 corridor for moving goods. 9 It also ties into -- this graphic shows 10 the Ports-to-Plains Alliance: A, kind of, 11 national association that's looking for a corridor 12 from Canada to Mexico, so this part of it being 13 part of the Theodore Roosevelt Expressway. 14 It's also been recently, from the last 15 legislative session, designated as a 129,000-pound 16 roadway network. 17 So you can have a larger gross vehicle 18 weight on this roadway now. And so, being able to 19 handle all of those considerations into the 20 future. 21 Slope instability and landslides: As 22 you know, a large segment -- seven, eight miles of 23 this project -- goes through the Badlands. 24 A lot of roadway instability, so we want 25 to make sure we have a road that holds itself in</p>
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<p>1 North Dakota, as well as some of the major roads 2 in black; the four-lane network in yellow. 3 So this is a connecting link from the 4 four-lane facility at I-94 to -- all the way to 5 U.S. 2, which we have part of Highway 85 four-lane 6 from Watford City to Williston. 7 Safety: A high concern on any project 8 the DOT carries out. If you've seen, the DOT has 9 recently unveiled a Vision Zero campaign to really 10 put a focus on a reduction in fatalities and 11 major-injury crashes. So safety is always an 12 overriding, important factor in all projects. 13 Capacity and traffic volumes: Just 14 being able to handle the projection of traffic 15 that's out there. 16 You know, we're using a 2040 projected 17 design year for this project, so being able to 18 handle the traffic that's going to be there in 19 those future years is important. 20 So we'll have some issues with passing 21 opportunities, which already exist on the road for 22 safe passing opportunities to go get around large, 23 slow-moving loads or agricultural loads and being 24 able to handle that traffic. 25 Transportation demand and the roadway</p>	<p>1 place and is reliable because the detour route is 2 quite a ways out of the way: 50 miles of 3 indirection if the road happens to be closed due 4 to landslide instability. 5 Or the overhead restriction we have at 6 Long X Bridge: If that happens to be hit by, you 7 know, extra-legal loads, as we'll call them; and 8 having to close the bridge for repairs or 9 maintenance. 10 And then, ecological connectivity: Just 11 noting that we do have some of these special 12 wildlife areas, especially -- you know, I'll use 13 the Badlands as an example. 14 We want to try to minimize 15 animal-vehicle collisions and make sure that we 16 have connection of those habitats out there. 17 So that, kind of, outlines the purposes 18 of the project. So with that, we took those 19 purposes, and we had gone and worked with you 20 agencies; worked with the public; worked with 21 tribes on our alternatives, both the scoping of 22 the project and our alternatives development. 23 Taking all these things into 24 consideration, we looked at different 25 alternatives.</p>

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<p style="text-align: right;">Page 14</p> <p>1 And so, we looked at a whole -- as many 2 reasonable alternatives as we could think of. And 3 then, we, kind of, screened through those to say 4 which ones are feasible to move forward. 5 And then, we did a more detailed 6 analysis of those alternatives and options in the 7 environmental document. 8 I'm not going to spend the day going 9 through all those. We, kind of, talked about that 10 in the past. 11 But we are going to talk about, based on 12 those options and alternatives, what did Federal 13 Highway and DOT move forward as a preferred 14 alternative. 15 So for the roadway section, we're 16 calling -- it's Alternative B, which is a 17 divided -- a four-lane, divided roadway. 18 So as you can see by this graphic, we'd 19 have -- we'd use one lane of the existing roadway 20 as the existing travelway, and we'd build a new 21 road bed alongside with an 84-foot 22 center-line-to-center-line distance between those 23 two road beds. 24 So very similar to what you would see on 25 the interstate. This would be more similar to</p>	<p style="text-align: right;">Page 16</p> <p>1 want to get onto the interstate. So it would pick 2 up -- and, yeah, here's a blow-up of that. 3 So, essentially, as you're coming, you 4 have this free-flow right into a new lane. 5 Southbound, this lane would drop with a right-turn 6 lane. 7 What we show on the storage for the turn 8 lanes, it would go across the structure. Most of 9 this is already in place, other than, maybe, a 10 little bit of this work on the south end; right, 11 Troy? 12 TROY RIPPLINGER: Mm-hmm. 13 MATT LINNEMAN: So at Fairfield, we 14 looked at different options. Some of those went 15 around town. 16 The preferred option was to stay on 17 alignment and stay going through Fairfield. This 18 was done. 19 We did some stakeholder meetings with 20 the community of Fairfield. We also had been 21 working with Billings County as the officials, the 22 local government that oversees Fairfield, as it's 23 an unincorporated community. 24 And this was their preferred 25 alternative. And so, we also agreed that this was</p>
<p style="text-align: right;">Page 15</p> <p>1 Highway 83, north of Bismarck, or U.S. Highway 2, 2 because we don't have controlled access, but we 3 would have this type of situation. 4 So which side of the road it is depends 5 where we're at. We've flipped back and forth to 6 try and minimize impacts to resources and to 7 houses and businesses. 8 So -- and then, there's other places 9 where this doesn't exactly fit and this doesn't 10 meet our intent of that flexible design option to 11 minimize. 12 And we'll get into that in a little bit 13 more detail on the areas where we have varied from 14 this typical section. But overall, the 15 alternative is to do this divided roadway where 16 it's possible. 17 So starting, kind of, at the south end 18 of the project, at the I-94 interchange, that's, 19 kind of, where this four-laning would start. 20 And basically, the way that it works is 21 both of the lanes would pick up. As you come off 22 the interstate and want to go north, that exit 23 ramp would just lead you into your new lane. 24 And as you come southbound into the 25 interchange, it would be just a right turn if you</p>	<p style="text-align: right;">Page 17</p> <p>1 a good alternative because it minimizes the amount 2 of impacts and the amount of right-of-way needed. 3 And by going to an urban section, an 4 urbanized four-lane section allows us to, maybe, 5 drop the profile of the road a little bit and not 6 have to be as wide with the roadway, so that also 7 helps to minimize the impacts. 8 At the intersection of U.S. 200 and 9 North Dakota 85, we looked at a standard 10 intersection. 11 We also looked at a roundabout, and the 12 preferred alternative is to move forward with a 13 roundabout. 14 So this is, kind of, a -- it's not a 15 true four-lane roundabout because Highway 200 is 16 only a two-lane roadway. 17 So it would be a -- it would have two -- 18 you know, through travel through the roundabout 19 would be four lanes. 20 And then, you'd have one lane going 21 around the roundabout to take your -- to make your 22 turning movements. 23 Obviously, the advantages of a 24 roundabout are safety. Roundabouts eliminate some 25 of the more critical crash maneuvers.</p>

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<p style="text-align: right;">Page 18</p> <p>1 It, kind of, eliminates that t-bone type 2 situation where you have more fatalities and 3 serious-injury crashes. 4 So it's a safety feature. It also helps 5 keep traffic moving. In a future scenario where, 6 if we just had a standard intersection, at some 7 point, we would have to have a stop light or a 8 traffic signal there to handle traffic. 9 So a roundabout keeps us out of having 10 to have to put -- you know, stop traffic with a 11 signal in the future. 12 Through the Badlands area, this is, kind 13 of -- you know, we already talked about Fairfield, 14 where we varied from that divided roadway section. 15 We also need to do that as we go through the 16 Badlands. 17 And this is one of the areas that we 18 talked about that we got a lot of input from the 19 public and from agencies about the value -- the 20 habitat value and the resources in the Badlands 21 area. 22 So in an effort to do that, we narrowed 23 up the roadway, going to a 20-foot-wide flush 24 median design. The median will have rumble strips 25 and striping to discourage people from using that.</p>	<p style="text-align: right;">Page 20</p> <p>1 So we'll just ensure that we fence to 2 that and make sure that there's proper benching 3 and opportunity for wildlife to cross, and then 4 two additional -- specifically called 5 purpose-built wildlife crossings in the Badlands 6 area. 7 So one RP -- reference point -- that's 8 the same as milepoint or mile marker. So at 9 122.5, approximately, we'll have, kind of, 10 basically, a boxed, culvert-style opening in the 11 roadway for wildlife to cross. 12 And that's, kind of, just designed as a 13 generic, general wildlife crossing, maybe, with 14 deer as, kind of, the main species of concern. 15 At the wildlife underpass down by 16 126.1 -- so just going back, this is about half a 17 mile as you drop into the Badlands; half a mile to 18 a mile. 19 Yeah, about a mile or so, right, from 20 the southern end of the Badlands? At 126.1, we're 21 looking at a couple different options still: 22 Either a bridge-type structure or a pre-cast, 23 concrete, arch-type structure in that area. 24 So 126.1 is about three-quarters of a 25 mile south of the Long X Bridge. So looking there</p>
<p style="text-align: right;">Page 19</p> <p>1 This is the same roadway section that we 2 have between Watford City and Williston already in 3 place. 4 So like I said, from the southern 5 Badlands through Long X Bridge, you have that 6 section. 7 Scenic overlooks: There's three scenic 8 overlooks as you go through the Badlands area. 9 All of those will be maintained. 10 Some might get a little bit narrower in 11 width. Kind of, the outside edge still is today 12 where it will be in the future. 13 But there's plenty of width out there 14 for these to operate correctly, and we'll do some 15 striping on there to help channelize and put 16 traffic and parked cars, maybe, in a little bit 17 more orderly fashion. 18 Wildlife crossing system: In the 19 ultimate build scenario, this is, kind of, looking 20 at it as a wildlife crossing system through the 21 Badlands area, with exclusionary fencing through 22 that whole area and then wildlife crossing. 23 Long X Bridge itself, just by its nature 24 on a riparian corridor, serves as a wildlife 25 crossing in and of itself.</p>	<p style="text-align: right;">Page 21</p> <p>1 to help -- even though it's, maybe, not the most 2 idealized structure, it's what fits the landscape. 3 And hopefully, that helps the Big Horn sheep 4 habitat connectivity there. 5 The Long X Bridge itself: As I said at 6 the beginning, we looked at options to rehab and 7 replace Long X Bridge. 8 So we looked at a rehab option; we 9 looked at an option to build a new bridge 10 alongside that left the old one in place. 11 And then, option 3, LX3, which is our 12 preferred alternative, is to replace the Long X 13 Bridge. 14 So this is a picture showing the 15 existing setting of the Long X Bridge. I'll 16 advance it here once, and it should show you, kind 17 of, a rendering of what the new bridge would look 18 like in place. 19 So a new bridge built alongside, on the 20 east side of the existing bridge. Traffic would 21 stay on the old bridge until this one is built. 22 And then, we would switch traffic over, 23 take -- demolish the old bridge, and move forward 24 from there. 25 Does everyone want to see that again?</p>

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<p align="right">Page 22</p> <p>1 So that's what the new one looks like. So the new 2 one: It'll be a -- you know, a modern highway 3 bridge. 4 This is also a rendering looking south 5 to north at the existing Long X Bridge. And just 6 another rendering of what it might look like. 7 So you can note the location of the 8 existing truss and then the new bridge shifting 9 over -- shifting the line of the roadway to the 10 east. 11 Okay. Another place -- so as we were 12 trying to keep our footprint even tighter as we go 13 through the north unit of the Theodore Roosevelt 14 National Park, we narrowed our median down even 15 farther to a 12-foot median from about Long X 16 Bridge for about a mile and a half, two miles, as 17 you get up through the Badlands area through the 18 national park. 19 And we did some other things with 20 retaining walls and slopes to try to fit it the 21 best that we have on the current footprint of the 22 existing highway easement so we didn't have to 23 acquire any additional property from the national 24 park. 25 So this is also a rendering, kind of,</p>	<p align="right">Page 24</p> <p>1 So the preferred stabilization option is 2 to do an anchored drilled shaft solution. So this 3 graphic here represents what that would look like 4 underground. 5 So a series of concrete shafts, 6 approximately five feet in diameter, approximately 7 at a hundred feet long -- it all varies on the 8 final design -- in a row, in a spacing, put along 9 this, kind of, greenish-orange line in here. And 10 then, there would be a concrete beam to tie those 11 all together. 12 And then, there would be ground anchors 13 drilled back into the roadway embankment to hold 14 this thing together, the idea being a structural 15 solution to the roadway embankment at that 16 location. 17 So all of that would be underground. So 18 here's a picture. We have this same system on 19 I-94, near the Painted Canyon overlook rest area 20 of Theodore Roosevelt National Park. 21 So the only thing that would be or could 22 be above-ground is the cap beam, but we can 23 accommodate that, too, by burying that or coloring 24 the concrete to make it blend in. 25 This might be something. Even though</p>
<p align="right">Page 23</p> <p>1 showing what the new roadway section would look 2 like fitting into that location. 3 So this is looking south. This is, kind 4 of, at the top of the hill looking south into 5 Theodore Roosevelt National Park. 6 So here's a layout of a few things that 7 are going on. This is the area just north of Long 8 X Bridge in Theodore Roosevelt National Park. 9 Inside the administrative boundary, in 10 the green area here, you can see where the 11 National Park Service owns, where it's U.S. 12 government land. 13 U.S. 85 goes through there. But one of 14 the main issues in this area: We have a landslide 15 just north of the park entrance as you take that 16 curve. 17 We call it the horseshoe bend area 18 because there used to be an old alignment from 19 about 1983, I think, when we took it out. 20 But there was an alignment that hooked 21 its way quite a ways east and took a sharp bend 22 and came back to the west. 23 That was realigned because of landslide 24 issues in the early '80s. We still have an active 25 landslide issue there on the roadway itself.</p>	<p align="right">Page 25</p> <p>1 we -- everything that we looked at for the 2 development of this project was for the ultimate 3 development. 4 What if we were going to build this 5 whole thing as one big project? What's the end 6 thing that's going to be on the ground? 7 As we'll talk about more at the end, you 8 know, this will be broken into segments of 9 projects. 10 And then, this is one. I just want to 11 point out that this structural solution might have 12 to be done, maybe, before we have a four-lane 13 project, because this is something that we have 14 out there now; it's something that we've been 15 monitoring. 16 And we had an emergency project -- we'll 17 call it that -- in 2011, where we needed some 18 earth work out there to help slow the slide. 19 But this project might be something that 20 happens sooner than, maybe, the four-lane project 21 ever does. 22 Also, a proposed trail to connect -- 23 starting in the north, I'll say, at Watford City, 24 to connect into the Watford City and McKenzie 25 County trail network plan and go south along</p>

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<p>1 Highway 85, and it connects here at McKenzie 2 County Road 34. 3 So a proposal of that trail would be on 4 the east side of the highway. It would look 5 similar to this. 6 In areas where we have, like, a 7 fill-type slope, there would be a flat bench, and 8 the trail built on that. 9 In more normal roadway sections, flatter 10 areas that have a back slope, we'd put the bench 11 out here, farther away from the roadway. 12 Another area of variance from that 13 divided four-lane concept is just south of Watford 14 City. 15 Because of the development and because 16 of all of the utility infrastructure in place, for 17 about two miles, three miles south of Watford 18 City, we need to go to this narrower roadway 19 section, but also shift the alignment from the 20 existing alignment to the -- which direction, 21 Troy? To the east? 22 TROY RIPPLINGER: Shift to the west. 23 MATT LINNEMAN: Shift to the west. 24 TROY RIPPLINGER: Yup, forty feet to the 25 west.</p>	<p>1 proposed alternatives, let me know. 2 KEVIN BRODIE: You might want to mention 3 the speed limits for the various areas of the 4 design. Comment E.1.1.1. 5 Kevin Brodie of Federal Highways, 6 reminding the DOT to, maybe, mention something 7 about the speed limit corridors, and how the 8 project was designed to meet those. 9 MATT LINNEMAN: Sure. So based on the 10 preferred alternatives that were selected, the 11 divided segments of the roadway -- the divided 12 four-lane would be like other divided four-lanes 13 in the state. It would be 70-mile-an-hour design 14 speeds and posted speed limits. 15 As you narrow to that lower speed -- 16 say, the paved, flush median -- that would be a 17 65-mile-an-hour speed. 18 I think, in all cases -- I think, maybe, 19 there's one segment that's 60 miles an hour, 20 right, as we go through the park; correct, Troy? 21 TROY RIPPLINGER: Mm-hmm. 22 MATT LINNEMAN: And then, as you go 23 through Fairfield, that speed limit would be 24 maintained at 45 miles an hour as you go through 25 that urban section. I think that covers the whole</p>
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<p>1 MATT LINNEMAN: Forty feet. A 2 forty-foot roadway shift. Basically, what that 3 does is it allows us to minimize the amount of 4 utility overhead and buried utility lines that 5 have to be relocated to accommodate the project. 6 So once again -- plus, this is the 7 roadway section as you're just -- where this 8 project ties into, south of Watford City, it's the 9 same roadway section, then, that goes all the way 10 to Williston. 11 So it ties right in, but we just need to 12 transition to that sooner than when we get to the 13 end of the project limits. 14 So that was a whirlwind, right? That 15 was, kind of, the proposed alternatives 16 discussion. 17 So if you have any questions about what 18 the project's proposing or -- or, you know, we 19 didn't talk too much at all about things that we 20 had looked at: Alternatives or -- any thoughts? 21 input? questions? 22 I guess, to preview the next section, 23 Jen's going to go over the impacts associated with 24 those; how we got to some of our decisions in some 25 cases. But if you have any other questions on the</p>	<p>1 corridor. 2 Are there any other questions? Feel 3 free to ask questions. It doesn't have to be Jen 4 and I just talking at you the whole time. 5 But maybe, as she goes through hers, 6 you'll have a bunch of questions for her, so I'll 7 turn it over to Jen. 8 JEN TURNBOW: All right. So as Matt 9 said, I'm going to talk a little bit about the 10 impacts associated with the preferred alternative 11 and options. 12 And I just wanted to refer back to the 13 draft EIS. We're not going to go through every 14 impact category at all. 15 We're just going to go through some 16 highlighted impacts. That is in chapter 5 of the 17 EIS. 18 So we're going to touch on 4(F), which 19 is chapter 6. And then, in your agenda, I guess 20 the second sheet that you have, we thought it was 21 important. 22 We pulled these straight out of the 23 draft EIS. Basically, here is a list of all the 24 commitments. 25 So, kind of, by resource category, as</p>

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<p style="text-align: right;">Page 30</p> <p>1 well. So you have that list, as well. So, yeah. 2 As Matt said, if you have any questions about 3 this, just feel free to interject, and we'll do 4 our best to answer them. 5 We're going to just start a little bit 6 with land use and talk about some of the impacts 7 to landowners and to public lands. 8 Alternative B was having that divided, 9 depressed median there. It has more acreage 10 impacts than Alternative C. 11 And one thing I wanted to point out is 12 that the DOT and Fed Highway has an existing 13 highway easement deed with the National Park 14 Service for U.S. Highway 85. 15 Through this process, they will actually 16 have to issue a new highway easement deed, but 17 that acreage remains the same. 18 So there are no other permanent acreage 19 that will be required from the National Park 20 Service. 21 So those acreages -- and you can see 22 that there's a footnote, and we had it all through 23 the document. 24 The DOT and Fed Highway did a project a 25 couple years ago, and it was an emergency project,</p>	<p style="text-align: right;">Page 32</p> <p>1 when the bridge gets hit and it gets closed, 2 that's a long detour around. So those were the 3 things that we heard from the public in regards to 4 that. 5 And when we talk about communities, we 6 have Fairfield and Grassy Butte. And really, in 7 Fairfield, where we're staying on alignment, as 8 Matt just said, there's really -- that area's 9 going to be, pretty much, unchanged. 10 We will have a four-lane through there. 11 It fits pretty nicely. And so, you won't see a 12 lot of change in that community. 13 And again, when we talk about emergency 14 services, one of the things that is important is 15 having a four-lane in this area and having 16 expanded shoulder widths. 17 It allows traffic laws to be enforced 18 better, and it also allows -- when people are 19 pulled over or if there's an accident, we have 20 extra driving lanes to go around. 21 And then, throughout this process, there 22 are two new highway patrol turnouts that will be 23 along Highway 85, so that all helps emergency 24 services. 25 In recreation, I'm going to spend a</p>
<p style="text-align: right;">Page 31</p> <p>1 and they had about -- like, I think it was 2 0.2 acres that were impacted that will be 3 incorporated into the new highway easement deed. 4 Since it's an emergency project, they 5 didn't have time to do some of the updates to 6 those easements. 7 So with that, most of the land use in 8 this area is agriculture and pastureland, and the 9 right-of-way that would need to be acquired would 10 be adjacent to the highway. 11 We're going to talk a little bit about 12 social impacts. Throughout this whole process, 13 when we started with the public scoping, we went 14 to the alternatives public workshops; we've had 15 stakeholder group meetings; just a lot of public 16 input. 17 And the number one thing that we kept 18 hearing was safety. That was the biggest concern 19 from the public, is trying to make that roadway a 20 little safer. 21 They also -- they always cited the lack 22 of passing opportunities, and they really wanted 23 that improvement. 24 And also, reliability. That was, a lot 25 of times, in reference to the Long X Bridge. And</p>	<p style="text-align: right;">Page 33</p> <p>1 little bit more time coming up in some of the 2 slides talking specifically about the Little 3 Missouri National Grasslands and Theodore 4 Roosevelt National Park, but there's definitely a 5 lot of recreation in this area. 6 U.S. Highway 85 travels through the 7 middle of those. There's a lot of trails, 8 campgrounds, and access will be retained through 9 construction. 10 And I'll talk a little bit about, when 11 we hit construction, what kind of impacts that 12 will be. There will be two lanes that are open at 13 all times. 14 And, obviously, through construction, 15 there will be some slower traveling times; some 16 potential detours that may occur through the 17 process. 18 So here are all the public lands that 19 the U.S. Forest Service manages. And we will need 20 an easement from the Forest Service through some 21 of these different management areas. 22 Through our public process, again, a lot 23 of comments that we received revolved around the 24 Little Missouri National Grasslands and Theodore 25 Roosevelt National Park.</p>

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<p>1 A lot of folks were concerned about 2 their recreation activities. They were also 3 concerned about, if they are in the wilderness 4 areas of Theodore Roosevelt National Park, how 5 that might be impacted by expanding four lanes in 6 the park. 7 And a lot of times, we were talking 8 about, you know, noise impacts and potential 9 visual impacts, as well. 10 And there were a lot of letters that we 11 received where they didn't want four lanes 12 expanded through Theodore Roosevelt National Park. 13 But we did, through all of the design, 14 you know, minimize that footprint to the greatest 15 extent that we could. 16 So this is a graphic that we want to 17 just point out of all the different -- what we're 18 doing with this project in regards to the Theodore 19 Roosevelt National Park. 20 I just wanted to point out a couple of 21 things. Obviously, we have the bridge over here 22 that will be replaced. 23 And there is an existing sign that says 24 Theodore Roosevelt National Park. It's wood and 25 has rocks on it. That sign is going to be</p>	<p>1 And each of the different land uses have 2 different codes. And basically, through that 3 whole process, there is no -- it -- none of the 4 codes, basically, exceed 15 decibel levels. 5 So we really don't have any impact 6 towards noise, and that comes strictly from 7 traffic. 8 So because of that, we wanted to take a 9 look to see if there were any additional studies 10 that we could do for noise just to really look at, 11 for those folks, if their wilderness experience 12 may be impacted. 13 And so, we did a spread analysis. And 14 the spread analysis is a little bit different than 15 the highway noise. 16 Spread analysis takes a look at, 17 basically, from each point, and it has a 18 consistent decibel level to see how noise 19 propagates. 20 And what the conclusion was with that 21 study is that, nearest to the roadway, that's 22 where you get your higher levels. 23 And also, since, with the Badlands area, 24 the topography and the elevation really come into 25 play, under the very worst-case scenario, in the</p>
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<p>1 relocated just slightly. 2 And basically, the contractor will, kind 3 of, pick up that sign; move it; and put it back 4 down. It's about in the same area. 5 And as Matt had pointed out, this is the 6 anchor drill shaft area; and then, we have the 7 scenic overlooks that are just outside the 8 national park. 9 There will be some retaining walls, as 10 well. And eventually, there will be wildlife 11 fencing and jump-outs. 12 So because of these concerns that we 13 heard through the public, we did some additional 14 studies when it came to noise and to visual. 15 And we also worked hand-in-hand with the 16 National Park Service, Fed Highway, and DOT, and 17 we came up with a list of commitments for the park 18 for during construction, especially with the Long 19 X Bridge. 20 And though that, we did a traffic noise 21 analysis, which is required by the Federal Highway 22 Administration and the North Dakota DOT. 23 And basically, that just looks at 24 traffic noise: So what's the existing traffic 25 noise there; and then, what's the future traffic.</p>	<p>1 far eastern part of the wilderness, you may be 2 able to hear some of the existing noise -- or, and 3 the future noise. 4 So really, it is pretty minor, from the 5 studies that we did. And so, then, we took a look 6 at the visual assessment, and we worked with the 7 U.S. Forest Service, the National Park Service, 8 Fed Highway, and DOT. 9 And what we did is we took many 10 different vantage points of recreation areas in 11 Theodore Roosevelt National Park; and then, we 12 took photos of those; and then, we did simulations 13 and renderings. 14 And all of these that I have on the 15 screen right now, they're all in the appendices of 16 the draft EIS. 17 And there's many of them, so we're not 18 going to go through all of them. I just wanted to 19 show a snippet. 20 And basically, here -- I know this is, 21 kind of, hard to see. You can see some of the 22 visible affected area. 23 And this is actually a view from the 24 river overlook within TRNP. And then, this is 25 just another, sort of, graphic of those</p>

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<p>1 simulations.</p> <p>2 And here, the first one is when you're</p> <p>3 at the Maah Daah Hey Trail at one of the vantage</p> <p>4 points.</p> <p>5 And also, the second one is where the</p> <p>6 temporary visitor center is at Theodore Roosevelt</p> <p>7 National Park.</p> <p>8 And you can see that -- so these are the</p> <p>9 existing; and then, the simulations are on the</p> <p>10 side.</p> <p>11 And you can see that there -- you can</p> <p>12 see some of the cut areas through the park. Any</p> <p>13 questions about noise or visual?</p> <p>14 All right. So I'll just switch to</p> <p>15 wetland impacts. There are temporary and</p> <p>16 permanent wetland impacts associated with the</p> <p>17 project, and we tried to minimize those impacts as</p> <p>18 much as possible.</p> <p>19 And we'll also be mitigating to be</p> <p>20 consistent with Section 404 and Executive</p> <p>21 Order 11990.</p> <p>22 I just want to talk a little bit about</p> <p>23 the bridge. This is a graphic of the existing</p> <p>24 bridge and the new four-lane bridge.</p> <p>25 And basically, the existing bridge was</p>	<p>1 then, we did something slightly different on this</p> <p>2 project.</p> <p>3 Typically, the regular project process:</p> <p>4 Once you get into design, you, basically, start</p> <p>5 coordinating with utility companies.</p> <p>6 And since we were doing an EIS process,</p> <p>7 we decided initially that utility impacts would be</p> <p>8 fairly large.</p> <p>9 And so, we wanted to get input from all</p> <p>10 of the utility companies in this environmental</p> <p>11 phase.</p> <p>12 So we met with the utility companies</p> <p>13 many times throughout the process and, kind of,</p> <p>14 worked with them about where they may be</p> <p>15 relocating to.</p> <p>16 And also, trying to capture that in the</p> <p>17 EIS, especially for some of our cooperating</p> <p>18 agencies for approval processes, as well.</p> <p>19 And so, with that, in total, there's</p> <p>20 probably about 120 miles of utility impacts that</p> <p>21 would occur with the project.</p> <p>22 So, kind of, moving to cultural</p> <p>23 resources, there were -- we did a Class 3 survey</p> <p>24 and an architectural survey throughout the project</p> <p>25 corridor, and we had three historic sites.</p>
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<p>1 three spans, and one of those existing piers is</p> <p>2 within the Little Missouri River.</p> <p>3 And with the new bridge, it's a</p> <p>4 five-span. And so, two of those piers would be</p> <p>5 within the Little Missouri River.</p> <p>6 Matt talked a lot about the wildlife</p> <p>7 crossing system, and it was really for wildlife,</p> <p>8 and we have a picture here of construction.</p> <p>9 And basically, when you expand roadways,</p> <p>10 they become a barrier to wildlife. They also lead</p> <p>11 to habitat fragmentation.</p> <p>12 And also, we have wildlife and vehicle</p> <p>13 collisions on this roadway, as well. And so --</p> <p>14 and here's some Big Horn sheep traveling across</p> <p>15 Highway 85.</p> <p>16 And so, with that, we put in a wildlife</p> <p>17 crossing system. There will be three underpasses,</p> <p>18 and then fencing associated.</p> <p>19 And here is a photo of a jump-out. We</p> <p>20 have jump-outs throughout the project area, as</p> <p>21 well.</p> <p>22 Utilities: Utility impacts. We knew,</p> <p>23 at the very beginning of the project, that there</p> <p>24 were many utilities out in this project area.</p> <p>25 We actually had them all mapped. And</p>	<p>1 The Dolyniuk Homestead, which is</p> <p>2 pictured right here. And this is historic under</p> <p>3 Criterion D, so for future studies.</p> <p>4 And then, we had the Theodore Roosevelt</p> <p>5 National Park sign. This is a sign that I just</p> <p>6 said earlier that would be slightly relocated.</p> <p>7 And then, the third is -- the Long X</p> <p>8 Bridge is a historic structure. The Long X Bridge</p> <p>9 was built in 1959.</p> <p>10 And so, I just wanted to touch on 4(F) a</p> <p>11 little bit, and 4(F) is -- only applies to U.S.</p> <p>12 Department of Transportation.</p> <p>13 So it protects wildlife and waterfowl</p> <p>14 refuges, historic sites, parks; that type of</p> <p>15 thing.</p> <p>16 And so, when we went through the</p> <p>17 project, we looked at all the different</p> <p>18 Section 4(F) properties that could be in the study</p> <p>19 area.</p> <p>20 And 4(F) works a little bit different.</p> <p>21 It doesn't really talk about impacts; it talks</p> <p>22 about use.</p> <p>23 So I just, kind of, wanted to run</p> <p>24 through what those uses may be. So a permanent</p> <p>25 use to a 4(F) property is actually either</p>

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<p>1 impacting the property itself or taking 2 right-of-way from that property. 3 So basically, a good example is, if we 4 replace the Long X Bridge, that would be a 5 permanent use to that structure. 6 Temporary use is, maybe, you just need 7 some temporary type of right-of-way for that; or 8 you're impacting a project -- or, a sight boundary 9 a little bit. 10 So if you had a park, and maybe you're 11 just impacting, like, sidewalks; that type of 12 thing. 13 That's more of a temporary use. And 14 then, constructive use is the area that most 15 people just have trouble understanding. 16 And constructive use -- and this graphic 17 is pretty small, but here's a proposed highway -- 18 and this is actually taken from the Federal 19 Highway Administration site -- and here's an 20 amphitheater. 21 And basically, this roadway has to 22 expand closer to that amphitheater, so that 23 amphitheater cannot continue its use. 24 So the noise would be too great that you 25 couldn't hear the plays or the musicals, that type</p>	<p>1 properties. 2 And it is -- with Theodore Roosevelt 3 National Park, we do need a half an acre of 4 temporary easement for the -- basically, for the 5 anchor drill shafts, and also for the north unit 6 entry sign. 7 It would be a de minimis use. And then, 8 for Long X Bridge, under the preferred option is 9 to replace the bridge, so we would have a 10 permanent adverse effect. 11 And the Dolyniuk Homestead: We actually 12 would have a permanent use. But through the 13 mitigation with SHPO, there would be no adverse 14 effect and also a de minimis impact determination 15 under 4(F). 16 So we'll talk a little bit about the 17 bridge. As most of you know, this bridge: It's a 18 historic bridge, and it's been hit many times. 19 I think it's been hit seven total times 20 with closures, overnight closures; having to 21 detour; that type of thing. 22 So we looked at different alternatives, 23 and one of the alternatives that we looked at is: 24 Can we raise the portals? 25 It's actually 16 feet, and we would need</p>
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<p>1 of thing, going on, and it would diminish the use 2 of that site. 3 So that's what constructive use means, 4 so it's a very hard test to meet. So we looked at 5 all the different sites that could meet the test 6 of 4(F) through the project corridor. 7 And I just wanted to point out a couple 8 of things: One, the scenic overlooks are not 9 considered a 4(F) property because they're used 10 for transportation use; and also, the existing 11 easements with the Forest Service and the National 12 Park Service. 13 Those existing easements are for 14 transportation purposes only. Therefore, they are 15 not considered Section 4(F). 16 And then, we had a number of properties 17 that were considered 4(F), but there were no use 18 to them. 19 So a good one is, you know, the Maah 20 Daah Hey Trail is within the project vicinity. 21 There is no permanent use, no temporary use, and 22 we are not going to do anything that diminishes 23 the use of that 4(F) property. 24 So where did that leave us? So for 25 Section 4(F), it left us with, basically, four</p>	<p>1 to raise it to 20.6 feet. And we did look at 2 that. 3 But basically, during the 2017 4 legislative session, they raised the load limits. 5 And with that, then, the bridge deck would need to 6 be replaced. 7 Once the bridge deck would need to be 8 replaced, the bridge would have to be widened. 9 And in our coordination with SHPO, if you widen 10 that bridge, that would be an adverse effect. 11 Long X Bridge is also a 12 fracture-critical bridge which means there's, 13 like, 16, I believe, tension members on the bridge 14 itself. 15 And if those get hit, it means the 16 bridge could collapse. And here is some pictures. 17 This is actually on Long X Bridge. 18 And then, this is a bridge here in 19 Washington that was hit on one of those tension 20 members, and it caused a bridge failure. 21 So because it's fracture-critical and 22 because there were so many hits on that bridge, 23 too, basically, the decision was made to -- as a 24 preferred alternative -- replace the bridge. 25 There's been a lot of newspaper articles</p>

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<p style="text-align: right;">Page 46</p> <p>1 and, probably, e-mails going around. The bridge 2 is up for adoption. 3 And working with the North Dakota State 4 Historic Preservation Office, one of those 5 segments could be adopted or the whole bridge, and 6 the DOT is going to fund the disassembly and 7 transport of one of those segments within a 8 hundred miles. 9 And we have received a couple e-mails 10 inquiring about the bridge, so if anyone wants to 11 adopt the bridge, definitely talk to Matt Linneman 12 today. 13 All right. With that, Matt's going to, 14 kind of, talk about the schedule and the next 15 steps of the project. Does anyone have any 16 questions, though, about the impacts? 17 MATT LINNEMAN: Yeah, that was the plug: 18 Who wants a bridge? Who wants to adopt a piece or 19 a part of it? 20 So, yeah. Like Jen said, we have had a 21 couple of interested parties contact us, and I 22 think they're looking at things and doing some of 23 their own research to see if that's something that 24 they want to do. 25 But anyway, with the schedule, I first</p>	<p style="text-align: right;">Page 48</p> <p>1 one is that Long X Bridge segment, which would be 2 the bridge replacement as well as the roadways -- 3 approach roadways going up to it and the wildlife 4 crossing. 5 Priority two is Highway 200 north to 6 Watford City; priority three being I-94 to 7 Highway 200. 8 So of that first priority -- the Long X 9 Bridge project, we'll call it -- it extends about 10 a mile and three-quarters' worth of roadway as you 11 go through here because of the offset of the new 12 roadway alignment and getting the curves to fit 13 into there, we ended up with about, you know, just 14 short of a two-mile-long project. 15 This graphic, kind of, shows the 16 required easements and limits construction for 17 that project. 18 So like I said, it would include the 19 bridge replacement. We already talked about that. 20 It would include the roadway segments through 21 here, as well as the wildlife crossing in that 22 area. 23 Essentially, the way that we're handling 24 it, there's climbing lanes on each side of Long X 25 Bridge.</p>
<p style="text-align: right;">Page 47</p> <p>1 want to talk about dollars. You know, we've had 2 different estimates as we've gone through this 3 project process. 4 I think, last time, we were out having 5 these meetings and talking to the public, we were 6 talking about \$800 million to \$1 billion for the 7 project. 8 Obviously, now, we've had more time to 9 refine all of the engineering details; and some 10 construction costs have gone down a little bit, 11 too. 12 So right now, our estimate, based on the 13 preferred alternative that was just presented 14 today, we're looking at about \$480 million project 15 for the whole 62 miles. 16 Of that still very large number, there's 17 only money -- the DOT only has programs -- or, set 18 aside money for the Long X Bridge replacement 19 segment of the project. 20 So we got about \$36 to \$38 million, 21 somewhere in there, probably, for that project. 22 So our anticipated construction schedule: 23 Basically, we, kind of, broke it out into 24 priorities. 25 So there's three priorities: Priority</p>	<p style="text-align: right;">Page 49</p> <p>1 This project also ties into those, as 2 well. So essentially, the climbing lane that's 3 going northbound would extend across the bridge 4 now. It would extend south and go across the 5 bridge. 6 Same with the southbound climbing lane: 7 It would extend and go all the way to just about 8 the park entrance there. 9 So that way, you know, that segment is 10 done, and it's ready to meet the -- whenever 11 funding becomes available or programmed or 12 secured, however you want to look at it. 13 I would say, right now, there's no -- 14 you know, we have a four-year STIP plan, and we're 15 in the process of putting our next -- our STIP is 16 our State Transportation Improvement Plan that 17 lays out all of our federal dollars for the 18 upcoming four years. 19 The only project in that four-year plan 20 is this Long X Bridge segment, so no funding on 21 the immediate horizon at this point. 22 Where we're at. Here's, kind of, the 23 milestones of our project: We started this, 24 kicked this thing off officially with a Notice of 25 Intent in October of 2015.</p>

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<p>1 We've gone through our -- I'll call it a 2 scoping process: Public involvement, alternatives 3 workshop process, drafting a document. 4 So we're down here. We're in May-ish of 5 2018. And so, that's the part that we're at: The 6 public hearings, public involvement, and comment 7 process. 8 We'll take all of that input and refine 9 and draft a final EIS based on your input, as well 10 as the public's. 11 So that's why we're here today. That 12 was, kind of, our spiel. Do people have comment 13 sheets? 14 JEN TURNBOW: No. 15 MATT LINNEMAN: No. This is a 16 carry-over. But essentially, if you have comments 17 for today, now is the time to hear them or vet 18 them out. 19 If you need more time to look at the 20 document or read the document, we're looking for 21 comments. 22 So you can send those to me. You can 23 mail them to me; you can e-mail them to me at this 24 address: At dotus85@nd.gov. 25 Our project website is live. Hopefully,</p>	<p>1 We actually have a programmatic 2 agreement for the consultation of endangered 3 species -- the DOT does -- with the Fish and 4 Wildlife Service. 5 So -- but we did some extra work, 6 knowing that this project had a lot more impacts, 7 potentially. 8 And so, we did some additional studies 9 for that, including a Dakota skipper habitat 10 survey and stuff, yeah. 11 CALVIN GRINNELL: Thank you. 12 MATT LINNEMAN: Yup. 13 LESLIE FERGUSON: This is Leslie 14 Ferguson from Dakota Prairie Grasslands. I just 15 was interested in a little more detail on -- you 16 know, we dropped the wildlife crossing at the 17 Teddy Roosevelt Park for Big Horn sheep, and I was 18 just curious. 19 Is there no replacement? Is there still 20 fencing proposed through there to keep the sheep 21 off the highway? 22 MATT LINNEMAN: Sure, yup. So the 23 proposal now in the ultimate development is -- you 24 know, there's still some exclusionary fencing. 25 It doesn't go quite as far north as we</p>
<p>1 you've seen that project website. It has the 2 draft EIS, all of the appendices to the EIS, as 3 well as some of the previous public involvement 4 materials. 5 It has a comments section, too. You can 6 send and put comments right in there. It'll send 7 them right to me and Jen, as well. 8 Yeah. There's a few other resources out 9 on that website, too, if you're interested in more 10 project details. 11 So with that, I'll kick off the 12 conversation, since it's been pretty quiet so far. 13 Yes, sir? Calvin? 14 CALVIN GRINNELL: Calvin Grinnell. I 15 saw something listed as an endangered species. 16 What is the Dakota skipper? 17 MATT LINNEMAN: The Dakota skipper? 18 CALVIN GRINNELL: Yes. 19 MATT LINNEMAN: The skipper is a 20 butterfly. It's listed as an endangered species, 21 yup. 22 So we -- that was the species that was 23 protected in North Dakota, so we worked with the 24 U.S. Fish and Wildlife Service on some of that 25 consultation.</p>	<p>1 had originally planned. I think, before, it was, 2 kind of, tied to that overpass. 3 And now, it's, kind of -- it basically 4 stops at the edge of the park, just a little bit 5 beyond there. And then, the replacement crossing 6 is along the south of Long X. 7 So we had originally looked at an option 8 of an overpass crossing the north unit of the 9 national park. 10 Through additional consultation, that 11 one just didn't quite work out for us. So we, 12 kind of, went back to the drawing board in 13 consultation with the Game and Fish and found a 14 spot along the south of Long X. 15 So it's not as an ideal situation, but I 16 still think that Bruce can talk to that if you 17 still think there's a benefit to putting that in 18 there. 19 BRUCE KREFT: Bruce Kreft, Game and 20 Fish. Yeah, with the additional talks we had, 21 from a department standpoint, you know, we have a 22 lot of good habitat still on the east side of 23 Highway 85. 24 With the use of the fencing, once that 25 fencing is put in -- which may be down the road a</p>

Comment E.1.1.3.

Comment E.1.1.2.

Comment E.1.1.4.

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<p style="text-align: right;">Page 54</p> <p>1 little ways -- we would then consider 2 reestablishing those populations to the east. 3 There would not be, then, much of a 4 travel corridor to go back and forth except for 5 under the bridge. 6 The ewes typically don't do that, so we 7 would end up having, basically, two populations. 8 But that still is a benefit, you know, to us to be 9 able to reestablish and utilize that habitat in 10 that area. Comment E.1.1.5. JEANI BORCHERT: This is Jeani Borchert. 13 This crossing is, sort of, the best-case scenario, 14 isn't it, from where they might use it? 15 MATT LINNEMAN: Yeah. We had worked 16 with Game and Fish to, kind of, find the best spot 17 for this type of crossing, so this is the spot we 18 came up with, yup. 19 I think the landscape lends itself -- 20 and it's also the spot -- it might even be exactly 21 where that picture's taken. It's the slide 22 earlier. It's about in that same location, I 23 believe, as in that picture. Comment E.1.1.6. JEANI BORCHERT: How big is it? 25 MATT LINNEMAN: We're still working on those details. I would say, plus or minus, it's</p>	<p style="text-align: right;">Page 56</p> <p>1 part. 2 Any other questions about the Long X 3 Bridge or the Little Missouri River, at all? No? 4 Not yet? 5 One thing -- like I said, next week, 6 we'll be doing our public hearings in Belfield, 7 Fairfield, and Watford City. 8 The week after that, we'll also be doing 9 presentations for the Little Missouri River Game 10 Commission, as well, in Dickinson to talk 11 specifically about the Long X Bridge and that 12 water crossing. 13 PETER COFFEY: I'm sorry, Matt. Do you 14 know: Once you put those up there, are they going 15 to take advantage of natural crossings, or are 16 they just going to funnel the wildlife through 17 there? Pete Coffey, Three Affiliated Tribes. 18 MATT LINNEMAN: And the question was: 19 Does the crossing take advantage of the natural 20 crossing of the terrain. 21 PETER COFFEY: Yeah. 22 MATT LINNEMAN: And that's, kind of, 23 what we've worked on with Game and Fish. We, kind 24 of, had them point that out to us. 25 So what it is, is there's, kind of, two</p> <p style="text-align: right;">Comment E.1.1.7.</p>
<p style="text-align: right;">Page 55</p> <p>1 going to have about 15 feet of clearance for the 2 top; and it's going to be, plus or minus, 60 feet 3 wide underneath the roadway. 4 So if you can go to that other side with 5 the two structures, Jen -- this picture, the top 6 picture, is the actual wildlife crossing we have 7 south of the Lewis and Clark Bridge up by 8 Williston. That's 15 tall by 40 wide. 9 And this is just a -- I'll call it a 10 stock photo picture of an arch structure somewhere 11 else in the world. It might be from Arizona, 12 maybe, Jen? 13 JEN TURNBOW: (Nods head.) 14 MATT LINNEMAN: So we would -- we were 15 looking to say, if we have an arch, we want to 16 make sure that 15x40 fits inside that arch. 17 That arch would span out and probably 18 get 60, 70 feet wide to fit that, kind of, clear 19 rectangle through it. 20 If we did a more conventional bridge, we 21 would make it a little longer than that 60 feet 22 range. 23 So essentially, we know we want to put a 24 crossing through here. It just takes a little bit 25 more on the engineering side to make the structure</p>	<p style="text-align: right;">Page 57</p> <p>1 ravines that come in the west that come down. And 2 there's, like, a high point. 3 So it seems like it's an ideal spot 4 because the Big Horn sheep are going to want to go 5 towards the high ground, actually. 6 And all of the other animals will, I 7 think, want to use the ravines to travel. So it 8 seems to work pretty well from that standpoint. 9 PETER COFFEY: Yeah. Can't help but be 10 reminded of that. For the scenario they have -- 11 somebody calls into the radio and says, you know, 12 "How come you have those deer crossing signs 13 here?" 14 MATT LINNEMAN: Yeah, right. Well, 15 hopefully, we have it in a good spot. I think 16 this is Swade's picture. 17 SWADE HAMMOND: Yup. 18 MATT LINNEMAN: So Swade Hammond took 19 this picture actually in Watford City when we 20 first started this project, so I forgot to put 21 credit to you down here. 22 SWADE HAMMOND: Yeah, that's all right. 23 MATT LINNEMAN: But I believe this is 24 just south of Long X; right? 25 SWADE HAMMOND: Mm-hmm.</p> <p style="text-align: right;">Comment E.1.1.8.</p>

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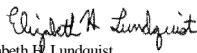

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<p>1 MATT LINNEMAN: Yup. So right very near 2 to where they'll be crossing. 3 BRUCE KREFT: Well, I'll bring one up. 4 MATT LINNEMAN: Sure. 5 BRUCE KREFT: Bruce Kref, Game and Comment E.1.1.9. Fish. Commitment number 37, that we would monitor 6 the effectiveness and management of the crossings. 7 I mean, we're -- you know, definitely, 8 as a department, we will be monitoring those to 9 determine the success or failure, or whatever. 10 But the next comment, I guess, on that 11 commitment is I'm curious about -- is that the 12 DOT, us, the Park Service, the Forest Service will 13 coordinate to maintain the wildlife fencing and 14 associate features. 15 I guess I'm looking at a definition of 16 what is the intent, or what is the meaning of that 17 phrase? 18 MATT LINNEMAN: I think that's still yet 19 to be worked out, yeah. Comment E.1.1.10. BRUCE KREFT: And given the project -- 20 the first half of this project, that's what I was 21 wondering about: If there has been any 22 commitment, or the intent of that -- 23 MATT LINNEMAN: No. The only --</p>	<p>1 one isn't working." 2 You know, collaboratively working on 3 what -- maybe, even when it's brand-new, we didn't 4 think of something, and they found a way around. 5 Or they found a way to tiptoe around the 6 end of a fence, or something. So that's the 7 feedback we would need from that. 8 BRUCE KREFT: Yeah, we just need to know 9 where we're heading with this one. And so, we'll 10 talk some more. 11 MATT LINNEMAN: As far as I know, that's 12 where it stands. 13 BRUCE KREFT: Yeah. 14 MATT LINNEMAN: You know, that would -- 15 where the rubber hits the road, so to say, is when 16 we start working on final design and putting those 17 things together. 18 I'm sure there will be more 19 conversations then. But at this time, we haven't 20 gone down that route yet. 21 BRUCE KREFT: Okay. 22 MATT LINNEMAN: Any other specifics that 23 people want to go through? We can leave the 24 conversation general. 25 I can go around the room and hit</p>
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<p>1 BRUCE KREFT: -- before this goes 2 totally final. 3 MATT LINNEMAN: Sure, sure. I think 4 it's that -- that we still need to work together 5 on that. 6 Like, I know, in conversations with the 7 other -- with the Forest Service and the Park 8 Service, obviously, we'll be utilizing -- in the 9 scenario now, we'll be using existing park fence; 10 right? So they're going to be maintaining their 11 fence. 12 BRUCE KREFT: Mm-hmm. 13 MATT LINNEMAN: The Forest Service, I 14 think, had offered -- I think they would 15 maintain -- help put maintenance on their 16 property, but we haven't formalized any of those 17 things. 18 I don't think -- at this point, we 19 haven't talked anything about asking Game and Fish 20 to contribute to the maintenance. 21 But I think some of it would be with 22 keeping an eye on it, so to say, especially since 23 you have people out in that area. 24 BRUCE KREFT: Right. 25 MATT LINNEMAN: You can say, "Okay, this</p>	<p>1 everybody up one at a time, or resource by 2 resource, if that's the way you want to talk about 3 it. 4 Or, I guess, we're open for comment. 5 I'm not only here, but, you know, through the 6 comment period. 7 Obviously, as we -- this is still the 8 environmental phase of this project, you know. 9 We're starting to do some work on the Long X 10 Bridge project, like I said, since there's funding 11 identified for that. 12 I guess the thing I forgot to talk about 13 is that, you know, our goal would be to start 14 construction of the Long X Bridge project in 2019, 15 so that would be next year. 16 So obviously, when we get into the next 17 phase of that project development for, kind of, 18 starting, we'd get into more details on, you know, 19 permitting requirements and right-of-way 20 requirements and easement requirements, and things 21 like that. 22 But we want to try to make sure we have 23 all the issues addressed in this environmental 24 document in this process so that there's no 25 surprises, I guess, by the time we go to those</p>

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<p style="text-align: right;">Page 62</p> <p>1 permitting stages.</p> <p>2 I like to give people time to think</p> <p>3 about their questions. Don't be shy. I don't</p> <p>4 want to be the, "No questions? All right, see</p> <p>5 you. You can all leave," as much as that might be</p> <p>6 what you really want to do, I guess.</p> <p>7 We're wanting to almost force input or</p> <p>8 at least force your thoughts, I guess. We're</p> <p>9 really encouraging.</p> <p>10 I guess we're genuinely wanting to hear</p> <p>11 input, not just from agencies and the tribes here</p> <p>12 today, but from everybody.</p> <p>13 We want your input, so we just want to</p> <p>14 make sure that we're giving you an ample</p> <p>15 opportunity for that.</p> <p>16 JEN TURNBOW: So while you're thinking</p> <p>17 about your questions, I just want to make sure</p> <p>18 that everyone, when you leave, if you haven't</p> <p>19 signed the sign-in sheet, please do so. That</p> <p>20 would be great.</p> <p>21 MATT LINNEMAN: I think -- I guess the</p> <p>22 other thing is: Cooperating or participating</p> <p>23 agencies-wise, I think you were all given a</p> <p>24 copy -- you all have a hard copy of the EIS.</p> <p>25 So if there's something that you didn't</p>	<p style="text-align: right;">Page 64</p> <p>1 help develop it.</p> <p>2 So we appreciate that. With that, we're</p> <p>3 always looking for more questions or comments.</p> <p>4 Thank you.</p> <p>5 (Whereupon, the meeting concluded at</p> <p>6 2:11 p.m.)</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>
<p style="text-align: right;">Page 63</p> <p>1 get, or you haven't got ahold of it yourself, or</p> <p>2 if you need any more copies or resources -- you</p> <p>3 know, a lot of the detailed studies are all</p> <p>4 appended by reference.</p> <p>5 They're not in the document because this</p> <p>6 document would have then been even more unwieldy</p> <p>7 than it is now.</p> <p>8 But those are available, if you want to</p> <p>9 contact me. I can make those available, as well,</p> <p>10 depending on which one you want.</p> <p>11 Sometimes, we redact information and</p> <p>12 just give off the relevant portion. For the most</p> <p>13 part, most of it is available, if it's something</p> <p>14 you're interested in.</p> <p>15 Well, I guess, this is the last call.</p> <p>16 If there's no other comments or questions, at this</p> <p>17 point, like I said, I would encourage you to think</p> <p>18 about this.</p> <p>19 Take some time. Go through the</p> <p>20 document. Come to the public meetings. The</p> <p>21 public information meeting is on the website, as</p> <p>22 well.</p> <p>23 If there are no other comments, I'd like</p> <p>24 to thank everybody for their time today, as well</p> <p>25 as your time and effort on this project as you</p>	<p style="text-align: right;">Page 65</p> <p style="text-align: center;">REPORTER'S CERTIFICATE</p> <p>1</p> <p>2</p> <p>3 I, Elizabeth H. Lundquist, a general</p> <p>4 shorthand reporter, 51 Broadway, Suite 130, Fargo,</p> <p>5 North Dakota, do hereby certify that the foregoing</p> <p>6 sixty-three (63) pages of typewritten material</p> <p>7 constitute a full, true, and correct transcript of</p> <p>8 my original stenotype notes, as they purport to</p> <p>9 contain, of the agency meeting reported by me at</p> <p>10 the time and place hereinbefore mentioned.</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15 </p> <p>16 Elizabeth H. Lundquist</p> <p>17 51 Broadway</p> <p>18 Suite 130</p> <p>19 Fargo, North Dakota 58102</p> <p>20</p> <p>21 Dated this 1st day of June, 2018.</p> <p>22</p> <p>23 THE FOREGOING CERTIFICATION OF THIS TRANSCRIPT</p> <p>24 DOES NOT APPLY TO THE REPRODUCTION OF THE SAME BY</p> <p>25 ANY MEANS, UNLESS UNDER THE DIRECT CONTROL AND/OR</p> <p>DIRECTION OF THE CERTIFYING COURT REPORTER.</p> <p style="text-align: right;"></p>

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*Appendix F. Public
Written Comments*

Table F.1. Summary of Written Public Comments and Responses from the Public Hearings and 45-day Comment Period

Name/Entity ^(a)	Comment Number	Comment Received	Theme	Response
F.1.1. 1st International Bank and Trust	Comment F.1.1.1.	In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry.	Economy Traffic Volume/ Operations Regional Transportation Network	Comment noted.
	Comment F.1.1.2.	The improvements of the highway design from a two lane to a four lane system including the Long X Bridge and will significantly improve commerce and provide safety to our traveling public.	Economy Safety	Comment noted.
	Comment F.1.1.3.	Thank you for the opportunity to comment and look forward to this project moving forward.	General Project Question/ Statement	Comment noted.
F.1.2. Cynthia K. Allen	Comment F.1.2.1.	Our family has cabin off County road 34, where we usually spend 6-8 weeks per year. Legal description: Sect-24 TWP-148 Rang-099 We would like to call to your attention the danger of accessing Hwy 85 from the County Road. Traffic on Hwy 85 is traveling fast, and because of the curve of the road coming up from the Badlands visibility is limited	Safety	Sight distance at this intersection was analyzed. Based on the proposed design, the North Dakota Department of Transportation (NDDOT) design standards for sight distance at this intersection would be met. In addition, the posted speed limit would be lowered to 60 miles per hour (mph) at this location.
	Comment F.1.2.2.	When departing Hwy 85 making a left turn unto County road 34 there is no left turn lane so if traffic is traveling both ways you can become a sitting duck.	Safety	Under the Preferred Alternative identified in the Draft EIS, this segment of roadway would be a four-lane highway with a flush median. The flush median would be striped at this location to provide a designated left turn lane for southbound traffic onto County Road 34.
F.1.3. Anonymous	Comment F.1.3.1.	I would like to state that I do not find the 4 lane project to be needed. Why expand in places that don't need to be expanded and cause high taxes for taxpayers. It just doesn't make any sense. We could be using that money towards something else, something important.	General Project Question/ Statement	Comment noted.
F.1.4. Patricia D. and Roger O. Ashley	Comment F.1.4.1.	We support Alternative A of leaving highway 85 as it is with improvements such as turning lanes, passing lanes, wider shoulders, and a new 2-lane bridge. Studies have shown that widening a road to four lanes does not necessarily improve safety or congestion.	Roadway Alternatives (Entire Corridor) Safety	Your preference for Alternative A is noted. Alternative A was analyzed in the EIS, but was not selected as the Preferred Alternative as it failed to meet the purpose and need. As discussed in Chapter 3 of the Draft EIS, a full range of reasonable alternatives was developed for all segments of the project. The Super 2 Highway was included in this analysis. The Super 2 Highway was eliminated from further consideration as part of the alternatives screening process.

Notes:

- a. Commenters that provided written comments are alphabetized in this table according to their last name or name of entity.

Name/Entity ^(a)	Comment Number	Comment Received	Theme	Response
	Comment F.1.4.2.	The North Unit of Theodore Roosevelt National Park is a small piece of property. Adjacent to the National Park is the Long X Divide and Lone Butte Areas that are managed by the U.S. Forest Service as suitable for wilderness. The noise, odors, lights, pollution, etc. will overwhelm this small park and the adjacent Forest Service land. It is now more difficult to find quiet, dark places in Western North Dakota, we should avoid impacting these areas any more than what has already been done.	TRNP/Public Lands Lighting Noise	Roadway design standards allow for flexibility in application in order to reduce project related impacts and allow engineers the ability to design projects in a manner that best addresses the needs of the project. The US Highway 85 project team has taken advantage of these design standard flexibilities and incorporated several flexible design options through the Badlands segment of the project corridor; for example, reduced speeds, retaining walls, and varying median widths. The intent of these design modifications is to reduce the roadway footprint to the extent practicable to minimize environmental and socioeconomic impacts, as well as minimize impacts on the Theodore Roosevelt National Park (TRNP)–North Unit, while still addressing the project’s purpose and need. Based upon various environmental studies completed for the project (e.g., Noise Report, SPreAD Memorandums, Viewshed Analysis), anticipated impacts on the TRNP–North Unit and Little Missouri National Grasslands (LMNG) as a result of the project are anticipated to be minor relative to the existing conditions.
	Comment F.1.4.3.	There were no alternatives presented other than a narrower four-lane highway rather than a wider four-lane highway. These are not alternatives.	Alternatives Methodology	A range of reasonable alternatives was developed and analyzed in coordination with the lead, cooperating, and participating agencies, as well as members of the public and other federal, state, and local agencies. The Alternatives Methodology Report (appended by reference to the Draft EIS) documents the process of identifying, evaluating, and advancing reasonable alternatives for further analysis, with an overall goal of identifying a Preferred Alternative for the Draft EIS. The Alternatives Methodology Report considered recommendations from previous reports and studies, the project purpose and need/goals, project constraints, design criteria and standards, and engineering and environmental impact analyses.
	Comment F.1.4.4.	Keeping the width of U.S. 85 as it is through the badlands is the best alternative along with placing wildlife crossings at appropriate locations, providing noise abatement solutions, and lights (down shielded) only where absolutely necessary.	Roadway Alternatives (Badlands) Wildlife Crossing and Accommodation Noise Lighting	Your comment pertaining to keeping US Highway 85 as it is through the badlands is noted. The Preferred Alternative includes three wildlife crossings and associated features within the Badlands segment of the project corridor. As discussed in Chapter 5 (Noise) of the Draft EIS, none of the receptors modeled in Federal Highway Administration’s (FHWA) Traffic Noise Model (TNM) 2.5 are predicted to have traffic noise impacts; therefore, noise abatement measures (e.g., noise wall) are not warranted. As part of Options LX-1, LX-2, and LX-3, the NDDOT would implement a grinding technique (similar to Next Generation Concrete Surface treatments) on the new bridge. This grinding technique has been shown to reduce tire noise relative to traditional deck surfacing. Noise from construction activities near the TRNP–North Unit would be minimized by implementing timing restrictions. The Preferred Alternative identified in the Draft EIS does not include additional permanent, fixed lighting through the Badlands segment of the project corridor. Special construction lighting provisions have been made for work occurring near TRNP–North Unit to minimize potential temporary lighting impacts during construction.
	Comment F.1.4.5.	The speed through this section should be a maximum of 55 mph with effective enforcement techniques to make sure drivers comply.	Roadway Alternatives (Badlands)	Comment noted.

Notes:

- a. Commenters that provided written comments are alphabetized in this table according to their last name or name of entity.

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

Name/Entity ^(a)	Comment Number	Comment Received	Theme	Response
	Comment F.1.4.6.	The proposed rumble strips in the median would add to the noise.	Roadway Alternatives (Badlands) Noise	Comment noted.
	Comment F.1.4.7.	Are the wildlife underpasses the best option for the bighorn sheep? A study of desert bighorn sheep found that overpasses were more effective than minimally-used underpasses.[1] Another report also found that overpasses were more effective for bighorn sheep and that elk would use both overpasses and underpasses.[2] Perhaps a mix of overpasses and underpasses should be used, to accommodate the various species.	Wildlife Crossing and Accommodation	As identified in the Wildlife Crossing/Accommodation Volume I: Need and Feasibility Assessment completed for the project (appended by reference in the Draft EIS), suggested wildlife crossing designs for the bighorn sheep include wildlife overpasses, landscape bridges (oversized wildlife overpasses with continuous terrain) or very large viaduct underpasses. A wildlife overpass for bighorn sheep north of the Long X Bridge was initially proposed for further consideration. The crossing did not present any engineering issues that would have otherwise precluded it from further consideration, and the proposed location was suitable from an engineering and ecological standpoint. This crossing was ultimately eliminated from further consideration to minimize impacts on the TRNP–North Unit. South of the Long X Bridge, the topography of the landscape precludes construction of an overpass; however, an underpass of suitable dimensions for bighorn sheep was added to replace the eliminated overpass in coordination with the North Dakota Game and Fish (NDGF).
	Comment F.1.4.8.	Safety was brought up as an issue along the highway. Speed control would more effectively address this problem than a four-lane superhighway. We have driven this section of highway many times and have been passed by drivers going 70–80 mph or even faster. Widening the road will only allow these drivers to travel 90–100 mph.	Safety Roadway Alternatives (Entire Corridor)	According to the AASHTO Green Book—A Policy on Geometric Design of Highways and Streets, the design speed of a roadway is determined by roadway geometry, with posted speed limits based on the design speed and policy. Regardless of the posted speed limit, the actual operational speed of traffic is based on driver comfort, which is tied to roadway geometry and design.
	Comment F.1.4.9.	As a good neighbor, weed control measures should be applied to the whole project rather than just in the National Park and U.S. Forest Service land.	Vegetation	As stated in Chapter 5 (Vegetation) of the Draft EIS, the contractor would be required to control noxious weeds during construction in accordance with a noxious weed management plan that would be developed for the project. This plan would apply to both public and private lands. The NDDOT would be responsible for the control of noxious weeds within NDDOT right-of-way (ROW)/easements after construction of the project.
	Comment F.1.4.10.	An illustration of the spread of noxious weeds can be seen along I-94 from the South Heart Exit west where construction occurred a couple of years ago and leafy spurge was moved by construction equipment. County weed control departments were provided GPS equipment to map infestations within their respective counties, including roads. This information should be available to DOT for the asking.	Vegetation	County weed data has been added to the FEIS.
	Comment F.1.4.11.	It is easier and less expensive to prevent weeds from spreading than it is to spray them afterwards.	Vegetation	Comment noted.
F.1.5. Badlands Conservation Alliance	Comment F.1.5.1.	Compliments from Badlands Conservation Alliance on the crafting and layout of the DEIS for the proposed HWY 85 Expansion Project. We found the structure and readability of the document to be well above average, and the time and effort put into achieving that end is noted and appreciated.	General Project Question/Statement	Comment noted.

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	Comment F.1.5.2.	<p>BCA does see indication that our concern with negative impacts to the 7-mile stretch of Badlands within the Little Missouri River Valley (LMRV) was considered as is evidenced in the SPReAD Analysis assessing propagation of noise that is not required by Federal Highway Administration (FHWA) regulation, discussion of various quiet pavements, wildlife crossings, speed reductions, etc.</p> <p>However, except for the inclusion of wildlife crossings within the Valley, which cause additional negative impacts in their own right, BCA can cite no real concessions made in response to our larger concerns for the Little Missouri River Valley. Not one.</p>	<p>Roadway Alternatives (Badlands)</p> <p>Noise</p> <p>Wildlife Crossing and Accommodation</p>	<p>Roadway design standards allow for flexibility in application in order to reduce project related impacts and allow engineers the ability to design projects in a manner that best addresses the needs of the project. The US Highway 85 project team has taken advantage of these design standard flexibilities and incorporated several flexible design options through the Badlands segment of the project corridor; for example, reduced speeds, retaining walls, and varying median widths.</p>
	Comment F.1.5.3.	<p>You will recall that on April 6, 2017, a face-to-face meeting was held at the KLJ offices in Bismarck that included yourself, Jen Turnbow for KLJ, and myself for BCA. At that time, BCA presented an alternative for consideration that swung east through the Valley before rejoining the existing egress on the northern bluff line. It included downgrading HWY 85 to a 25 mph frontage road and ultimately an entrance to the North Unit of Theodore Roosevelt National Park. At that time you found the alternative "different enough" that it be considered.</p> <p>BCA's point here is NOT that the alternative was dropped from consideration; it is instead to emphasize the degree to which those who advocate for protection of public lands, for human and wildlife use of those public lands and our sure stance that those values will be substantially diminished by this proposed project. Yes, we were requesting considerable earthwork on relatively undisturbed though not pristine land that included geotechnical issues. The suggested alternative was not perfect or ideal. But, that we should make such a request knowing full well the negatives of our "ask" was an assertion of the intensity of our concern with the impacts of the proposed project.</p> <p>At the time of our request, a portion of the private lands involved were up for auction, offering no better time for purchase or negotiation of right of way. In addition, traffic conditions during the Bakken boom had resulted in air-lift removal of a good portion of the area's bighorn sheep population.</p>	<p>Roadway Alternatives (Badlands)</p>	<p>As discussed in Chapter 3 of the Draft EIS, the proposed alignment around the eastern edge of the TRNP–North Unit was analyzed from both an engineering and environmental standpoint and was eliminated from consideration. Reasons for elimination include excessive earthwork, significant geotechnical issues, construction through undisturbed areas of the Badlands, bisecting private property, further bisecting bighorn sheep critical range (i.e., areas important for lambing), and lack of direct access to TRNP–North Unit (i.e., visitors traveling northbound to TRNP–North Unit would need to travel around park via new alignment, then change direction and travel back to park entrance via existing roadway).</p>
	Comment F.1.5.4.	<p>BCA members share the public concern for safety, and its members said so during the comment period cited.</p>	<p>Safety</p>	<p>Comment noted.</p>
	Comment F.1.5.5.	<p>On a spring 2017 count of signage through the Little Missouri River Valley bluff to bluff, BCA found 28 signs or items, some requiring multiple attention, when traveling the roadway south to north. We counted 44 signs or items, again with some requiring multiple attention, when traveling from north to south.</p> <p>We found the number of signs actually created a distraction for drivers whose eyes most importantly need to be on the road and surrounding traffic. This is likely more so for drivers unfamiliar with the terrain.</p>	<p>Safety</p>	<p>Permanent signing along public highways in North Dakota is installed in accordance with the NDDOT Design Manual and the Manual on Uniform Traffic Control Devices (MUTCD).</p>

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	Comment F.1.5.6.	We also noted and shared with the ND DOT that there was no signage at reference point 121 (mentioned above as a common crash location) to alert drivers to the dramatic change in terrain. As of May 31, 2018, the date for the Watford City public hearing on this DEIS, there remained no notification to drivers.	Safety	Currently, there is a “reverse curve” warning sign and reflective delineators around the curve near Reference Point (RP) 121. As part of the Preferred Alternative identified in the Draft EIS, this curve is proposed to be realigned to improve sight distance and driver expectancy as the terrain changes entering the Badlands from the south.
	Comment F.1.5.7.	According to Table ES-1, Planning Cost Estimate on page ES-12, the Preferred Alternative in its entirety will cost \$479 Million. BCA would ask what portion of that considerable dollar figure is based on or required to satisfy public perception of safety. (Bold is BCA’s.)	General Project Question/ Statement Safety	Safety is included with the other elements of the project purpose and need. Public comments support its inclusion. Safety costs are not separable from the total project cost because all components of the roadway project are integrated to support safe design principles.
	Comment F.1.5.8.	The bullet above is not meant to be facetious. And, it most certainly does not dismiss the expectation of local, state and national users of HWY 85 to feel safe when traveling it. To the contrary, it acknowledges the value of perception, no matter what the numbers say. Why then is it so difficult for the ND DOT to acknowledge and respect the sensibilities and perceptions that BCA represents? Perceptions that, if met, would likely decrease the overall cost of the proposed project.	General Project Question/ Statement	All public and agency comments received for the project were considered when identifying the project’s purpose and need, developing alternatives and assessing potential impacts.
	Comment F.1.5.9.	Prior to leaving this discussion, BCA would ask for formalized justification for the minor traffic speed reduction through the LMRV and past Theodore Roosevelt National Park. We would like to see the analysis that counters slowing traffic further as proposed to 45 mph through the community of Fairfield and to 25 mph at the HWY 85/Hwy 200 roundabout. Thank you.	General Project Question/ Statement	<p>Through the community of Fairfield, the NDDOT proposes to reduce the speed limit of US Highway 85 from 65 mph down to 45 mph due to the presence of numerous residences and businesses located in close proximity to the highway, as well as a school. Considering the proximity and density of these facilities, the NDDOT believes maintaining a 65 mph speed limit through Fairfield would create a higher potential for pedestrian and vehicle conflicts. Additionally, this is consistent with ND Century Code (Section 39-09-04) which defines the requirements for when speed limits can be altered as being based on “engineering and traffic investigations with primary consideration given to the establishment of reasonable and safe speeds, highway conditions, enforcement, and the general welfare.”</p> <p>Through the TRNP – North Unit the roadway geometric design speed was lowered to reduce environment impacts through this segment and as a result the posted speed limit through this section of the project is reduced accordingly.</p> <p>The proposed 25 mph design speed at the North Dakota Highway 200 (ND-200)/US Highway 85 intersection is dictated by the proposed multi-lane roundabout intersection design. The reduction in speed limit approaching and through this intersection area is consistent with the design of the roundabout and consistent with national design guidance to help traffic safely navigate the roundabout intersection as described in the National Cooperative Highway Research Program Report 672 “Roundabouts: An Informational Guide, 2nd edition”.</p> <p>The posted speed limit throughout the remainder of the project corridor is maintained at the levels set forth by the ND Century Code (Section 39-09-04) since there are not limiting factors that would warrant a decrease in the speed limit.</p>

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	Comment F.1.5.10.	BCA also questions the long term predictions in the 2040 capacity analysis. Modeling of traffic and noise impacts for the year 2040 is an engineering exercise without reliable predictability given the dramatic changes we should expect in agriculture, transportation and energy over the next two decades. Yet unimagined technological advances and unforeseeable changes in state and national policy cannot be applied or measured. Such mathematical conjecture is akin to the lamppost that is used for support rather than illumination.	Traffic Volume/ Operations	Traffic forecasting is based on best available data and practices as accepted within the industry. The Long X Bridge is the only segment of the project corridor for which funding has currently been identified. Prior to constructing any additional segments, the FHWA would ensure that conditions and assumptions identified in the Final EIS/Record of Decision (ROD) remain valid, including traffic and noise modeling. If it is determined that circumstances have changed, supplemental National Environmental Policy Act (NEPA) documentation may be warranted.
	Comment F.1.5.11.	Again, BCA's focus is on the 7-mile stretch through the LMRV, but it is also essential we point out flawed expectations and costly policy decisions. Beyond safety of local communities, the energy industry and economic development interests are the strongest drivers for the proposed expansion.	Safety Economy	Comment noted.
	Comment F.1.5.12.	Increasing lanes in a transportation system does not of itself relieve congestion or assure safety. Traffic studies show that increased lanes produce increased traffic, a concept we expect you are familiar with called <i>induced demand</i> .	Traffic Volume/ Operations Safety	The concept of induced demand commonly pertains to urban areas where traffic redistribution can come from other roadway corridors. US Highway 85 is the only interregional north/south highway in western North Dakota. Therefore, there are few roadways from which traffic could be redistributed.
	Comment F.1.5.13.	Mechanisms should be sought to spread use from peak demand times, perhaps even considering congestive pricing, and law enforcement strategies should be put in place to adequately address traffic violations.	Traffic Volume/ Operations	NDDOT does not view the application of travel demand management strategies as a reasonable or effective approach to addressing the purpose and need for this project. In addition, the NDDOT does not currently have legislative authority to implement congestive pricing. The portion of the comment relating to enforcement of traffic violations is noted.
	Comment F.1.5.14.	Increasing certainty of global climate change, should add another relevant layer to your list of considerations. The need for control of carbon emissions is not found in the DEIS, despite its most certain influence on future traffic patterns and roadways.	Cumulative Impacts Air Quality	Greenhouse gases (GHGs) and climate change are discussed in Chapter 5 (Air Quality) of the Draft EIS.
	Comment F.1.5.15.	To quote from the June 10, 2018 Minot Daily News, as reported by Kim Fundingsland: The DOT revealed some very startling statistics related to future costs at a funding symposium on transportation held earlier this year. The DOT presented a document revealing that \$26.6 billion would be needed to maintain current levels of service in the state over the next 20 years. The amount would create a \$14.6 billion deficit based on today's revenue coming into the DOT. (http://www.minotdailynews.com/news/local-news/2018/06/roadwork-ahead)	Timeframe and cost	Comment noted.
	Comment F.1.5.16.	Additionally, we must note that the nearly simultaneous public notice of the DEIS comment period and public hearings with the notice for adoption of the Long X Bridge appears as a pre-decisional action by the ND DOT and FHWA contrary to the National Environmental Policy Act. Putting the cart before the horse in such fashion demeans the time, energy, effort, and perhaps most egregiously, the sincerity with which the invested public participates in public processes.	Timeframe and Cost	Per 23 USC 144, a bridge listed or eligible for listing on the National Register of Historic Places (NRHP) must be made available for adoption prior to removal under the Bridge Adoption Program. Offering the bridge for adoption is required under the terms of the Section 106 Memorandum of Agreement (MOA) for the Long X Bridge. The MOA is necessary to resolve potential adverse effects to the Long X Bridge per 36 Code of Federal Regulation (CFR) 800—the regulations implementing Section 106 of the National Historic Preservation Act. Per FHWA's Technical Advisory, T 6640.8A to the fullest extent possible, a final EIS needs to demonstrate that all the requirements of 36 CFR 800 have been met.

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U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

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	Comment F.1.5.17.	As we have stated repeatedly, locating all meetings and hearings along the far western HWY 85 corridor served local patrons and interests. However, considering the controversy surrounding proximity to and impacts on North Dakota's singular National Park, the statewide population was not adequately served or represented. At least one additional location in the east should be included.	Public Involvement	Various public meetings for the project have been held in Belfield, Fairfield, and Watford City, North Dakota. In addition, a project Website has been created to provide information and accept comments from any interested stakeholders with internet access.
	Comment F.1.5.18.	Badlands Conservation Alliance holds that there IS <i>Section 4(f) constructive use</i> of the greater body of the North Unit of Theodore Roosevelt National Park and that it needs be acknowledged in the DEIS. Furthermore, mitigation strategies for said constructive use should be required in a substantial, physical and meaningful way that promotes protection of the integrity of the Park, as well as USFS roadless areas in the Little Missouri State Scenic River Valley.	TRNP/Public Lands Section 4(f)	Pursuant to 23 CFR 774.15, it is the FHWA's responsibility to determine when there is a constructive use. Based upon the various environmental studies completed for the project (e.g., Noise Report, SPreAD Memorandums, Viewshed Analysis) and in consultation with the National Park Service (NPS), the Official with Jurisdiction for the TRNP–North Unit, FHWA has determined that any effects as a result of the project are anticipated to be minor relative to the existing conditions and are not anticipated to substantially impair the activities, features, or attributes that qualify the TRNP–North Unit for protection under Section 4(f). Chapter 6 of the FEIS has been revised to provide additional clarification for this determination.
	Comment F.1.5.19.	As defined: <i>Section 4(f)</i> includes a non-occupying determination called <i>4(f) constructive use</i> : (a) A constructive use occurs when the transportation project does not incorporate land from a Section 4(f) property, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired . Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished . (Bold is BCA's.) https://www.law.cornell.edu/cfr/text/23/774.15 Repeatedly at the three recent hearings for the DEIS, presenters Linneman (ND DOT) and Turnbow (KLJ) referenced <i>constructive use</i> as the "complete" impairment or diminishment of a Section 4(f) property, therein claiming the North Unit of the Park did not qualify for <i>constructive use</i> . Having spent considerable time investigating <i>Section 4(f)</i> regulation and application, BCA recalled no use of the word "complete." Indeed we recalled rather the use of the word "substantial." In further searches after hearing, "complete" is not found. We deem this misleading and question presenters' use of the word.	TRNP/Public Lands Section 4(f)	We acknowledge that language inconsistent with 23 CFR 774.15 was utilized during the public hearings for the project. The use of the word "complete" was intended to convey "substantial impairment" to the point where the Section 4(f) property would no longer function as intended. Pursuant to 23 CFR 774.15, it is the FHWA's responsibility to determine when there is a constructive use. Based upon the various environmental studies completed for the project (e.g., Noise Report, SPreAD Memorandums, Viewshed Analysis) and in consultation with the NPS, the Official with Jurisdiction for the TRNP–North Unit, FHWA has determined that any effects as a result of the project are anticipated to be minor relative to the existing conditions and are not anticipated to substantially impair the activities, features, or attributes that qualify the TRNP–North Unit for protection under Section 4(f). Chapter 6 of the FEIS has been revised to provide additional clarification for this determination.

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	<p>Comment F.1.5.20.</p>	<p>An additional phrase found throughout FHWA discussion of <i>Section 4(f)</i> and particularly when referencing prudent and feasible avoidance is similarly noteworthy:</p> <p>The definition emphasizes that the use of Section 4(f) property is to be balanced against competing factors while considering the relative value of the Section 4(f) property in light of the Section 4(f) statute, keeping a “thumb on the scale” in favor of preserving the Section 4(f) property. (Bold is BCA’s) https://www.environment.fhwa.dot.gov/legislation/section4f/Section_6009Study/default.aspx</p> <p>Again at https://www.environment.fhwa.dot.gov/legislation/section4f/4fAtGlance.aspx: FHWA’s evaluation of these factors begins with a “thumb on the scale” in favor of protecting Section 4(f) property, and takes the relative value of the Section 4(f) property into account. (Bold is BCA’s)</p> <p>Under 23 CFR Ch. §771.135 it is stated: (ii) The proximity of the proposed project substantially impairs esthetic features or attributes of a resource protected by section 4(f), where such features or attributes are considered important contributing elements to the value of the resource. Examples of substantial impairment to visual or esthetic qualities would be the location of a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or substantially detracts from the setting of a park or historic site which derives its value in substantial part due to its setting. (Bold is BCA’s.) https://www.gpo.gov/fdsys/pkg/CFR-2004-title23-vol1/pdf/CFR-2004-title23-vol1-sec771-135.pdf</p>	<p>Section 4(f)</p>	<p>Comment noted.</p>
	<p>Comment F.1.5.21.</p>	<p>On page 96 of the DEIS it is stated: Viewers associated with roadways consist of neighbors and travelers. The perception viewers have of visual resources in a viewshed determines the visual quality of the area. In a natural environment, visual quality is based on whether visual resources contribute to, or detract from, a sense of natural harmony.</p> <p>It goes on to say: Viewer sensitivity depends on exposure to changes and awareness of changes (FHWA 2015c). (Bold is BCA’s)</p> <p>In acknowledging the concept of “neighbors and travelers” and that viewer sensitivity is a real, influential, and impactful presence, the certainty that this proposed project will have <i>Section 4(f) constructive use</i> impacts on the greater North Unit of Theodore Roosevelt National Park is confirmed.</p>	<p>Visual Resources Section 4(f)</p>	<p>Pursuant to 23 CFR 774.15, it is the FHWA’s responsibility to determine when there is a constructive use. Based upon the various environmental studies completed for the project (e.g., Noise Report, SPreAD Memorandums, Viewshed Analysis) and in consultation with the NPS, the Official with Jurisdiction for the TRNP – North Unit, FHWA has determined that any effects as a result of the project are anticipated to be minor relative to the existing conditions and are not anticipated to substantially impair the activities, features, or attributes that qualify the TRNP – North Unit for protection under Section 4(f). Chapter 6 of the FEIS has been revised to provide additional clarification for this determination.</p>

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	Comment F.1.5.22.	<p>It is not only BCA members that visit National Parks and other wildland settings to exercise their ability and desire to be attentive. As stated on page 140 of the DEIS: Approximately 92 percent of park visitors place 'scenery viewing' as an important factor in visiting the park. (NPS 2006, NPS 2014, NPS 2015a, NPS 2017a).</p> <p>The proposed installation of 8-10 foot fencing throughout the Little Missouri River Valley to guide wildlife, and infrastructure (not yet totally designed) including retaining walls, an anchored drill shaft structure, and extensive backgrading at both the north and south bluff line will all impact visitor experience <u>within</u> the greater North Unit. Aesthetics of setting are not singularly or only immediately physical, but have a lingering and sub-conscious impact on visitors. One need only meet an out-of-state traveler, aggravated with the visibility of oil wells from <u>within</u> Park boundaries, or listen to the grief and anger of a <u>former</u> user of the Park and National Grasslands to know that disturbance occurring within the right-a-way of HWY 85 will also produce substantial impairment <u>beyond</u> its confines.</p>	Visual Resources	As discussed in Chapter 5 (Visual) of the Draft EIS, some permanent impacts on visual resources may be perceived by neighbors and travelers as incompatible with the existing visual character.
	Comment F.1.5.23.	<p>The value—economic and otherwise - of undeveloped lands such as Theodore Roosevelt Park and the USFS managed roadless areas of Long X Divide and Lone Butte will rise significantly as/if oil and gas development reaches or exceeds the 60,000 wells currently forecast. Potential economic development that is a goal of this proposed project may bring new jobs and increased traffic, but it will also bring more people, many of whom will share BCA's appreciation of protected landscapes.</p> <p>Terms such as Attention Restorative Therapy and Nature Deficit Disorder may relate to contemporary studies, but they describe a human relationship to undisturbed landscape that is essential to the human condition. For some, including most BCA members, it is a necessity, the purer the better.</p>	TRNP/Public Lands Economy	Comment noted.
	Comment F.1.5.24.	<p>Once again, BCA iterates that our focus is on the 7-mile stretch of roadway through the Little Missouri River Valley. We find that an economic evaluation of the growing significance and rarity of the publicly owned lands be assessed as a requirement of this DEIS, especially as relates to their <i>Section 4(f) constructive use</i> status.</p>	TRNP/Public Lands Economy Section 4(f)	Pursuant to 23 CFR 774.15, it is the FHWA's responsibility to determine when there is a constructive use. Based upon the various environmental studies completed for the project (e.g., Noise Report, SPreAD Memorandums, Viewshed Analysis) and in consultation with the NPS, the Official with Jurisdiction for the TRNP—North Unit, FHWA has determined that any effects as a result of the project are anticipated to be minor relative to the existing conditions and are not anticipated to substantially impair the activities, features, or attributes that qualify the TRNP—North Unit for protection under Section 4(f). Chapter 6 of the FEIS has been revised to provide additional clarification for this determination.

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	Comment F.1.5.25.	BCA returns here to the opening discussion regarding safety, or the statistics vs. perception of safety, that appears at the beginning of this letter. We question why the ND DOT should find it so difficult to recognize and acknowledge the <i>Section 4(f) constructive use</i> of the greater North Unit when the DEIS allows for the intuitive and subjective assessment of safety. Users of a resource possess knowledge and insights not always captured by statistics.	Section 4(f)	Pursuant to 23 CFR 774.15, it is the FHWA's responsibility to determine when there is a constructive use. Based upon the various environmental studies completed for the project (e.g., Noise Report, SPreAD Memorandums, Viewshed Analysis) and in consultation with the NPS, the Official with Jurisdiction for the TRNP–North Unit, FHWA has determined that any effects as a result of the project are anticipated to be minor relative to the existing conditions and are not anticipated to substantially impair the activities, features, or attributes that qualify the TRNP–North Unit for protection under Section 4(f). Chapter 6 of the FEIS has been revised to provide additional clarification for this determination.
	Comment F.1.5.26.	While BCA appreciates that the DOT did a SPreAD Analysis not required by FHWA regulation as well as doing a FHWA mandatory Travel Noise Analysis (TNM 2.5), we continue to find the DEIS sound/noise analysis insufficient. As the North Unit of Theodore Roosevelt National Park is commonly known as “the Wilderness Unit” and the destination of those less concerned about ice cream cones and musicals than in-depth outdoor experience, the soundscape is of vital importance and noise disturbance therein is fundamentally and exponentially damaging.	Noise	Comment noted.
	Comment F.1.5.27.	We offer the following insufficiencies and request that they be remedied. On page 14 of the Traffic Noise Analysis under Determination of the Noise Study Area it states: For the purposes of this noise analysis, a buffer (i.e., 500 feet from the project corridor) was established as the “noise study area.” ³ The foot note here is key in that it states: 3 Highway traffic noise impacts rarely occur beyond 500 feet from the edge of a roadway. Additionally, FHWA has determined that its TNM 2.5 is less effective at predicting traffic noise beyond 500 feet from the edge of a roadway (FHWA 2004). (Bold is BCA's.) Thus limiting the extent of the noise study area and acknowledging the poor efficacy of TNM 2.5, the Traffic Noise Analysis allows for dismissal of consideration of a National Park at its doors. This is illustrated in Table 3 on page 16 where Activity Category A is described as “Lands on which serenity and quiet are of extraordinary significance. These lands serve an important public need, and the preservation of these qualities is essential if the area is to continue to serve its intended purpose.” It is noted as exterior to the Noise Study Area.	Noise	Per 23 CFR 772.9, Traffic Noise Prediction, (a) Any analysis required by this subpart must use the FHWA Traffic Noise Model (TNM), which is described in “FHWA Traffic Noise Model” Report No. FHWA-PD-96-010, including Revision No. 1, dated April 14, 2004, or any other model determined by the FHWA to be consistent with the methodology of the FHWA TNM. The project team recognized the limitations associated with TNM 2.5 and as a result opted to conduct a secondary noise analysis (i.e., SPreAD). The TNM noise study area includes portions of all Dakota Prairie Grasslands (DPG) Management Areas (MAs) and the TRNP–North Unit along the project corridor. Based upon FHWA noise policy and guidance, no areas within the noise study area were determined to be Activity Category A. Activity Category A is defined as “lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.” DPG MAs within the noise study area were assigned to Activity Categories C and G, depending on MA, and the TRNP–North Unit was assigned to Activity Category C.
	Comment F.1.5.28.	While it may meet NDDOT Noise Policy and Guidance, BCA is astonished that the DOT chose to dismiss rare and sensitive Dakota Prairie Grasslands management areas as stated on page 18 because: Of the DPG MAs within the noise study area, DPG MAs 3.51 and 1.2a are not considered to have frequent human use , and therefore, are not modeled in the analysis. (Bold is BCA's.) What the DOT appears to be saying here is that the very reason that these management areas are special and unique (MA 3.51 is Bighorn Sheep Habitat and MA 1.2a is Suitable for Wilderness) is reason enough to dismiss them. This is inherently wrong.	Noise	Comment noted.

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	Comment F.1.5.29.	Analysis of Low Frequency Noise (LFN) at frequencies below those currently modeled is essential. Heavy trucks emit considerable LFN, and those frequencies below the range of hearing have biophysical impacts on humans and wildlife. The A-weighted measurements used in the TNM 2.5 underestimate perceived loudness, annoyance factors, and stress-inducing capability of noises with low frequency components. LFN has physical and psychological effects—disruptive effects contrary to why people visit wildlands and Parks, and which impact human health.	Noise	Analysis of Low Frequency Noise is not required under 23 CFR 772. Typically, such analysis would not be considered for highway projects since it goes beyond the level of analysis required by 23 CFR 772 for Type I projects. Therefore, analysis of Low Frequency Noise is not proposed for the project.
	Comment F.1.5.30.	Analysis of “impulse” noise must be done to accurately register the propagation of noise. The current SPreAD Analysis is insufficient. This is particular important considering the proposed construction of a 12–20 foot wide flush median with rumble stripping throughout the Little Missouri State Scenic River Valley.	Noise	A separate analysis of impulse noise (e.g., engine brakes, vehicles driving over rumble strips) is not specifically required under 23 CFR 772. The FHWA standard traffic noise model (i.e., TNM 2.5) completed for the project accounts for impulse noise during field data collection and factors it into the overall model.
	Comment F.1.5.31.	Anyone who has camped overnight in the South Unit’s Cottonwood Campground knows about sound propagation. On many occasions it is detracting to the point of sleeplessness and is a commonly heard complaint. Evening into night time analysis when noise propagation is greater than during the modeled day times must be completed at multiple locations along the continuous flat terrain of the Little Missouri River bottom and must extend at least through Juniper Campground. Evening into night time analysis should be modeled for all existing points as well.	Noise	The SPreAD analysis was developed using 24-hour field data recording sessions at various locations throughout the Badlands segment of the project corridor. The Juniper Campground is located approximately 3.5 miles west of the project corridor. Noise data was not collected at the Juniper Campground as part of this project.
	Comment F.1.5.32.	Expense, maintenance requirements, longevity, ND climate are all mentioned as negatives in the DEIS discussion of quiet pavement opportunities and alternatives. Planned maintenance and upgrades as needed or newly available are a part of every roadway system. BCA asks that quiet pavement surfacing remain at the forefront of consideration throughout the life of Highway 85 and its recommendation be a part of any decision-making into the future.	Noise	The NDDOT will continue to investigate quiet pavement options as the technology continues to develop. The Long X Bridge is the only segment of the project corridor for which funding has currently been identified. Prior to constructing any additional segments, the FHWA would ensure that conditions and assumptions identified in the Final EIS/ROD, including quiet pavement technologies, remain valid. If it is determined that circumstances have changed, supplemental NEPA documentation may be warranted.
	Comment F.1.5.33.	BCA does not want to advocate for the No Build Alternative outright. We agree there are improvements to be made to HWY 85, including a modern bridge crossing of the Little Missouri River. So much could be done that would benefit multiple interests if we had not set up an all or nothing scenario. BCA offers a piece of applicable advice from Pearl Buck who said, “Every great mistake has a halfway moment, a split second when it can be recalled and perhaps remedied.” BCA suggests this is one of those moments. We need a bridge; we have money for a bridge. Let’s remove this component from the current process and build it.	General Project Question/ Statement	The Long X Bridge is the only segment of the project corridor for which funding has currently been identified. Prior to constructing any additional segments, the FHWA would ensure that conditions and assumptions identified in the Final EIS/ROD remain valid. If it is determined that circumstances have changed, supplemental NEPA documentation may be warranted.

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	Comment F.1.5.34.	<p>However, it remains BCA's strongly held position that HWY 85 can be improved to meet or exceed safety and travel needs without expansion to a 4-lane highway. Period. Under the proposed preferred alternative, entering the North Unit of Theodore Roosevelt National Park would be akin to entering a fortified compound with high fence enclosures and an engineered setting where manipulation of the landscape is readily evident.</p> <p>Viewshed and soundscape impacts to visitor experience would extend physically well into the Park, with substantial psychological and spiritual impairment having indefinite and individualized repercussions throughout. For those who share BCA's sensitivity to and immeasurable appreciation of the unique values embodied in the Park, this proposal jeopardizes the very existence of our relationship with that landscape, a place that has been home-coming for generations and lifetimes.</p>	Roadway Alternatives (Badlands) TRNP/Public Lands Visual Resources Noise	Comment noted.
	Comment F.1.5.35.	<p>BCA opposes moving forward with this project as it stands. We grievously protest that <i>There are no major unresolved issues associated with the project</i> as claimed on page ES-16 of the Executive Summary.</p>	General Project Question/ Statement	<p>BCA's opposition to moving forward with the project as it stands is noted. Regarding the statement that there are no major unresolved issues, the intent of the statement is to disclose items that need to be resolved prior to issuance of the Final EIS/ROD, such as outstanding federal actions, consultations, and planning and funding issues.</p>
	Comment F.1.5.36.	<p>Should an FEIS be completed and a Decision signed for the proposed expansion project, the ND DOT and FHWA have a responsibility to this and future generations to therein acknowledge the substantial diminishment and impairment of the North Unit of Theodore Roosevelt National Park; and to thus play a role in mitigation strategies that will otherwise promote protections of the integrity of our Park, USFS roadless areas in the vicinity and the Little Missouri State Scenic River Valley. Such acknowledgement must be formalized within the document and decision.</p>	TRNP/Public Lands	<p>Impacts and mitigation associated with the project are disclosed in Chapter 5 of the Draft EIS.</p>
	Comment F.1.5.37.	<p>This is just a sampling of what I read, reviewed or searched to try to come to terms with what ND DOT is proposing in building a four-lane divided highway through the Little Missouri River Valley. Of course, I also read the FHWA regs, tutorials and discussion of <i>Section 4(f) constructive use</i>. Also the other three ND DOT sound analysis documents you sent. It did not lead me to resolution of BCA's concerns; instead it strengthened my resolve that this proposed action as designed through the LMRV is not in North Dakota's best interest.</p>	General Project Question/ Statement	Comment noted.
F.1.6. Barbara Becker	Comment F.1.6.1.	<p>As a resident of Mckenzie County I would like to put my voice to the highway 85 project—this is something that has been needed for years—there have been many lives lost because of the heavy traffic, narrow road and the lack of passing lanes. Making this highway a four-lane would not only be safer but wiser—it is something that should've been done years ago—</p>	Safety	Comment noted.
	Comment F.1.6.2.	<p>I realize the environmental impact concerns have been a big roadblock in getting this highway to be made safer for those who travel on it - I too care about the beauty of our Badlands, but I also believe that the safety of those driving on that road should carry a great importance.</p>	Safety TRNP/Public Lands	Comment noted.

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	Comment F.1.6.3.	Since the boom, the road has become so busy and some of those traveling are careless in their need for to get where they are going. The road has become very dangerous to travel. Having four lanes would make it safer for those of us who live in the area and in my opinion it cannot happen soon enough.	Safety	Comment noted.
F.1.7. Brad Bekkedahl	Comment F.1.7.1.	Encourage incorporating a bike lane and walking path on the new Long X Bridge.	Trail	Comment noted.
	Comment F.1.7.2.	Consider existing design continue for Hwy 200/85 intersection instead of 2-lane roundabout.	US Highway 85/ND-200 Intersection Options	Comment noted.
F.1.8. Bowman County	Comment F.1.8.1.	In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry.	Economy Traffic Volume/ Operations Regional Transportation Network	Comment noted.
	Comment F.1.8.2.	The improvements of the highway design from a two lane to a four lane system including the Long X Bridge and will significantly improve commerce and provide safety to our traveling public.	Economy Safety	Comment noted.
	Comment F.1.8.3.	Thank you for the opportunity to comment and look forward to this project moving forward.	General Project Question/ Statement	Comment noted.
F.1.9. Bowman County Development Corporation	Comment F.1.9.1.	In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry.	Economy Traffic Volume/ Operations Regional Transportation Network	Comment noted.
	Comment F.1.9.2.	The improvements of the highway design from a two lane to a four lane system including the Long X Bridge and will significantly improve commerce and provide safety to our traveling public.	Economy Safety	Comment noted.
	Comment F.1.9.3.	Thank you for the opportunity to comment and look forward to this project moving forward.	General Project Question/ Statement	Comment noted.
F.1.10. Joel Brown	Comment F.1.10.1.	If a pedestrian/bike path is to be constructed from Watford City to the south, it is completely necessary that it extend all the way to Long X Rd, south of the Little Missouri River. If the path terminates at County Rd 34, as is currently proposed, many bikers will surely attempt to ride to the Maah Daah Hey trail head at CCC Campground, which poses a serious safety issue. This would require approximately 2.5 miles added to what would currently be approximately 10 miles of path. As a longtime resident and mountain biker, it is my opinion that this path should be built as a means of safely biking from Watford City to the Maah Daah Hey trail head, and nothing short of that.	Trail Safety	Your desire to see the proposed trail extended to Long X Road is noted. An option carrying the trail to Long X Road was considered early on in project development. Through coordination with the NDGF, it was determined that the trail needed to end at the entrance to the TRNP–North Unit (as opposed to the southern side of the Long X Bridge) to avoid potential human-wildlife conflicts, particularly for bighorn sheep during the lambing period. Following additional coordination with the NPS, it was determined that the trail needed to end outside of NPS-managed lands to minimize impacts on the TRNP–North Unit.

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	Comment F.1.10.2.	Ease of access to the Maah Daah Hey will be valuable to our community and to tourism in Watford City.	Recreation/ Tourism	Comment noted.
	Comment F.1.10.3.	I believe that building this path to terminate prior to intersecting Long X Rd will result in increased risk of injury and/or loss of life.	Trail Safety	Comment noted.
F.1.11. Marina Carrillo	Comment F.1.11.1.	Thank you for all your work and effort for this project to be real and ready to go. Not only is it better for the local community, but for the whole state.	General Project Question/ Statement	Comment noted.
	Comment F.1.11.2.	We drive to Mexico every summer and sometimes we wish to stop by the badlands, but because of the traffic and unsafe road we go around. Therefore, this new project will bring more tourism and better access to our state.	Traffic Volume/ Operations Safety Recreation/ Tourism	Comment noted.
	Comment F.1.11.3.	Plus, we need it for lower transportation cost in the gas and oil industry.	Economy	Comment noted.
F.1.12. City of Bowman	Comment F.1.12.1.	In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry.	Economy Traffic Volume/ Operations Regional Transportation Network	Comment noted.
	Comment F.1.12.2.	The improvements of the highway design from a two lane to a four-lane system including the Long X Bridge and will significantly improve commerce and provide safety to our traveling public.	Economy Safety	Comment noted.
	Comment F.1.12.3.	Thank you for the opportunity to comment and look forward to this project moving forward.	General Project Question/ Statement	Comment noted.
F.1.13. City of Williston-Administration	Comment F.1.13.1.	In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry.	Economy Traffic Volume/ Operations Regional Transportation Network	Comment noted.
	Comment F.1.13.2.	The improvements of the highway design from a two lane to a four lane system including the Long X Bridge will significantly improve commerce and provide safety to our traveling public.	Economy Safety	Comment noted.
	Comment F.1.13.3.	Thank you for the opportunity to comment and we look forward to this project moving forward.	General Project Question/ Statement	Comment noted.

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F.1.14. City of Williston– Economic Development	Comment F.1.14.1.	The Bakken region is heavily impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry.	Economy Traffic Volume/ Operations Regional Transportation Network	Comment noted.
	Comment F.1.14.2.	We in Economic Development see tremendous value in improving the highway design from a two lane to a four lane system including the Long X Bridge, as these changes will significantly improve commerce and provide safety to our traveling public.	Economy Safety	Comment noted.
	Comment F.1.14.3.	Thank you for the opportunity to comment and look forward to this project moving forward.	General Project Question/ Statement	Comment noted.
F.1.15. Construct Connect	Comment F.1.15.1.	Our firm would like to request for information in-reference to the Long x Bridge project. I would like to find out to when construction will start and the name of the design team (engineer) and the city and state they are located.	General Project Question/ Statement	The NDDOT responded to this request for information by telephone.
F.1.16. Gayle Cox	Comment F.1.16.1.	Phase the overall project into longer segments when available, specifically outside the Badlands. Handout provided 8-10 mile segments for construction. It would shorten the inconvenience to the traveling public. 16-20 mile segments would be preferred.	General Project Question/ Statement	Comment noted.
F.1.17. Tomas Dahle	Comment F.1.17.1.	Due to noise pollution I am opposed to the highway expansion so close to the park. Theodore Roosevelt in reference to the Grand Canyon in Arizona said. "In the Grand Canyon, Arizona has a natural wonder which is in kind absolutely unparalleled in the world. I want to ask that you keep this great wonder of nature as it now is. I hope you will not have a building of any kind, not a summer cottage, a hotel or anything else, to mar the wonderful grandeur, the sublimity the great loneliness, a beauty of the canyon.....Leave it as it is. You can not improve on it. The ages have been at work on it, and man can only mar it." I say the highway expansion will seriously mar the Park with noise.	Noise TRNP/Public Lands	Comment noted.

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	Comment F.1.17.2.	<p>I am a former Scoutmaster. I lead Troop 123 in Bismarck for 17 years. We were a unique Troop. Troop wide we hiked and backpacked more than any other Troop in North Dakota.</p> <p>We hiked and backpacked extensively in TR Park and on the Maah Daah Hey Trail.</p> <p>The high point of my scoutmaster career was taking Scouts and leaders to places like "Eye of the Needle aka Devil's Eye" in the South Unit, "Devil's Pass", "China Wall", "Ice caves" and the "Elk horn Ranch" on the MDHT. The scouts told me they loved seeing the very unique formations in the badlands, seeing places that few people ever saw. They liked being places that were not marred by any human activity... no roads, no buildings, no smoke plumes, no manmade noise. One scout told me "I liked being where it was just us (scouts and leaders) in the middle of the wilderness"</p> <p>When I run into alumni scouts the first thing they will say is "Remember when we were hiking..." They would tell me about a hiking adventure.</p> <p>On thank you cards I have given to former leaders who worked so hard to make an adventurous wilderness appreciating troop, I have written the following: "At Troop 123 Scouts accepted the physical and mental challenges of Hiking and Backpacking merit badges. In the process we (scouts and adults) learned to appreciate the sights, and sounds of nature. We felt the wind, we sometimes heard a gentle rain, and we even woke up to see snow on the tents. We observed bison, antelope, snakes and other creatures and saw and appreciated wildflowers. We had <u>moments of silence</u> while pausing from hiking to appreciate nature. We learned to work with and be kind to each other. <u>And, we had fun.</u>"</p>	TRNP/Public Lands	Comment noted.
F.1.18. Ken Deitz	Comment F.1.18.1.	I purchased Woodie Watson's property along Highway 85 next to Long X Bridge. The homestead on the southeast corner. I would like to be informed on any meetings I may attend on this expansion project.	General Project Question/ Statement	While additional meetings for the project are not planned, notification of any project meetings scheduled would be mailed to all property owners along the project corridor, advertised in local newspapers, and posted on the project Website.
	Comment F.1.18.2.	Some of my current concerns are bridge expansion as its out my front door. Another concern is expanding the portion through the lower badlands (approx. 5 miles). I would like info on how these two issues will affect my property and my access to enter Highway 85. Not only in the future but also during construction of a new bridge as my wife and I use the bridge daily for work.	Roadway Alternatives (Badlands) Long X Bridge Options Construction and Maintenance	The NDDOT will address these concerns as part of ROW negotiations.

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Name/Entity ^(a)	Comment Number	Comment Received	Theme	Response
	Comment F.1.18.3.	My immediate issue is the speed limit. As I believe it should be 55 mph, also the issue of no curve signs on the north south turns. Another is no guard rail or signs through the area. I believe decreased speed and signs would currently decrease the amount of accidents in the area. The normal person drives properly, but most people up here are in a hurry ridding your bumper and risking many lives passing others. It's like Christmas on the road north and south of my place watching the police lights, ambulance and tow trucks at night.	Roadway Alternatives (Badlands) Safety	According to the AASHTO Green Book—A Policy on Geometric Design of Highways and Streets, the design speed of a roadway is determined by roadway geometry, with posted speed limits based on the design speed and policy. Regardless of the posted speed limit, the actual operational speed of traffic is based on driver comfort, which is tied to roadway geometry and design. Permanent signing along public highways in North Dakota is installed in accordance with the NDDOT Design Manual and MUTCD. While guardrail is not currently proposed, it would be determined during final design.
	Comment F.1.18.4.	First of you need to put signage up as you enter the badlands on north and south.	General Project Question/ Statement	Permanent signing along public highways in North Dakota is installed in accordance with the NDDOT Design Manual and MUTCD.
	Comment F.1.18.5.	Also need to change the speed limit, as I nearly get run over as I exit or enter my driveway.	Roadway Alternatives (Badlands)	According to the AASHTO Green Book—A Policy on Geometric Design of Highways and Streets, the design speed of a roadway is determined by roadway geometry, with posted speed limits based on the design speed and policy. Regardless of the posted speed limit, the actual operational speed of traffic is based on driver comfort, which is tied to roadway geometry and design.
	Comment F.1.18.6.	On a weekly basis I watch all the cops lights on the north slope cleaning up accidents.	Safety	Comment noted.
	Comment F.1.18.7.	Next as I own the property on the south east side of the bridge, I would like to be informed on any meetings I may attend.	General Project Question/ Statement	While additional meetings for the project are not planned, notification of any project meetings scheduled would be mailed to all property owners along the project corridor, advertised in local newspapers, and posted on the project Website.
	Comment F.1.18.8.	I am all for the expansion, just concerned about the location of the new bridge and which one of the 3 proposals you may decide on. As this is out my front door.	Long X Bridge Options	Option LX-3 was identified as part of the Preferred Alternative in the Draft EIS. The NDDOT will address these concerns as part of ROW negotiations.
F.1.19. Michaela Deitz	Comment F.1.19.1.	As a land owner living by highway 85 I understand the need for a new bridge although I am uncertain a 4 lane road is needed. The traffic here is very sporadic and never bumper to bumper. With the dynamics of the land here, and how it shifts I have concerns this plan will only be an expensive temporary fix.	Traffic Volume/ Operations Construction and Maintenance	Comment noted.
	Comment F.1.19.2.	Thank you for a very well written and thoughtful plan. I am sure that all parties involved will be able to come to a successful resolution.	General Project Question/ Statement	Comment noted.
F.1.20. Weston Deitz	Comment F.1.20.1.	I travel this highway often to visit family in Watford City. I see no need for our tax paying money to go into a four lane highway through there. There just isn't a substantial amount of traffic on the road to justify such a project.	Traffic Volume/ Operations	Comment noted.
	Comment F.1.20.2.	If you are looking to make it safer, lower the speed limit coming down into the valley across the bridge. Don't waste your time, and our money.	Safety	Comment noted.
F.1.21. Allen Domagala	Comment F.1.21.1.	When discussing the 4-lane project on Highway 85 between Belfield and Watford City, I would like to see a new bridge at the river.	General Project Question/ Statement	Comment noted.
	Comment F.1.21.2.	But I would also propose to keep the existing 3- lane going up and down through the badlands valley as it is. Don't rework this area of road.	Roadway Alternatives (Badlands)	Comment noted.

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F.1.22. Economic Development Association of North Dakota	Comment F.1.22.1.	In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry.	Economy Traffic Volume/Operations Regional Transportation Network	Comment noted.
	Comment F.1.22.2.	The improvements of the highway design from a two lane to a four-lane system including the Long X Bridge, will significantly improve commerce and provide safety to our traveling public.	Economy Safety	Comment noted.
	Comment F.1.22.3.	Thank you for the opportunity to comment and we look forward to this project moving forward.	General Project Question/Statement	Comment noted.
F.1.23. Fisher Industries	Comment F.1.23.1.	In North Dakota, this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry.	Economy Traffic Volume/Operations Regional Transportation Network	Comment noted.
	Comment F.1.23.2.	The improvements of the highway design from a two lane to a four lane system, including the Long X Bridge, will significantly improve commerce and provide safety to our traveling public.	Economy Safety	Comment noted.
	Comment F.1.23.3.	Thank you for the opportunity to comment and look forward to this project moving forward.	General Project Question/Statement	Comment noted.
F.1.24. Curtis Glasoe	Comment F.1.24.1.	Roundabouts—Please make them bigger. Lots of long trucks, snow plows ease and handle volume of traffic better if larger radius.	US Highway 85/ND-200 Intersection Options	The roundabout design would take into account industry and trucking needs and would be designed to accommodate long and oversized loads.
	Comment F.1.24.2.	Access to USFS recreation sites—Make sure save access for northbound traffic to go west—especially at CCC camp south of Long X Bridge along w/proper signage (destination).	Property Access	Access to all USFS recreation sites, including the Civilian Conservation Corps (CCC) Campground, would be maintained.
	Comment F.1.24.3.	Really look at culverts under road approaches—Drain away from approaches. Excavation much cheaper than \$3–5000 per culvert—only moisture in a lot of road culverts under approaches is when a badger, skunk, etc. goes to the bathroom in them.	Roadway Alternatives (Entire Corridor)	During final design, a hydraulic analysis would be conducted on approach culverts to ensure appropriate design.
F.1.25. GreenField Finance Group	Comment F.1.25.1.	We are GreenField Finance Group. We would appreciate the opportunity to provide funding for this project.	General Project Question/Statement	Comment noted.
F.1.26. Gerry Grosulak	Comment F.1.26.1.	I am hoping for a left turn lane at 29 th Str SW in Billings County due to there being 4–5 wrecks on that corner in the last 10 years or so. There have been fatalities there in the past.	Roadway Alternatives (Entire Corridor)	No left turn lanes are currently proposed in this location; however, turn lane locations would be reevaluated during final design.
	Comment F.1.26.2.	Also, I am in the process of selling lots in a subdivision west of 85 @ 29 th Str SW so there is increasing traffic there.	Traffic Volume/Operations	Comment noted.

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	Comment F.1.26.3.	Other comments would be that I am happy to see this project going forward.	General Project Question/ Statement	Comment noted.
F.1.27. Terry L. and Elaine Johnson	Comment F.1.27.1.	As a family we live on highway 85 and support the expansion of 85 to a four lane highway. Primary reasons being the safety and access to the highway. There continues to be a lot of traffic on the highway and I feel it will continue to increase.	General Project Question/ Statement Safety Traffic Volume/ Operations	Comment noted.
	Comment F.1.27.2.	It is imperative that the Long X Bridge be replaced and it can no longer meet the needs of the commercial traffic.	Long X Bridge Options	Comment noted.
	Comment F.1.27.3.	We support the expansion of highway 85 to a four lane highway and replacing the Long X Bridge.	General Project Question/ Statement	Comment noted.
F.1.28. Teresa A. Kessel	Comment F.1.28.1.	I want to thank you and your staff and Jen and all the staff from KLJ for giving a very detailed presentation on the Hwy 85 expansion project. It appears to me some people come have some sleepless nights trying to keep everyone happy on their own issues.	General Project Question/ Statement	Comment noted.
	Comment F.1.28.2.	If the land owners near the Long X Bridge are concerned about having a bad view of the new bridge and traffic noise they can plant trees. The Badlands cedar I think would be the best option.	Noise	Comment noted.
	Comment F.1.28.3.	Once again thanks for the updates on this project.	General Project Question/ Statement	Comment noted.

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F.1.29. Corinne Lee	Comment F.1.29.1.	<p>As I looked over the alternatives to the highway 85 expansion I was extremely disappointed that there was no alternative of bypassing the north unit of Theodore Roosevelt National Park completely and constructing a new truck route a few miles east of the current highway 85. There is an area south of Long X Bridge at approximately mile marker 125 where the proposed 4-lane expansion highway could continue east and curve around TRNP completely for a few miles and then reconnect with current highway 85 at mile marker 132. The new stretch of road (truck route) could be 4-lane like the rest of the proposed 4-lane expansion of highway 85 and the current stretch of highway 85 that goes through the park could remain a 2-lane highway and remain a scenic route to the park.</p> <p>I'm sure others have mentioned this option, but it appears that this option has not been taken seriously. There are several proposals to bypass Fairfield, but none to bypass the much more fragile and sensitive area of a national park! That does not make sense. There are numerous proposals of ways to mitigate the effect of a 4-lane highway going through TRNP, but bypassing the park is not listed as an option!</p> <p>Bypassing the park would solve most of these problems. Truck traffic would be diverted from the park, it will move faster, without congestion. A new bridge is needed which can be built on the new stretch of road and the historic Long X Bridge can remain on the scenic route to the park (and it could even be a toll bridge so that the oil companies can pay for some of the cost of constructing this new and improved highway and bridge---which is being built because of their impact on the area). The impact of having a 4-lane highway so close to the park would be lessened for people, wildlife, the noise level, the air quality, even the land of the park itself.</p>	<p>Roadway Alternatives (Badlands)</p> <p>TRNP/Public Lands</p>	<p>As discussed in Chapter 3 of the Draft EIS, a total of 13 reasonable alternatives for the roadway expansion through the Badlands area of the project corridor were considered during development of the alternatives. The analysis of the various alternatives considered using the existing alignment, boring a tunnel, and constructing new alignments around the TRNP – North Unit. Several of the alternatives considered would have constructability issues (e.g., geotechnical and engineering issues, excessive earthwork), would not be cost-effective, and would impact pristine/sensitive areas of the Badlands. Additionally, some of the alternatives failed to meet the project's purpose and need. Therefore, all of these alternatives were eliminated from further detailed analysis. Roadway design standards allow for flexibility in application in order to reduce project related impacts and allow engineers the ability to design projects in a manner that best addresses the needs of the project. The US Highway 85 project team has taken advantage of these design standard flexibilities and incorporated several flexible design options through the Badlands segment of the project corridor; for example, reduced speeds, retaining walls, and varying median widths. The intent of these design modifications is to reduce the roadway footprint to the extent practicable to minimize environmental and socioeconomic impacts, as well as minimize impacts on the TRNP–North Unit, while still addressing the project's purpose and need.</p>
	Comment F.1.29.2.	All of the "fixes" that are being proposed will not result in a net positive gain for the park, the animals and people that live there and people that make the extra effort to spend time there.	TRNP/Public Lands	Comment noted.
	Comment F.1.29.3.	You can not mitigate the increased impact of so much more traffic moving through the park (lets not forget the additional truck traffic that has currently been using highway 22 because the trucks are to large to pass under Long X Bridge).	Traffic Volume/ Operations	A Traffic Operations Report, including existing and projected traffic volumes, was completed for the project in 2016 (appended by reference to the Draft EIS). The report indicated that the addition of capacity is not anticipated to increase traffic volume along the corridor. Traffic projections were based on typical NDDOT projections for rural infrastructure in oil-producing areas of North Dakota.

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	Comment F.1.29.4.	<p>If the expanded 4-lane bypasses the park, the nature of the park and the park experience would remain intact and the oil trucks can move, unhindered along their new 4-lane designated truck route.</p> <p>This seems like a reasonable compromise where both sides would win. The state of North Dakota needs to protect our very special natural and national treasures. The proposed alternatives (alternative?s?---really? #1-one type of 4-lane highway and #2-another type of 4-lane highway) do not do this.</p>	<p>TRNP/Public Lands</p> <p>Roadway Alternatives (Entire Corridor)</p>	<p>As discussed in Chapter 3 of the Draft EIS, a total of 13 reasonable alternatives for the roadway expansion through the Badlands area of the project corridor were considered during development of the alternatives. The analysis of the various alternatives considered using the existing alignment, boring a tunnel, and constructing new alignments around the TRNP – North Unit. Several of the alternatives considered would have constructability issues (e.g., geotechnical and engineering issues, excessive earthwork), would not be cost-effective, and would impact pristine/sensitive areas of the Badlands. Additionally, some of the alternatives failed to meet the project’s purpose and need. Therefore, all of these alternatives were eliminated from further detailed analysis. Roadway design standards allow for flexibility in application in order to reduce project related impacts and allow engineers the ability to design projects in a manner that best addresses the needs of the project. The US Highway 85 project team has taken advantage of these design standard flexibilities and incorporated several flexible design options through the Badlands segment of the project corridor; for example, reduced speeds, retaining walls, and varying median widths. The intent of these design modifications is to reduce the roadway footprint to the extent practicable to minimize environmental and socioeconomic impacts, as well as minimize impacts on the TRNP–North Unit, while still addressing the project’s purpose and need.</p>
	Comment F.1.29.5.	<p>North Dakota government is supposed to work for the people, but they continually side with big money special interests like the oil companies (to the detriment of many). This would be a good time to do something that benefits the people of ND by protecting our park from further degradation.</p>	<p>Purpose and Need</p> <p>TRNP/Public Lands</p>	<p>Comment noted.</p>
	Comment F.1.29.6.	<p>Please reconsider the bypass alternative and add it to the limited and incomplete alternatives that have been presented.</p>	<p>Roadway Alternatives (Badlands)</p>	<p>As discussed in Chapter 3 of the Draft EIS, a total of 13 reasonable alternatives for the roadway expansion through the Badlands area of the project corridor were considered during development of the alternatives. The analysis of the various alternatives considered using the existing alignment, boring a tunnel, and constructing new alignments around the TRNP – North Unit. Several of the alternatives considered would have constructability issues (e.g., geotechnical and engineering issues, excessive earthwork), would not be cost-effective, and would impact pristine/sensitive areas of the Badlands. Additionally, some of the alternatives failed to meet the project’s purpose and need. Therefore, all of these alternatives were eliminated from further detailed analysis. Roadway design standards allow for flexibility in application in order to reduce project related impacts and allow engineers the ability to design projects in a manner that best addresses the needs of the project. The US Highway 85 project team has taken advantage of these design standard flexibilities and incorporated several flexible design options through the Badlands segment of the project corridor; for example, reduced speeds, retaining walls, and varying median widths. The intent of these design modifications is to reduce the roadway footprint to the extent practicable to minimize environmental and socioeconomic impacts, as well as minimize impacts on the TRNP–North Unit, while still addressing the project’s purpose and need.</p>

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F.1.30. Jon Maristuen	Comment F.1.30.1.	I believe this roadway needs to be 4 lane surface to support the volume of traffic which has been, is, and will continue to grow in the future of western North Dakota. The eastern and middle regions of the state benefit from 4 lane roadways, western North Dakota should be no exception.	Traffic Volume/ Operations	Comment noted.
	Comment F.1.30.2.	As to funding, appropriate the western's fair share of the increased tax revenue showing up down in Bismarck back out to construct this roadway. That expenditure will come back to the state 10 time again in oil dollars over its 40 years life span of the roadway. Remember they plan to drill 50,000 more wells in western North Dakota in the next 40 years. Compute the tax dollars off that number and tell us out in western North Dakota whom has family, friends, co-workers driving this roadway every day its not doable yet. Please get the funding appropriated and put this project on the top of the NDDOT's list.	Timeframe and Cost	Comment noted.
	Comment F.1.30.3.	Travelers desire and deserve a 4 lane surface in the only region of the state without one!	Regional Transportation Network	Comment noted.
F.1.31. James W. Martens	Comment F.1.31.1.	The "four-laning" of Highway 85 between Watford City and Belfield is long overdue. I've frequently traveled this section of Highway 85 over the past decade for business and personal travel. Even with the improvements made between 2010 and 2012, this stretch of road remains difficult and, in my opinion, dangerous to travel. I've been in and observed too many "close call" scenarios with vehicles passing trucks. Two of the most frightening were the time I observed an oil truck that sped up to not permit a motorist to pass, almost leading to a head-on collision with another oil truck, and the time I was forced to take the shoulder because one oil truck was passing another coming head-on. These both occurred in the Billings County section of the highway which illustrates the need for four lanes south of ND200 in addition to the stretch between Watford City and the McKenzie County Line/ND200.	Safety	Comment noted.
	Comment F.1.31.2.	As an avid outdoorsman and "lover" of TRNP and the badlands, I appreciate some of the concerns about the area around the North Unit and the fate of the historic Long X Bridge. However, the highway is already expanded to three lanes directly adjacent to the park climbing out of the Little Missouri valley. Thus, the argument that it would take away from the scenic valley comes up a bit short.	TRNP/Public Lands	Comment noted.
	Comment F.1.31.3.	This road needs to be four lanes from I94 to Watford City. We don't need to see any more traffic fatalities on this stretch of road—especially when we have the opportunity to make a change for the better.	Safety	Comment noted.
	Comment F.1.31.4.	I hope the department "hastens forward quickly," as TR might say, with this vital highway project for western North Dakota.	Timeframe and Cost	Comment noted.
	Comment F.1.31.5.	Thank you for your time and consideration of this e-mail in support of the proposal.	General Project Question/ Statement	Comment noted.

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F.1.32. McKenzie County Job Development Authority	Comment F.1.32.1.	The McKenzie County JDA is excited about the Highway 85 expansion project and would like to offer support of the following options:	General Project Question/ Statement	Comment noted.
	Comment F.1.32.2.	A Divided Four-lane Option for the Entire Length of the Project With a Depressed Median: After careful review and discussion we support an option for a four-lane highway with a depressed median from Watford City to the City of Belfield. It is highly desirable for safety and efficient movement of traffic to maintain a four-lane option for the entire length of the project.	General Project Question/ Statement	Comment noted.
	Comment F.1.32.3.	Replacement of Existing Long X Bridge With a New Four-lane Structure: Building a four-lane bridge and completely removing the existing structure is a high priority for the community. The existing bridge, and any other form of the current structure, pose a larger risk for the environment and do not meet the demands of future traffic.	Long X Bridge Options	Comment noted.
	Comment F.1.32.4.	Also, knowing the history of accidents due to the current structure and the critical need of this location makes it very hard to accept any form of the current structure.	Long X Bridge Options Safety	Comment noted.
	Comment F.1.32.5.	Roundabout at the Intersection of CR 30 and Hwy 85: CR 30 east and west of Highway 85 has a large number of businesses generating an increased traffic of large trucks and other commercial vehicles. Traffic safety records from our local roads is alarming and this intersection has potential for dangerous traffic conditions, hence we request to build a roundabout at this location in order to improve the safety of all drivers.	Roadway Alternatives (Entire Corridor) Safety	Your desire to see a roundabout constructed at the intersection of County Road 30 is noted. Under the Preferred Alternative identified in the Draft EIS, the expanded highway would tie into the previously expanded, four-lane highway south of the intersection of US Highway 85 with McKenzie County Road 30. No modifications to this intersection are proposed.
	Comment F.1.32.6.	We would support the option of a signalized intersection instead of the roundabout option if the cost of building a roundabout at this location has a potential to burden the four-lane option for the entire length of the project.	Roadway Alternatives (Entire Corridor)	Your desire to see a signal installed at the intersection of County Road 30 is noted. Under the Preferred Alternative identified in the Draft EIS, the expanded highway would tie into the previously expanded, four-lane highway south of the intersection of US Highway 85 with McKenzie County Road 30. No modifications to this intersection are proposed.
	Comment F.1.32.7.	Roundabout at the Intersection of Hwy 200 and Hwy 85: Due to ongoing traffic safety issues from the traffic specific to the Bakken Region, we request a roundabout at this location with a high priority.	US Highway 85/ND-200 Intersection Options	Comment noted.
	Comment F.1.32.8.	We would support other options if the cost of building a roundabout has a potential to burden the four-lane option for the entire length of the project.	US Highway 85/ND-200 Intersection Options	Comment noted.
	Comment F.1.32.9.	Proposed Option of Four-lanes With Flush Median Through Grassy Butte: Proposed option of four-lanes with flush median along the eastern edge of Grassy Butte is an acceptable option.	Roadway Alternatives (Entire Corridor)	Your preference for a flush median four-lane section near Grassy Butte is noted. The Preferred Alternative identified in the Draft EIS includes a four-lane, divided, depressed median (Alternative B) along the existing alignment near Grassy Butte.

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	Comment F.1.32.10.	Multi-purpose Trail Connection From Watford City to Maah Daah Hey Trail: McKenzie County and the City of Watford City continue to plan and implement a comprehensive Pedestrian and Bikeway Plan that embraces a healthy and active community that is essential for a growing regional center. This plan is 30 years in the making. At the heart of this plan is the desire to create a connection from Watford City to Theodore Roosevelt National Park OR to the CCC Camp south of Long X Bridge. We believe that the critical first step towards this goal is the inclusion of a trail along US 85 to be built and funded in conjunction with the highway widening. Once completed, this trail would be owned, operated, and maintained by McKenzie County.	Trail	Comment noted.
	Comment F.1.32.11.	If funding is limited, at least this trail be graded and brought to the level where it can be paved at a later date by the local authorities.	Trail	Comment noted.
	Comment F.1.32.12.	Just like other priorities mentioned above, we will support an option without the trail if it has a potential to burden the four-lane for the entire length of the project.	Trail	Comment noted.
	Comment F.1.32.13.	We are grateful for the opportunity to give our comments and look forward to working with North Dakota Department of Transportation to make this project a successful model of cooperation between DOT and local communities.	General Project Question/ Statement	Comment noted.
F.1.33. Brenda L. Menier	Comment F.1.33.1.	I am writing to express my concerns about the proposed HWY 85 expansion through the Little Missouri State Scenic River Valley. This proposed expansion is worrisome in terms of impact on wildlife, the wilderness experience for all who enjoy our National Parks and the impact on our state budget.	TRNP/Public Lands Timeframe and Cost	Comment noted.
	Comment F.1.33.2.	The often used phrase, "If you build it they will come", is apt for this proposal of building a four lane divided highway. Once completed, traffic will increase and magnify the impact on wildlife and the serenity and quiet that park enthusiasts seek.	Traffic Volume/ Operations	A Traffic Operations Report, including existing and projected traffic volumes, was completed for the project in 2016 (appended by reference to the Draft EIS). The report indicated that the addition of capacity is not anticipated to increase traffic volume along the corridor. Traffic projections were based on typical NDDOT projections for rural infrastructure in oil-producing areas of North Dakota.
	Comment F.1.33.3.	Wilderness areas across the nation are at risk for development and exploitation. We need to do everything we can to protect them. What kind of legacy are we leaving for our children and grandchildren? Surely there are other ways to improve the roadway and bridge without destroying additional land and wildlife habitat that are far less costly to the taxpayer and the environment.	TRNP/Public Lands	As discussed in Chapter 1 of the EIS, the purpose of the project includes addressing needs associated with safety, social demands, and economic development; system linkage/connectivity; capacity/traffic volumes; transportation demand/roadway classification; slope instability or landslides; and ecological connectivity. Roadway design standards allow for flexibility in application in order to reduce project related impacts and allow engineers the ability to design projects in a manner that best addresses the needs of the project. The US Highway 85 project team has taken advantage of these design standard flexibilities and incorporated several flexible design options through the Badlands segment of the project corridor; for example, reduced speeds, retaining walls, and varying median widths. The intent of these design modifications is to reduce the roadway footprint to the extent practicable while still addressing the project's purpose and need.

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F.1.34. Adam Miller	Comment F.1.34.1.	<p>I would like to express my support for the proposed wildlife crossings that are part of this project, especially the area directly around the north unit of Theodore Roosevelt National Park. This area is key to many wildlife species, notably bighorn sheep which the state has struggled to maintain healthy population for around 60 years now. Unfortunately, wildlife being struck by highway traffic in that area is so prevalent that it has become accepted as normal. A person can not drive that stretch without seeing vehicle struck dead animals in various states of decay. It's disheartening on behalf of the wildlife and a human health and injury concern for the vehicle operators and passengers.</p> <p>Wildlife crossings in Montana and Wyoming have been very popular and useful in providing safe highway crossings for wildlife while limiting negative interactions between wildlife and the general public. I believe they are invaluable as a conservation tool and preventing vehicle accidents, ultimately saving the public money in vehicle repairs, insurance costs and possibly even a human life in the rare life threatening vehicle-animal collision.</p>	Wildlife Crossing and Accommodation	Comment noted.
	Comment F.1.34.2.	I appreciate the NNDOT's time and effort in reading my comments and the value they have placed in ensuring that the wildlife crossings will be constructed as part of the project.	Wildlife Crossing and Accommodation	Comment noted.
	Comment F.1.34.3.	I am writing to inform you that believe the proposed wildlife crossings for the US Highway 85 expansion are vitally important. Certain stretches of that Highway, specifically the area south of the Long X have an exceptionally rate of vehicle/wildlife collisions. Unfortunately as it stands, the wildlife have little choice. The wildlife crossings, specifically an overpass for the bighorn sheep, would be very beneficial to wildlife and people. It will make travel safer for all involved. These types of crossings have been very popular in other states and the beneficial results have been well documented. Please consider going forward with the wildlife crossings.	Wildlife Crossing and Accommodation	Comment noted.
F.1.35. Stephen Mishkin	Comment F.1.35.1.	I oppose any expansion of the stretch of U.S. Highway 85 that runs through the North Unit of Theodore Roosevelt National Park.	General Project Question/ Statement	Comment noted.
	Comment F.1.35.2.	There is no compelling reason why the seven-mile stretch of roadway through the North Unit has to be expanded. Keep it a two-lane highway.	Roadway Alternatives (Badlands)	Comment noted.
	Comment F.1.35.3.	Forcing vehicles to slow down through this stretch is a reasonable burden, given the importance of this national park to North Dakota and the nation.	Roadway Alternatives (Badlands)	Comment noted.
	Comment F.1.35.4.	Commerce should take a back seat to preservation here, to protect this special place.	Economy TRNP/Public Lands	Comment noted.

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	Comment F.1.35.5.	The North Unit is all designated wilderness to the west of the highway (except for the scenic roadway in the park). It is land devoted to solitude, beauty, self-reflection, and the remarkable land conservation legacy of Theodore Roosevelt. Its values must be protected forever. A four lane highway through the park, at the very edge of the wilderness, is wrong and should be rejected as a violation of the legacy of Theodore Roosevelt.	TRNP/Public Lands Roadway Alternatives (Badlands)	Comment noted.
	Comment F.1.35.6.	If Federal and Montana officials sought to expand Highway 191 into a four-lane highway inside Yellowstone National Park, there would be an uproar and no such effort would be tolerated. It should not be tolerated here either. A four-lane highway in a treasured and strikingly scenic national park, especially one dedicated to the legacy of a man who advocated the "strenuous life" and whose view of automobiles was decidedly negative, must be rejected.	TRNP/Public Lands Roadway Alternatives (Badlands)	Comment noted.
	Comment F.1.35.7.	What do you mean that a Memorandum of Agreement "is being created between the FHWA, NDDOT, and SHPO to mitigate for the Adverse Effect on the Long X Bridge"? How can you be working on an MOA when you haven't even approved the project, or any specific piece of it?	Long X Bridge Options	Per 23 USC 144, a bridge listed or eligible for listing on the NRHP must be made available for adoption prior to removal under the Bridge Adoption Program. Offering the bridge for adoption is required under the terms of the Section 106 MOA for the Long X Bridge. The MOA is necessary to resolve potential adverse effects to the Long X Bridge per 36 CFR 800—the regulations implementing Section 106 of the National Historic Preservation Act. Per FHWA's Technical Advisory, T 6640.8A to the fullest extent possible, a final EIS needs to demonstrate that all the requirements of 36 CFR 800 have been met.
	Comment F.1.35.8.	Why have there been no public hearings outside of the roadway corridor? Why not a hearing? In Bismarck, or Minneapolis? People care about Theodore Roosevelt National Park and need to know about proposals that threaten the park's integrity.	Public Involvement	Various public meetings for the project have been held in Belfield, Fairfield, and Watford City, North Dakota. In addition, a project Website has been created to provide information and accept comments from any interested stakeholders with internet access.
	Comment F.1.35.9.	Theodore Roosevelt National Park is a tiny fraction of the land base of North Dakota (about 100 square miles out of more than 70,000). The North Unit's designated wilderness is a mere speck of land in a giant state, just 19,410 acres. Amazingly, this is the largest designated wilderness in North Dakota. It should be treated as the most valuable land in the state. No four-lane highway should be allowed on the eastern boundary of this specially designated land. Nothing could possibly mitigate the damage that a four-lane highway would do to this area. The value of this national park and wilderness area grows every day, as more of our lands are developed and human population expands and spreads.	TRNP/Public Lands Roadway Alternatives (Badlands)	Comment noted.
	Comment F.1.35.10.	The Draft EIS indicates that your "preferred alternative" may cost as much as 469 million dollars, though funding has been secured only for the bridge project. Why do you not have an alternative that would cost \$100 million, in case that is all the money that can be secured? You have not examined any set of intermediate goals to make a few improvements on the roadway	Roadway Alternatives (Entire Corridor) Timeframe and Cost	As discussed in Chapter 3 of the Draft EIS, a full range of reasonable alternatives was developed for all segments of the project. Many of these alternatives were eliminated during the evaluation process due to a variety of reasons; for example, alternatives not considered reasonable/feasible, inconsistent with existing reports/studies, and failure to meet the project's purpose and need.

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	Comment F.1.35.11.	I support improving the bridge and putting in wildlife crossings, and perhaps expanding the roadway in places, but I do not support any expansion of the highway through the park.	Wildlife Crossing and Accommodation Roadway Alternatives (Badlands) Roadway Alternatives (Entire Corridor)	Comment noted.
	Comment F.1.35.12.	You have not clearly explained how expanding this highway will enhance public safety. Widening a highway encourages drivers to go faster, thus making the roadway more dangerous.	Safety	As identified in Chapter 5 of the Draft EIS, the Preferred Alternative has several associated safety improvements; for example, improved access control; additional driving lanes and expanded shoulders to provide additional space for law enforcement to pull vehicles over and an opportunity for other drivers to merge into the left lane when passing a stopped vehicle on the right shoulder; a depressed, center median to provide an additional level of protection from head on crashes; and a reduced potential for wildlife-vehicle collisions through the incorporation of wildlife crossings and associated fencing.
	Comment F.1.35.13.	I have visited Theodore Roosevelt National Park's South Unit in the past, and will be visiting the North Unit later this year. I do not come to North Dakota to see oil rigs and interstate highways. I come to see the dramatic and spectacular landscape of the Badlands. I will continue to visit only if such landscapes (small as they are) are protected.	TRNP/Public Lands	Comment noted.
F.1.36. National Parks Conservation Association	Comment F.1.36.1.	<p>While NPCA does not oppose improvements to Highway 85 generally, we remain highly concerned the project does not provide a reasonable range of alternatives for sections of highway that run through Theodore Roosevelt National Park, the Little Missouri River Valley, and other sensitive areas. For this reason, NPCA cannot support the North Dakota Department of Transportation's (NDDOT) and the Federal Highway Administration's (FHWA) build alternatives. We disagree with the NDDOT and FHWA conclusion that "robust" alternatives development and screening process constitute a reasonable range of alternatives. The DEIS does not address the alternatives concerns raised by several stakeholders, and the flexible design options for the proposed action remain too narrow.</p> <p>The National Environmental Policy Act (NEPA) requires consideration of alternatives to any proposed action requiring the development of an environmental impact statement. The courts have imposed a 'reasonableness' standard to the alternatives requirement. Every reasonable alternative must be considered. An EIS is inadequate if it fails to consider a viable alternative.</p> <p>While flexible design options are admirable, minor changes to small areas do not constitute a 'reasonable range of alternatives' under NEPA.</p>	Roadway Alternatives (Badlands)	As discussed in Chapter 3 of the Draft EIS, a full range of reasonable alternatives was developed for all segments of the project. Many of these alternatives were eliminated during the evaluation process due to a variety of reasons; for example, alternatives not considered reasonable/feasible, inconsistent with existing reports/studies, and failure to meet the project's purpose and need.
	Comment F.1.36.2.	We continue to ask that you redefine the need of project from "to expand US Highway 85 to four lanes between I-94 and US Highway 2" to a need that reflects the purpose of the project.	Purpose and Need	As discussed in Chapter 1 of the EIS, the need for the project includes safety, social demands, and economic development; system linkage/connectivity; capacity/traffic volumes; transportation demand/roadway classification; slope instability or landslides; and ecological connectivity.

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	Comment F.1.36.3.	Because the project spans 62 miles and encompasses vastly different environmental, geologic, geographical, and population density areas, the project should be segmented. E.g., a significant amount of attention and priority has been given to safety issues related to the Long X bridge itself (not enough clearance for over-height loads and not wide enough to clear accidents while maintaining traffic flow). Those issues have virtually nothing to do with the remainder of the project.	General Project Question/ Statement	In development of the logical termini for the project, it was determined that a project within the Badlands or that only replaced the Long X Bridge would not have independent utility. In accordance with 40 CFR 1500-1508, care was taken not to segment the project into smaller components that may have had no significant impact on their own.
	Comment F.1.36.4.	NPCA acknowledges the importance of improving bridge safety and reliability at the Long X crossing. NPCA does not object to the replacement of the current bridge. The current bridge could be replaced with a four-lane bridge, as proposed in the DEIS. While routinely carrying only two lanes of traffic, such a bridge would allow traffic to flow even while stalled vehicles are being cleared or vehicle crashes are being investigated, simply by setting up movable traffic lane-change barriers during such incidents.	Long X Bridge Options	Comment noted.
	Comment F.1.36.5.	In addition to segmenting the bridge as a separate project, the seven miles of roadway through the Little Missouri Valley should also be considered a separate project. Because the instability and erodibility of the steep valley slopes are the very thing that make the Badlands a tourist attraction, the plan to lay the slopes back for hundreds of feet is nothing short of the complete destruction of the Badlands in the project area.	General Project Question/ Statement Geological Resources	In development of the logical termini for the project, it was determined that a project within the Badlands or that only replaced the Long X Bridge would not have independent utility. In accordance with 40 CFR 1500-1508, care was taken not to segment the project into smaller components that may have had no significant impact on their own.
	Comment F.1.36.6.	Since there is currently no federal nor state funding identified for any portion of the project other than the bridge plus approximately one mile on either end of the bridge, NPCA respectfully requests, at a minimum, that the one mile on either end be shortened to the greatest extent possible, i.e., re-design and re-build just enough section of road to connect the current roadway to the new bridge and do nothing more. If the remainder of the project is never funded, the proposed destruction of two miles of Badlands topography will have been spared (except to the extent that some slopes have already been carved substantially back from the road in recent 'improvement' projects).	Timeframe and Cost Long X Bridge Options	Replacement of the Long X Bridge would include approximately 1 mile of roadway construction in each direction to match the roadway with the new bridge location.
	Comment F.1.36.7.	On the other hand, if the remainder of the project is funded 10 or 20 years into the future, new stabilization technologies may have been developed which would not require such a massive amount of earth moving as is proposed in the DEIS preferred alternative.	Timeframe and Cost Roadway Alternatives (Badlands)	The Long X Bridge is the only segment of the project corridor for which funding has currently been identified. Prior to constructing any additional segments, the FHWA would ensure that conditions and assumptions identified in the Final EIS/ROD remain valid. If it is determined that circumstances have changed, supplemental NEPA documentation may be warranted.

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	Comment F.1.36.8.	Protection of Theodore Roosevelt National Park: Highway 85 runs directly through a portion of Theodore Roosevelt National Park's North Unit, which is comprised mostly of designated Wilderness and provides visitors with quiet and solitude. Changes and improvements to the road through the park should be minimal and should be accomplished using the existing right-of-way from the National Park Service. The DEIS states that expanding the highway will stay within the existing right-of-way.	Roadway Alternatives (Badlands)	Roadway design standards allow for flexibility in application in order to reduce project related impacts and allow engineers the ability to design projects in a manner that best addresses the needs of the project. The US Highway 85 project team has taken advantage of these design standard flexibilities and incorporated several flexible design options through the Badlands segment of the project corridor; for example, reduced speeds, retaining walls, and varying median widths. The intent of these design modifications is to reduce the roadway footprint, including minimizing the acquisition of new ROW/easements to the extent practicable. A new Highway Easement Deed from the NPS would be required for the project; however, due to the incorporation of design modifications, the new Deed associated with the project would encompass the same area as the existing Deed. Note that the new Deed would include an additional 0.2 acres impacted by a recent landslide repair project (unrelated to the proposed action identified in this EIS) that was covered under a Special-Use Permit.
	Comment F.1.36.9.	Landslides occur throughout highway corridor in the park and it is inevitable that they will continue to occur. A wider road will cause these events to occur in broader margin of the corridor and will create a need for a broader margin of mitigation measures. NDDOT and FHWA must examine the impacts a wider road would have on landslide events and the potential for increased and wider mitigation measures that would fall outside the existing right-of-way.	Geological Resources	Geotechnical investigations were completed, and preliminary geotechnical designs for cut and fill slopes were recommended for the landslide-prone areas of the Badlands. Details regarding benching and slope recommendations are being incorporated into the project design. In addition, an anchored, drilled shaft structure is proposed to be installed near RP 128 to improve stability of an active landslide.
	Comment F.1.36.10.	Protection of the Scenic Views from Theodore Roosevelt National Park: The park entrance and visitor center, as well as many miles of the North Unit Scenic Drive overlook the area surrounding Highway 85. While the DEIS does address replacing the Long X Bridge with the park's viewshed in mind, it did not address the serious impacts expanding the road in this area would have on the park's scenery. The amount of material that would need to be removed and the road cuts that would be necessary to attempt an expanded road in this area would be major visual intrusions on the park and surrounding area.	Visual Resources	As discussed in Chapter 5 (Visual) of the Draft EIS, a viewshed analysis was conducted for the TRNP – North Unit and within DPG MAs 1.2A and 1.31, in accordance with the Viewshed Analysis Methodology Memorandum (2017) developed in coordination with cooperating agencies for the project. The analysis included simulating the visual impacts of the project from several vantage points within the TRNP – North Unit and USFS-managed lands, including cut sections, flattened slopes, and wildlife fencing. A total of 24 vantage points were considered within the TRNP – North Unit and LMNG as part of a viewshed analysis developed with the cooperating agencies. It was determined that viewsheds from the TRNP – North Unit would not be appreciably limited and impacts on the scenic quality would be minor in affected locations.
	Comment F.1.36.11.	Protection of Natural Sounds and Quiet in Theodore Roosevelt National Park: Sound carries a long distance in the Little Missouri River Valley. Construction or enhancement of a road within the valley through and near the North Unit should be done in such a way that will keep sound to a minimum.	Noise	As discussed in Chapter 5 (Noise) of the Draft EIS, localized, temporary, and intermittent noise from construction activities would vary depending on the type of equipment used, the area that the action would occur in, and the distance from the noise source. Timing restrictions for construction activities would be implemented near the TRNP – North Unit.
	Comment F.1.36.12.	Lower speed limits should be posted and enforced.	Roadway Alternatives (Badlands)	Comment noted.
	Comment F.1.36.13.	If the Long X Bridge is retrofitted, sound should be a consideration. If a new bridge is constructed, it should be a "quiet bridge" which uses state-of-the-art, cutting-edge technology to reduce sound from cars and trucks.	Long X Bridge Options Noise	A grinding technique (similar to Next Generation Concrete Surface treatments) would be implemented on the new bridge. This grinding technique has been shown to reduce tire noise relative to traditional deck surfacing.

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	Comment F.1.36.14.	In addition, any new pavement should be of the quietest type possible to mitigate sound impacts in the national park.	Noise	A Quiet Pavement Memorandum was completed for the project and is appended by reference to the Draft EIS. As discussed in Chapter 5 of the Draft EIS, results of the quiet pavement assessment indicate that quiet pavements have the benefit of noticeably reducing traffic noise when they are first installed; however, the noise-reducing properties of many of the existing quiet pavements reduce with time as the voids fill in. In some cases, noise levels from quiet pavements are similar to those of a standard pavement within only a few years of installation.
	Comment F.1.36.15.	While sound studies were conducted, low-frequency sound should be evaluated.	Noise	Analysis of Low Frequency Noise is not required under 23 CFR 772. Typically, such analysis would not be considered for highway projects since it goes beyond the level of analysis required by 23 CFR 772 for Type I projects. Therefore, analysis of Low Frequency Noise is not proposed for the project.
	Comment F.1.36.16.	Protection of the Little Missouri River Valley: The Little Missouri State Scenic River is integral to the national park, adjoining U.S. Forest Service roadless areas, and wildlife. The 6 - 8 mile stretch of Highway 85 from rim to rim above the river should be treated differently from the rest of the highway.	Roadway Alternatives (Badlands)	As discussed in Chapter 5 of the Draft EIS, several separate analyses (e.g., SPreAD, viewshed, wildlife crossings/accommodation, geotechnical) were conducted for the Badlands segment of the project corridor. Roadway design standards allow for flexibility in application in order to reduce project related impacts and allow engineers the ability to design projects in a manner that best addresses the needs of the project. The US Highway 85 project team has taken advantage of these design standard flexibilities and incorporated several flexible design options through the Badlands segment of the project corridor; for example, reduced speeds, retaining walls, and varying median widths. The intent of these design modifications is to reduce the roadway footprint to the extent practicable to minimize environmental and socioeconomic impacts, as well as minimize impacts on the TRNP–North Unit, while still addressing the project’s purpose and need.
	Comment F.1.36.17.	This section is important for its scenic value, for the integrity of the Little Missouri State Scenic River, to Theodore Roosevelt National Park and the adjoining roadless areas that help to protect the national park, and as a wildlife corridor. Most of this section is already a three lane road, which allows for passing as needed. Maintaining it in its current state (with minor improvements as needed) will protect the many values of the Little Missouri River Valley.	Roadway Alternatives (Badlands)	Roadway design standards allow for flexibility in application in order to reduce project related impacts and allow engineers the ability to design projects in a manner that best addresses the needs of the project. The US Highway 85 project team has taken advantage of these design standard flexibilities and incorporated several flexible design options through the Badlands segment of the project corridor; for example, reduced speeds, retaining walls, and varying median widths. The intent of these design modifications is to reduce the roadway footprint to the extent practicable to minimize environmental and socioeconomic impacts, as well as minimize impacts on the TRNP–North Unit, while still addressing the project’s purpose and need.
	Comment F.1.36.18.	Protection of Wildlife: Theodore Roosevelt National Park is a haven for wildlife, and the Little Missouri River corridor and surrounding U.S. Forest Service roadless areas are critical to wildlife movement and survival. Bighorn sheep and other large animals have been needlessly killed on the Little Missouri River Valley stretch of Highway 85 due to vehicle collisions. The proposed action of expanding the highway to four-lanes through the park would be detrimental to wildlife. The DEIS minimally mitigates this issue by reducing highway speed through Theodore Roosevelt National Park by 5 mph. A more significant review of highway speed in this area should be conducted to evaluate if a 5-mph reduction is significant enough to decrease wildlife collisions.	Wildlife Resources Roadway Alternatives (Badlands)	The Preferred Alternative includes three wildlife crossings (i.e., structures along roadways that provide wildlife habitat connections). The crossings are intended to facilitate movement for terrestrial wildlife along the project corridor, particularly bighorn sheep, mule deer, and white-tailed deer. All three wildlife crossings would be located within the Badlands segment of the project corridor and are intended to function as a system in conjunction with wildlife fencing that would direct wildlife to the crossings and exclude it from the roadway. Various methods for reducing wildlife-vehicle collisions were analyzed in the Wildlife Crossing/Accommodation Volume I: Need and Feasibility Assessment (appended by reference to the Draft EIS). Studies have shown that actions which target drivers, such as reducing posted speed limits, generally do not have high effectiveness in reducing wildlife-vehicle collisions.

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I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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	Comment F.1.36.19.	Further, the DEIS proposes the construction of three wildlife underpasses. It must be noted that some species will use the crossings more than others and wildlife crossings alone are not adequate to mitigate all wildlife impacts from traffic.	Wildlife Crossing and Accommodation	As discussed in Chapter 5 (Wildlife) of the Draft EIS, each of the three wildlife crossings are designed for a target species (i.e., deer or bighorn sheep), depending on the species present in a given area. These crossings would be appropriate for many smaller species of wildlife.
	Comment F.1.36.20.	Other mitigation measures such as wildlife detection systems should be evaluated and considered.	Wildlife Crossing and Accommodation	Wildlife detection systems were considered and evaluated in the Wildlife Crossing/Accommodation Volume I: Need and Feasibility Assessment completed for the project (appended by reference in the Draft EIS). Wildlife detection systems were eliminated from further consideration due to several reasons, such as false readings leading to driver mistrust, reliability concerns in various environmental conditions, and safety concerns associated with implementation along high-speed roadways.
	Comment F.1.36.21.	Visitor Safety: Visitors to Theodore Roosevelt National Park are often new to the area and are not familiar with the park entrance. They are often traveling with motor homes or trailers. While the DEIS provides a turning lane into the park in the north bound lane, there would be increased safety hazards for motorists taking a left turn out of the park if the road were expanded to four lanes. Keeping the road to three lanes and reducing the speed limit at this intersection would provide for more safety for everyone on the road.	Safety	While travelers exiting the TRNP – North Unit onto northbound US Highway 85 under the Preferred Alternative identified in the Draft EIS would encounter additional traffic lanes, the project is not anticipated to affect the volume of traffic that travelers would encounter. The Preferred Alternative would provide an opportunity for these travelers to turn into the north-bound left lane, while US Highway 85 through traffic utilizes the right lane. The posted speed limit would be lowered to 60 mph north of the Little Missouri River near the entrance to the TRNP – North Unit.
	Comment F.1.36.22.	Continued Collaboration with the National Park Service: NDDOT and FHWA need to continue to work closely with the National Park Service, U.S. Forest Service, North Dakota Game and Fish Department to identify potential impacts that the expansion of Highway 85 may have on Theodore Roosevelt National Park and surrounding areas and implement meaningful solutions.	Agency Coordination	The NDDOT and FHWA will continue to work with their agency partners, including the NPS, USFS, and NDGF.
	Comment F.1.36.23.	NPCA's primary concerns with this proposed project have always been with the stretch of road and bridge through the Little Missouri River Valley, as described above. The organization has not taken a formal position on the overall need to four-lane the roadway from Watford City to the intersection of Highway 85 with I-94. However, considering the project as a whole, one is left with the distinct impression that this is an ill-conceived project—with the exception of safety improvements at the bridge, as previously acknowledged.	General Project Question/ Statement	Comment noted.
	Comment F.1.36.24.	Inaccurate public perceptions. The project relies heavily on the inaccurate perceptions of 57 commenters that the roadway is unsafe, despite that fact that crash data suggests it is far safer than the average of North Dakota roadways. (DEIS, ES-6, paragraph entitled 'Safety'). Specifically, during the five years that marked the height of the recent oil boom (June 2010 to May 2015), the crash rate for Highway 85 was 0.70 per million vehicle miles traveled (MVMT) compared to the 2014 statewide average of 1.55 (DEIS at p.8, §1.3.3 and p. 66, §5.6.3). Do we really expect our governmental decisionmakers to expend nearly half a billion dollars to respond to the inaccurate perceptions of 57 people, while ignoring alternatives such as 'Super 2' improvements that will improve safety and reliability at a fraction of the cost?	Safety	Among the many aspects of the purpose and need, the NDDOT took into consideration public input related to safety matters. The costs specifically associated with safety measures cannot reasonably be quantified; however, every NDDOT project is developed with the safety of the traveling public in mind. As discussed in Chapter 3 of the Draft EIS, a full range of reasonable alternatives was developed for all segments of the project. The Super 2 Highway was included in this analysis. The Super 2 Highway was eliminated from further consideration as part of the alternatives screening process.

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	Comment F.1.36.25.	<p>Incomplete analysis of the recent past. It is not clear from the DEIS how many of the vehicle crashes or near-misses reported during the scoping meetings in November 2015 would likely not have occurred had recent improvements been in place earlier or had road construction projects not occurred at the same time the oil industry was in high gear. Nor is there any analysis of a primary reason for users of the roadway feeling unsafe during the years of the oil boom, which was the emergence of three-year leases as the dominant lease term on private lands (as distinct from traditional five-year lease terms). Because the Bakken quickly became known as a virtual oil mine (100% success rate once the margins of the play had been defined, rather than being an exploration play), much of the land area in the Bakken was 'top leased,' meaning the oil company with the initial lease would lose its rights to drill for the oil to another company if it failed to 'hold' the lease by production of at least one well per unit within three years after a lease was signed. The dominance of the three-year leasing phenomenon meant that time was of the essence and oil company employees and contractors were under enormous pressure to work incredibly long hours (with a categorical exemption from the hour and mileage limitations to which over-the-road truckers are subject) and to work—and drive—as fast as possible. This factor led to many of the vehicle crashes, near misses, and generalized fear of driving by the local population. Now that virtually all Bakken leases have been held by production, combined with the fall-off of oil price in 2015, the oil traffic is no longer so crazed. Even if the price rises substantially, it is very unlikely that the pressure for speed will ever be as intense as it was during the period from about 2010–2014 because virtually all leases in the Bakken have been held by production.</p>	Safety	<p>As noted in Chapter 1 of the EIS, traffic volumes peaked in 2014. Although traffic volumes have since gone down, they are still twice as high as they were before the boom (i.e., before 2009).</p> <p>Traffic projections were based on typical NDDOT projections for rural infrastructure in oil-producing areas of North Dakota. This growth rate was utilized in place of a growth rate determined by historic traffic volumes along US Highway 85 due to the difficulty in projecting volumes given historical variations in oil activity in western North Dakota. In addition to oilfield traffic, other traffic generators contributing to traffic growth in the region include agriculture, tourism, and population growth in urban areas.</p>
	Comment F.1.36.26.	<p>For a summary of highway construction projects completed along the project area of Highway 85 from 2011 through 2014, see Biennial Report of the ND Department of Transportation, pages 40 and 42 (accessed at: https://www.dot.nd.gov/divisions/exec/docs/biennial15.pdf) and North Dakota Department of Transportation, Williston District Highway Information, 2017 Data, dated March 2018 (accessed at: https://www.dot.nd.gov/divisions/planning/docs/highwayinfo/williston.pdf). These reports document that about 30 % of the project area (at least 18 of 62 miles) were the object of various state construction projects between 2011 and 2014, including a couple miles of rather intense landslide repair on the north slope of the valley, during which that section of roadway was widened and climbing lanes added (DEIS, p. 65, §5.6.2 (last paragraph). Highway construction sites always add a layer of danger and uncertainty to driving.</p>	Safety	Comment noted.

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	Comment F.1.36.27.	<p>Flawed analysis of future traffic. The DEIS uses a 2.5 per cent increase in traffic per year to project that Highway 85 will have an unsatisfactory amount of traffic by the year 2040 if it is not four-laned. However, some of the facts relied upon are simply inaccurate. E.g., it is stated at p.139, § 8.4.1, that "[n]early all active wells in the vicinity of the alternatives currently utilize trucks to transport crude oil rather than gathering pipelines." While that may have been true a year or two ago, it is likely no longer true and will most certainly not be true for the long term. The director of North Dakota's Oil & Gas Division of the Department of Mineral Resources made a presentation in May 2018, in which he documented the relative number of barrels of oil per day (BOPD) transported by truck and by pipeline over the past several years. The slides for that presentation can be accessed at: https://www.dmr.nd.gov/oilgas/presentations/WBPC052418_2400.pdf. Slide #29 clearly shows that crude oil transportation by truck has dropped by nearly half since 2013 while crude oil transported by pipeline has increased by 82%. In addition, there is now sufficient take-away capacity for producers to choose between rail (one million BOPD of capacity) and pipeline (1.3 million BOPD) (Id., at slide # 14) against current production of about 1.3 million BOPD. Gas gathering lines are being added at a significant pace under pressure to do so from the ND Industrial Commission. More than 26,000 miles of gas-gathering pipelines were installed in North Dakota between 2008 and 2016. (Id., at slide # 35.) Without an in-depth analysis of these significant factors, which are wholly missing from the DEIS, the 2.5 per cent per year traffic growth projection is quite meaningless.</p>	Traffic Volume/ Operations	<p>The quoted statement has been updated in the Final EIS; however, the forecasted traffic volumes remain unchanged from the Draft EIS. Traffic projections were based on typical NDDOT projections for rural infrastructure in oil-producing areas of North Dakota. This growth rate was utilized in place of a growth rate determined by historic traffic volumes along US Highway 85 due to the difficulty in projecting volumes given historical variations in oil activity in western North Dakota. In addition to oilfield traffic, other traffic generators contributing to traffic growth in the region include agriculture, tourism, and population growth in urban areas.</p>

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	Comment F.1.36.28.	<p>Misplaced reliance on the hopes of economic developers. The organized support for the project is clearly focused on local hopes for increased traffic and increased economic development (DEIS, p. 76, §5.9.2: "The TRE is anticipated to stimulate transportation opportunity's [sic] extending more than 100 miles from the corridor and add opportunities for economic growth."). Economic developers from the Mexican border to the Canadian border have successfully lobbied Congress to label U.S. Highway 85 as a high-priority corridor (the 'Ports-to-Plains Alliance' of which the Theodore Roosevelt Expressway is the northernmost segment) (DEIS, p. 74, § 5.9.1.). Despite the designation as a high-priority corridor segment, Congress has appropriated no money to four-lane the road. In fact, the only funds available to date are state funds to replace the Long X bridge (DEIS, p. 47, §§ 4.1 and 4.2.). Further, despite the quoted language in the previous paragraph, the DEIS acknowledges that simply improving roadways really does nothing to promote economic development if there are no other factors promoting such development (DEIS, p. 142, §8.5.2: "While past, present, and reasonably foreseeable oil and gas development has increased traffic volumes and development in western North Dakota, the US Highway 85 project is not anticipated to be a driver of such growth.") E.g., the State of North Dakota poured billions of dollars into roads and other infrastructure in western North Dakota during the years of the oil boom (2009–2015). Yet, when the price of oil dropped substantially, the oil companies responded to market signals and rapidly reduced the pace of oil drilling. The fine new roads and water systems did nothing to encourage oil drilling when the global market did not support such activity.</p>	Economy	Comment noted.
	Comment F.1.36.29.	<p>Relevant global issues are given very little attention in this analysis. While the DEIS does discuss climate change in a very general way at pages 78-79, (§§ 5.11.2–5.11.5), there is no discussion of the relationship between climate change and the assumed increase in traffic along the project corridor. Throughout the document, western North Dakota's dramatic increase in oil production is mentioned numerous times as the source of increased traffic over the past decade and the expected source of continuing increases into the future. But what if fossil fuels are substantially replaced by solar and other renewable sources of energy within 15–20 years as some analysts are currently predicting? Does the oil-related traffic diminish substantially? If Saudi Arabia no longer plays a major role in driving the global oil price, as may happen after it divests itself of a significant portion of its state-owned oil company, will other OPEC members simply flood the market and drive the price of oil down for the long term? Now that crude oil may be exported freely from the United States, such questions should be considered in the analysis for it to be credible.</p>	Cumulative Impacts	<p>Chapter 5 of the Draft EIS includes a qualitative analysis of GHG and climate change.</p> <p>The Long X Bridge is the only segment of the project corridor for which funding has currently been identified. Prior to constructing any additional segments, the FHWA would ensure that conditions and assumptions identified in the Final EIS/ROD remain valid. If it is determined that circumstances have changed, supplemental NEPA documentation may be warranted.</p>

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	Comment F.1.36.30.	The complete lack of a reasonable range of alternatives. As mentioned briefly at the beginning of these comments, the alternatives in this document can be summed up in the phrase 'all or nothing.' There is a 'no action' alternative, as is required by the NEPA process, and there is a build alternative with a few minor variations. But there is nothing offered between those two extremes.	Roadway Alternatives (Entire Corridor)	As discussed in Chapter 3 of the Draft EIS, a full range of reasonable alternatives was developed for all segments of the project. Many of these alternatives were eliminated during the evaluation process due to a variety of reasons; for example, alternatives not considered reasonable/feasible, inconsistent with existing reports/studies, and failure to meet the project's purpose and need.
	Comment F.1.36.31.	The 'Super 2' concept (passing lanes, turn lanes, wider shoulders) is surely a reasonable alternative to make the road safer and more reliable than it currently is, at a much-reduced cost in dollars and to the environment. It should have been included as a fully-developed alternative. Instead, the concept was eliminated from consideration twice, both as an option for the full corridor and as an option for the Badlands portion of the proposed project (DEIS, Table 6, pp. 40 and 41). In each case, the reason given for elimination of the Super 2 concept is that it "would not improve system linkage within the system and state." That statement is inaccurate. Clearly, any significant improvement to any highway segment within any highway system is an improvement to the overall system. ND DOT's Highway Performance Classification System may be found at: http://www.dot.nd.gov/divisions/planning/hwyclassification.htm . US Highways 12, 52, and 281 are all 'interregional' two-lane roads as they pass through North Dakota, as is the section of US Highway 83 south of I-94 and north of the Minot Air Force Base.	Roadway Alternatives (Entire Corridor)	As discussed in Chapter 3 of the Draft EIS, a full range of reasonable alternatives was developed for all segments of the project, including a Super 2 Highway. The Super 2 Highway was eliminated from further consideration as part of the alternatives screening process.
	Comment F.1.36.32.	Highways 85 and 83 share the distinction of being high-priority corridors within North Dakota, being numbers 58 and 59, respectively, on Congress' list of 91 high priority corridor segments throughout the nation, none of which was funded in the most recent transportation bill. https://www.fhwa.dot.gov/planning/national_highway_system/high_priority_corridors/hpcor.cfm . The distinction of being part of a high-priority corridor in the Federal Highway System does not guarantee the elevation to four-lane status, however much the TRE group would like everyone to believe that.	General Project Question/Statement	Comment noted.
	Comment F.1.36.33.	We note that the DEIS includes an excerpt from Council on Environmental Quality guidelines at page 37: ". . . reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant." That single statement defines the problem with this DEIS as well as anything could.	Roadway Alternatives (Entire Corridor)	A range of reasonable alternatives was developed and analyzed in coordination with the lead, cooperating, and participating agencies, as well as members of the public and other federal, state, and local agencies. The Alternatives Methodology Report (appended by reference to the Draft EIS) documents the process of identifying, evaluating, and advancing reasonable alternatives for further analysis, with an overall goal of identifying a Preferred Alternative for the Draft EIS. The Alternatives Methodology Report considered recommendations from previous reports and studies, the project purpose and need/goals, project constraints, design criteria and standards, and engineering and environmental impact analyses.
	Comment F.1.36.34.	NPCA will support the project if a Super 2 alternative is thoroughly explored and emerges as the preferred alternative. Short of that, we oppose all aspects of the project except the bridge replacement and the re-connection of the roadway to the ends of the bridge.	Roadway Alternatives (Entire Corridor)	As discussed in Chapter 3 of the Draft EIS, a full range of reasonable alternatives was developed for all segments of the project, including a Super 2 Highway. The Super 2 Highway was eliminated from further consideration as part of the alternatives screening process. Your comment regarding opposition to all aspects of the project except bridge replacement is noted.

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F.1.37. Valerie J. Naylor	Comment F.1.37.1.	The Draft EIS on US Highway 85 is very readable, well written, clear, and well presented. Thank you and your team for doing such an excellent job.	General Project Question/ Statement	Comment noted.
	Comment F.1.37.2.	Unfortunately, a well-written document does not necessarily lead to a well-crafted project. This document does not fully address the need to protect the North Dakota badlands and the North Unit of Theodore Roosevelt National Park. Although the need for a 4-lane road on Highway 85 is questionable, there is very little controversy about building a 4-lane between Belfield and Highway 200. There also appears to be minimal controversy about replacing the Long-X bridge. However, there is substantial controversy about the 8-mile section of new road that would traverse the badlands, including the park's North Unit.	Roadway Alternatives (Badlands) TRNP/Public Lands	The NPS and USFS are cooperating agencies for this project. They have played an active role in the development of the project purpose and need, development of project alternatives, and analysis of project impacts. Roadway design standards allow for flexibility in application in order to reduce project related impacts and allow engineers the ability to design projects in a manner that best addresses the needs of the project. The US Highway 85 project team has taken advantage of these design standard flexibilities and incorporated several flexible design options through the Badlands segment of the project corridor; for example, reduced speeds, retaining walls, and varying median widths. The intent of these design modifications is to reduce the roadway footprint to the extent practicable to minimize environmental and socioeconomic impacts, as well as minimize impacts on the TRNP – North Unit, while still addressing the project's purpose and need.
	Comment F.1.37.3.	The DEIS does not present a range of reasonable alternatives to meet the purpose and need, as required under the National Environmental Policy Act. This frequent comment is addressed on page ES16 when it is stated, "Public comments have expressed concern that the alternatives developed and carried forward for detailed analysis do not constitute a reasonable range of alternatives as required in 23 CFR 771.123. FHWA and NDDOT have concluded that the alternatives and options identified in this document constitute a reasonable range of alternatives and believe this conclusion is supported by the robust alternatives development and screening process completed for the project." Robust alternatives development does not necessarily yield a range of reasonable alternatives; stating that it represents a range of reasonable alternatives does not make it so. What this EIS presents is a few design alternatives for building a 4-lane highway, not a range of reasonable alternatives for meeting the purpose and need as outlined on page ES6.	Roadway Alternatives (Entire Corridor)	A range of reasonable alternatives were developed and analyzed in coordination with the lead, cooperating, and participating agencies, as well as members of the public and other federal, state, and local agencies. The Alternatives Methodology Report (appended by reference to the Draft EIS) documents the process of identifying, evaluating, and advancing reasonable alternatives for further analysis, with an overall goal of identifying a Preferred Alternative for the Draft EIS. The Alternatives Methodology Report considered recommendations from previous reports and studies, the project purpose and need/goals, project constraints, design criteria and standards, and engineering and environmental impact analyses.
	Comment F.1.37.4.	The alternatives are not consistent with the purpose and need. In fact, the alternatives presented are contrary to at least two critical sections of the purpose and need—slope instability and ecological connectivity. Both stable slopes and ecological connectivity will be negatively impacted by the alternatives as presented.	Purpose and Need	A detailed geotechnical investigation has been completed for the project through the Badlands segment of the project corridor to identify needs associated with slope instability. Design recommendations resulting from this geotechnical investigation have been incorporated into the project to address these needs, including the installation of an anchored, drilled shaft structure located near RP 128 to address an existing landslide area. During final design, additional geotechnical investigations will be completed to account for slope stability. Ecological connectivity was identified as a need by the NDGF prior to publication of the Notice of Intent (NOI) for the EIS. As such, the Preferred Alternative identified in the Draft EIS includes wildlife crossings aimed at improving wildlife habitat connectivity and reducing wildlife-vehicle collisions.

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	Comment F.1.37.5.	It is also questionable whether a 4-lane highway through the badlands section will improve safety.	Safety	As identified in Chapter 5 of the Draft EIS, the Preferred Alternative through the Badlands has several associated safety improvements; for example, additional driving lanes and expanded shoulders to provide additional space for law enforcement to pull vehicles over and an opportunity for other drivers to merge into the left lane when passing a stopped vehicle on the right shoulder; and a reduced potential for wildlife-vehicle collisions through the incorporation of wildlife crossings and associated fencing.
	Comment F.1.37.6.	Traffic loads for 2040 are based on oil boom conditions, which will certainly change twenty years from now.	Traffic Volume/ Operations	Traffic projections were based on typical NDDOT projections for rural infrastructure in oil-producing areas of North Dakota. This growth rate was utilized in place of a growth rate determined by historic traffic volumes along US Highway 85 due to the difficulty in projecting volumes given historical variations in oil activity in western North Dakota. In addition to oilfield traffic, other traffic generators contributing to traffic growth in the region include agriculture, tourism, and population growth in urban areas.
	Comment F.1.37.7.	The perceived desires for system linkage and economic development are overshadowing the actual need for this project. Because of a perceived need for "system linkage" or more accurately just being able to state that there are 4-lane north-south highways in the eastern, central and western parts of the state, alternatives are all geared toward building a complete 4-lane, rather than addressing all aspects of the purpose and need. It must be satisfying for highway engineers to see a map with linked 4-lanes, but our environment, national park, and landscape in western North Dakota are more important than having a 4-lane road at all costs. If a portion of the road remained as an enhanced 2-lane, it would be far less damaging to the badlands and Theodore Roosevelt National Park. Yet this alternative was not fully considered, due to a fear of "gap in infrastructure." Again, this is a perceived problem, not a real problem.	General Project Question/ Statement	As discussed in Chapter 1 of the Draft EIS, the following needs have been identified for the project: social demands and economic development, system linkage/connectivity, safety, capacity/traffic volumes, transportation demand/roadway classification, slope instability or landslides, and ecological connectivity. As discussed in Chapter 3 of the Draft EIS, a full range of reasonable alternatives was developed for all segments of the project, including a Super 2 Highway. The Super 2 Highway was eliminated from further consideration as part of the alternatives screening process.
	Comment F.1.37.8.	The DEIS considers design alternatives for the portion through the town of Fairfield that will slow traffic. The preferred alternative of Existing Alignment—Urban will slow traffic to 45 miles per hour, the same speed limit that currently exists on that stretch of road. The DEIS also states that a multi-lane roundabout at the junction of Hwy 200 is the preferred alternative. Although this will be more efficient than the other build alternative, it will still slow traffic. The preferred alternative for the Long-X bridge also is a 4-lane alternative. The pattern here is that all preferred alternatives ensure that the road is always a 4-lane. Again, this is based on the desire to create a 4-lane in all locations, rather than to address the need at hand. It would be possible to keep most of the 8-mile section through the badlands as a 2-lane road (with existing passing lanes), except for that insatiable desire to ensure that the entire road is a 4-lane no matter what the financial and environmental costs and the irreversible impacts to Theodore Roosevelt National Park. If traffic can be slowed through Fairfield and at the junction of Highway 200, why is it assumed that a 2-lane section with passing lanes through the badlands will cause a huge bottle neck of traffic?	General Project Question/ Statement Roadway Alternatives (Entire Corridor)	As discussed in Chapter 3 of the Draft EIS, a full range of reasonable alternatives was developed for all segments of the project, including a Super 2 Highway. The Super 2 Highway was eliminated from further consideration as part of the alternatives screening process.

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	Comment F.1.37.9.	The huge amount of earthmoving and infrastructure that would be required to maintain a 4-lane road through the badlands will create enormous, ugly scars that will forever change the scenery and views in and around the North Unit of Theodore Roosevelt NP and the Little Missouri River Valley. This is not necessary to move traffic, only to create a perceived system linkage.	Visual Resources Roadway Alternatives (Badlands)	Visual impacts are discussed in Chapter 5 of the Draft EIS. As discussed in Chapter 3 of the Draft EIS, a full range of reasonable alternatives was developed for all segments of the project. Many of these alternatives were eliminated during the evaluation process due to a variety of reasons; for example, alternatives not considered reasonable/feasible, inconsistent with existing reports/studies, and failure to meet the project's purpose and need.
	Comment F.1.37.10.	Although historic preservation is important, most commenters do not seem to be concerned about the removal of the current Long X bridge and replacement with a 4-lane, flat bridge over the Little Missouri River, built to the east of the existing bridge. However, it must be ensured that the bridge is built so that it is as quiet as possible to protect the national park. Noise travels long distances in the river valley, especially noise from trucks passing over bridges. This is well demonstrated in the park's South Unit, where the natural quiet is often compromised by traffic noise. We do not need a similar situation in the park's North Unit.	Noise	A grinding technique (similar to Next Generation Concrete Surface treatments) would be implemented on the new bridge. This grinding technique has been shown to reduce tire noise relative to traditional deck surfacing.
	Comment F.1.37.11.	Since the Long-X bridge portion of the project is not particularly controversial and funding is already available, it should be possible to separate this portion of the project out, allowing the new bridge to be constructed and linked to the existing road without pushing forward with finalization of the entire DEIS. This would allow the funded portion of the project to move forward, and avoid the inevitable controversy, challenges, and potential lawsuits that the remainder of this project will face. You must have a way to issue a Record of Decision on this portion of the DEIS without trying to move the entire project forward at this time. This may be unconventional, but there is precedent, and it can be done.	General Project Question/Statement	In development of the logical termini for the project, it was determined that a project within the Badlands or that only replaced the Long X Bridge would not have independent utility. In accordance with 40 CFR 1500-1508, care was taken not to segment the project into smaller components that may have had no significant impact on their own.
	Comment F.1.37.12.	It must be noted that "putting the bridge up for adoption" as the preferred alternative, prior to public comment on the DEIS or a Record of Decision, is pre-decisional and was inappropriate. Cities were considering the adoption of the bridge long before the comment period ended. This is a negative procedural move that could jeopardize the DEIS. Perhaps this was the media jumping the gun, but it did appear to the public that a decision had already been made.	Timeframe and Cost	Per 23 USC 144, a bridge listed or eligible for listing on the NRHP must be made available for adoption prior to removal under the Bridge Adoption Program. Offering the bridge for adoption is required under the terms of the Section 106 MOA for the Long X Bridge. The MOA is necessary to resolve potential adverse effects to the Long X Bridge per 36 CFR 800—the regulations implementing Section 106 of the National Historic Preservation Act. Per FHWA's Technical Advisory, T 6640.8A to the fullest extent possible, a final EIS needs to demonstrate that all the requirements of 36 CFR 800 have been met.
	Comment F.1.37.13.	In summary, much more work needs to go into constructing a true range of reasonable alternatives for the 8-mile section of the highway that traverses the badlands in order to protect the environment, including Theodore Roosevelt National Park, the badlands scenery, wildlife, and the Little Missouri River. In order to do that, engineers will need to get over the perception that lack of a 4-lane somehow prevents system linkage and creates a gap in infrastructure.	Roadway Alternatives (Badlands)	A range of reasonable alternatives was developed and analyzed in coordination with the lead, cooperating, and participating agencies, as well as members of the public and other federal, state, and local agencies. The Alternatives Methodology Report (appended by reference to the Draft EIS) documents the process of identifying, evaluating, and advancing reasonable alternatives for further analysis, with an overall goal of identifying a Preferred Alternative for the Draft EIS. The Alternatives Methodology Report considered recommendations from previous reports and studies, the project purpose and need/goals, project constraints, design criteria and standards, and engineering and environmental impact analyses.

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U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

Name/Entity ^(a)	Comment Number	Comment Received	Theme	Response
	Comment F.1.37.14.	That said, you can easily proceed with the construction of a new Long X bridge if you are willing to make the effort to separate this small, but important part of the project from the rest of the DEIS.	General Project Question/ Statement	In development of the logical termini for the project, it was determined that a project within the Badlands or that only replaced the Long X Bridge would not have independent utility. In accordance with 40 CFR 1500-1508, care was taken not to segment the project into smaller components that may have had no significant impact on their own.
F.1.38. Dale Patten	Comment F.1.38.1.	I support the position taken by McKenzie County and the City of Watford City regarding this project.	General Project Question/ Statement	Comment noted.
F.1.39. Aaron Pelton	Comment F.1.39.1.	My name is Aaron, and I am from Watford City. I am owner/operator of Outlaws' Bar & Grill in Watford and in Williston along with other restaurants in Sidney, MT, Watford City, and also Bismarck. We are in dire need of an expanded four lane highway 85 going south to Belfield.	General Project Question/ Statement	Comment noted.
	Comment F.1.39.2.	I am in favor of this project and hopeful that it includes a bike land down to the Maah Daah Hey trail at the CCC campground. Tourism in western North Dakota has so much potential with a small investment in a bike path to the Park and trail! I employ over 200 people. Some have moved here from CA, ID, MT, AZ and even further. They are all amazed at the bike trail and it is a huge recruitment tool for moving families to North Dakota.	Trail Recreation/ Tourism	Comment noted.
	Comment F.1.39.3.	Once again, this is a great project. For our safety, please get this done.	General Project Question/ Statement Safety	Comment noted.
F.1.40. Tim Pickering	Comment F.1.40.1.	I am very much in favor of the expansion to 4 lanes. I would like to see more of it with the depressed median.	General Project Question/ Statement	Comment noted.
	Comment F.1.40.2.	I am curious to see if number of head-on collisions increased, decreased, or stayed the same along the stretch of US-85 from Watford City to Williston. I know the number of vehicles that use the flush median as a passing lane has increased. Is there a way to provide an intermittent barricade to reduce the number of operators that would choose to use the flush median as a passing lane?	General Project Question/ Statement	The NDDOT has observed a reduction in the overall crash rates along US Highway 85 between Watford City and Williston since expanding the highway to four lanes. Installation of intermittent barricades could create additional safety hazards and create maintenance and snow removal issues.

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F.1.41. Jim Pojorlie	Comment F.1.41.1.	I am requesting that more consideration be given to Grassy Butte. I would like to see a 20 ft flush median from Beicegal Creek Rd to Charlie Bob Creek Rd with a reduced speed of 55–60 mph. There are 4 oil companies in Grassy Butte with Trotter Construction being the biggest with 250 employees.	Roadway Alternatives (Entire Corridor)	<p>Under the Preferred Alternative identified in the Draft EIS, this segment of roadway would be a four-lane highway with a depressed median and a 70 mph posted speed limit. Median crossovers would be installed at access points to facilitate full access, with turn lanes as necessary.</p> <p>ND Century Code Section 39-09-02.01 sets forth the posted speed limits for streets and highways in North Dakota. Section 39-09-04 of the ND Century Code defines the requirements for when speed limits can be altered which is based on “engineering and traffic investigations with primary consideration given to the establishment of reasonable and safe speeds, highway conditions, enforcement, and the general welfare.” The posted speed near Grassy Butte would be maintained at the levels set forth by the ND Century Code since there are not limiting factors that would warrant a decrease in the speed limit. According to Federal Highway Administration, Report FHWA-SA-10-001, Speed Concepts: Informational Guide, December 2009, Speed limits should reflect the maximum reasonable speed for normal conditions. Research has repeatedly shown that changes in posted speeds have little effect on operating speeds.</p>
	Comment F.1.41.2.	I also feel that some thought should be given to staying with a 20 ft flush median coming out of the badlands until the highway gets passed the cell phone tower south of Lone Butte Rd. That could provide a turning lane for all of the employees at Delta Construction.	Roadway Alternatives (Entire Corridor)	Under the Preferred Alternative identified in the Draft EIS, median crossovers would be installed at access points to facilitate full access, with turn lanes as necessary.
F.1.42. Ports-to-Plains Alliance	Comment F.1.42.1.	With one exception the Ports-to-Plains Alliance supports the preferred alternatives addressed in the Draft EIS. This support includes: Alternative B: Expand the existing roadway to a divided, four-lane section with a depressed, center median in all areas of the project corridor except Fairfield, the Badlands, and Watford City. Option FF-1: Expand the existing roadway through Fairfield to a four-lane, urban section with reduced speeds Option LX-3: Replace the Long X Bridge with a new four-lane bridge	General Project Question/Statement	Comment noted.

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U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
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Name/Entity ^(a)	Comment Number	Comment Received	Theme	Response
	Comment F.1.42.2.	<p>The exception to the support is the Alliance's opposition to identifying as a preferred alternative: Option INT-2: Construct a multi-lane roundabout at the ND-200/US Highway intersection. It seems that a major determination to select Option INT-2 over Option INT-1, Standard Intersection, was made based on the A Study of the Traffic Safety at Roundabouts in Minnesota, Minnesota DOT, October 30, 2017. This study was identified as MnDOT 2017 in the Draft EIS. The DRAFT EIS indicated that "Overall, Option INT-2 is anticipated to provide added safety benefits compared to Option INT-1, as roundabouts are associated with a significant reduction in the rate of fatal crashes and serious injury crashes compared to standard intersections. This conclusion seemed to be arrived at using MnDOT 2017 as the basis for the decision. In reference to multi lane roundabout MnDOT 2017 states "Based on the before-after analysis, dual roundabouts are not having the same success as the single lane roundabouts and have even higher crash rates than unbalanced roundabouts. Many of the sites have seen an increase in the frequency of crashes, and the overall total crash rates. However, dual lane roundabouts are achieving a reduction in serious injury crashes." Additionally, from MnDOT 2017—"Some of the results to notice for future considerations of dual lane roundabouts include:</p> <ul style="list-style-type: none"> » The total crash rate is up about 146% » Sideswipe Same Direction crash rate is up 2,979% » Right Angle crashes are up 133%" <p>MnDOT 2017 indicated that K-Injury (Fatal) Crash: One or more person involved in the crash died due to injuries sustained in the crash, was not an impact without the roundabout in the three years before or after the roundabout installation. In terms of A - Injury Crash: One or more person involved in the crash sustained a serious life-altering injury due to the crash, there was a reduction in the three years following the roundabout installation from 3 to 0. With the significant permitted loads along U.S. Highway 85, the preference to the roundabout alternative, seems out of place. Permitted loads did not seem to be considered. Based on the number of permitted loads along the corridor, combined with the implications from the MnDOT 2017 study referenced in the EIS, the Ports-to-Plains Alliance respectfully requests that the alternatives at the Intersection of U.S. Highway 85 and ND State Highway 200 be reviewed and the preferred alternative be a Standard Intersection.</p>	US Highway 85/ND-200 Intersection Options	Your preference for a standard intersection design is noted. While all crashes are a concern, the NDDOT's primary goal is to reduce fatal and serious injury crashes. The roundabout design will take into account industry and trucking needs and will be designed to accommodate long and oversized loads.
F.1.43. RE/MAX Bakken Realty	Comment F.1.43.1.	<p>In North Dakota this portion of the highway is more dangerous due to the traffic by the Bakken Oil Play, which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry.</p>	Traffic Volume/ Operations	Comment noted.

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	Comment F.1.43.2.	The improvements of the highway design from a two lane to a four lane system include the Long X Bridge and will significantly improve commerce and provide safety to our traveling public.	Economy Safety	Comment noted.
	Comment F.1.43.3.	Thank you for the opportunity to comment and look forward to this project moving forward.	General Project Question/ Statement	Comment noted.
F.1.44. Rob Sand	Comment F.1.44.1.	My comments are concerning the roadway as it impacts the TR National Park and the Lone Butte and Long X Divide roadless areas. I have attended two or three of the public hearings concerning the Highway 85 expansion. I do see that the DEIS has addressed the concerns about noise as it would affect the Park and the roadless areas to the south. But, the analysis doesn't appear to consider engine brakes on trucks descending the grades nor the rumble strip noises. I experience the road noises at Cottonwood Campground in the South Unit and Juniper Campground is closer to the highway.	TRNP/Public Lands Noise	A separate analysis of impulse noise (e.g., engine brakes, vehicles driving over rumble strips) is not specifically required under 23 CFR 772. The FHWA standard traffic noise model (i.e., TNM 2.5) completed for the project accounts for impulse noise during field data collection and factors it into the overall model.
	Comment F.1.44.2.	I am not in favor of the "Preferred Alternative" as presented. Because the Park and the two roadless areas that are adjacent to the Park are extremely important to the many of us who go there to experience what they have to offer, it would be harmful and show a willfulness to ignore the options to design for traffic calming features.	Roadway Alternatives (Badlands)	Comment noted.
	Comment F.1.44.3.	A "Super-Two" roadway design with reduced speeds should satisfy the safety concerns while allowing for a better, or not as bad, experience for the public and the wildlife.	Roadway Alternatives (Badlands)	As discussed in Chapter 3 of the Draft EIS, a full range of reasonable alternatives was developed for all segments of the project. The Super 2 Highway was included in this analysis. The Super 2 Highway was eliminated from further consideration as part of the alternatives screening process.
	Comment F.1.44.4.	I appreciate the proposed fencing and wildlife passages that are proposed.	Wildlife Crossing and Accommodation	Comment noted.
F.1.45. Jessy Scholl	Comment F.1.45.1.	I think you should consider a northern extension of Interstate 25 all the way to the Canadian border in a partnership with South Dakota. As of right now, that interstate ends at Buffalo, WY, but it is very likely that the original interstate planners envisioned a northern extension of that interstate. At the time, an extension was likely possible with I-25 said to go into Billings. Instead what I propose is that I-90 be co-signed with I-25 from Buffalo to Sturgis with both cities becoming control cities (would require the elimination of Rapid City SD, and Sheridan WY as control cities). As expected, the eastern split would be at Sturgis and head north toward Bear Butte State Park with Faith, Newell, and Bison as some of the cities along I-25 within South Dakota. Once the interstate is within North Dakota, the main cities along the route are Hettinger, Reeder, New England, Dickinson, Belfield, Watford City, Alexander, Williston, and either Crosby or Genora. The Genora option would allow for Plentywood, MT to be on the I-25 route.	General Project Question/ Statement	Comment noted. A northern extension of Interstate 25 (I-25) is outside of the scope of this project.
	Comment F.1.45.2.	As for the Long X Bridge, it would and should be spared with US 85 north of Belfield being no more. The current highway would be a frontage road with US 85's northern terminus at I-94 and current US 85 at the northern split with US 2 becoming a state highway.	General Project Question/ Statement	Comment noted. A northern extension of I-25 is outside of the scope of this project.

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	Comment F.1.45.3.	This interstate would help in the long run as oil traffic is moved onto a 4-lane highway, but with an option to more safely move product to I-90 and toward the east coast without having to worry about the Lowry tunnel in downtown Minneapolis. Plus there are more, and safer, options to get product to the west coast. Eventually there will be an extension of I-25, but the problem is that it should have been built in the last decade at the very least.	General Project Question/Statement	Comment noted. A northern extension of I-25 and nationwide shipping routes are outside of the scope of this project.
	Comment F.1.45.4.	In the national park area, the interstate could be in the same condition as I-94 as it crosses the Missouri in the Bismarck-Mandan area. This would better protect drivers than a depressed median.	General Project Question/Statement	Comment noted. A northern extension of I-25 is outside of the scope of this project.
	Comment F.1.45.5.	Let's make I-25 in North Dakota a reality. We need it more than a 4-lane extension if US 85.	General Project Question/Statement	Comment noted. A northern extension of I-25 is outside of the scope of this project.
	Comment F.1.45.6.	PS. Current ND 25 can become the northern extension of ND 6 with the highway traveling within Mandan up to the interstate.	General Project Question/Statement	Comment noted. A northern extension of North Dakota Highway 6 is outside of the scope of this project.
F.1.46. Gregg Schuetze	Comment F.1.46.1.	Beautiful design. Well thought out.	General Project Question/Statement	Comment noted.
	Comment F.1.46.2.	Please proceed as soon as possible.	General Project Question/Statement	Comment noted.
F.1.47. Paula Schweich	Comment F.1.47.1.	I oppose any expansion of the stretch of U.S. Highway 85 that runs through the North Unit of Theodore Roosevelt National Park.	Roadway Alternatives (Badlands)	Comment noted.
	Comment F.1.47.2.	There is no compelling reason why the seven-mile stretch of roadway through the North Unit has to be expanded. Keep it a two-lane highway.	Roadway Alternatives (Badlands)	Comment noted.
	Comment F.1.47.3.	Forcing vehicles to slow down through this stretch is a reasonable burden, given the importance of this national park to North Dakota and the nation.	Roadway Alternatives (Badlands)	Comment noted.
	Comment F.1.47.4.	Commerce should take a back seat to preservation here, to protect this special place.	Economy TRNP/Public Lands	Comment noted.
	Comment F.1.47.5.	The North Unit is all designated wilderness to the west of the highway (except for the scenic roadway in the park). It is land devoted to solitude, beauty, self-reflection, and the remarkable land conservation legacy of Theodore Roosevelt. Its values must be protected forever. A four lane highway through the park, at the very edge of the wilderness, is wrong and should be rejected as a violation of the legacy of Theodore Roosevelt	TRNP/Public Lands Roadway Alternatives (Badlands)	Comment noted.
	Comment F.1.47.6.	If Federal and Montana officials sought to expand Highway 191 into a four-lane highway inside Yellowstone National Park, there would be an uproar and no such effort would be tolerated. It should not be tolerated here either. A four-lane highway in a treasured and strikingly scenic national park, especially one dedicated to the legacy of a man who advocated the "strenuous life" and whose view of automobiles was decidedly negative, must be rejected.	TRNP/Public Lands Roadway Alternatives (Badlands)	Comment noted.

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	Comment F.1.47.7.	What do you mean that a Memorandum of Agreement "is being created between the FHWA, NDDOT, and SHPO to mitigate for the Adverse Effect on the Long X Bridge"? How can you be working on an MOA when you haven't even approved the project, or any specific piece of it?	Long X Bridge Options	Per 23 USC 144, a bridge listed or eligible for listing on the NRHP must be made available for adoption prior to removal under the Bridge Adoption Program. Offering the bridge for adoption is required under the terms of the Section 106 MOA for the Long X Bridge. The MOA is necessary to resolve potential adverse effects to the Long X Bridge per 36 CFR 800—the regulations implementing Section 106 of the National Historic Preservation Act. Per FHWA's Technical Advisory, T 6640.8A to the fullest extent possible, a final EIS needs to demonstrate that all the requirements of 36 CFR 800 have been met.
	Comment F.1.47.8.	Why have there been no public hearings outside of the roadway corridor? Why not a hearing? In Bismarck, or Minneapolis? People care about Theodore Roosevelt National Park and need to know about proposals that threaten the park's integrity.	Public Involvement	Various public meetings for the project have been held in Belfield, Fairfield, and Watford City, North Dakota. In addition, a project Website has been created to provide information and accept comments from any interested stakeholders with internet access.
	Comment F.1.47.9.	Theodore Roosevelt National Park is a tiny fraction of the land base of North Dakota (about 100 square miles out of more than 70,000). The North Unit's designated wilderness is a mere speck of land in a giant state, just 19,410 acres. Amazingly, this is the largest designated wilderness in North Dakota. It should be treated as the most valuable land in the state. No four-lane highway should be allowed on the eastern boundary of this specially designated land. Nothing could possibly mitigate the damage that a four-lane highway would do to this area. The value of this national park and wilderness area grows every day, as more of our lands are developed and human population expands and spreads.	TRNP/Public Lands Roadway Alternatives (Badlands)	Comment noted.
	Comment F.1.47.10.	The Draft EIS indicates that your "preferred alternative" may cost as much as 469 million dollars, though funding has been secured only for the bridge project. Why do you not have an alternative that would cost \$100 million, in case that is all the money that can be secured? You have not examined any set of intermediate goals to make a few improvements on the roadway.	Roadway Alternatives (Entire Corridor) Timeframe and Cost	As discussed in Chapter 3 of the Draft EIS, a full range of reasonable alternatives was developed for all segments of the project. Many of these alternatives were eliminated during the evaluation process due to a variety of reasons; for example, alternatives not considered reasonable/feasible, inconsistent with existing reports/studies, and failure to meet the project's purpose and need.
	Comment F.1.47.11.	I support improving the bridge and putting in wildlife crossings, and perhaps expanding the roadway in places, but I do not support any expansion of the highway through the park.	Wildlife Crossing and Accommodation Roadway Alternatives (Badlands) Roadway Alternatives (Entire Corridor)	Comment noted.
	Comment F.1.47.12.	You have not clearly explained how expanding this highway will enhance public safety. Widening a highway encourages drivers to go faster, thus making the roadway more dangerous.	Safety	As identified in Chapter 5 of the Draft EIS, the Preferred Alternative has several associated safety improvements; for example, improved access control; additional driving lanes and expanded shoulders to provide additional space for law enforcement to pull vehicles over and an opportunity for other drivers to merge into the left lane when passing a stopped vehicle on the right shoulder; a depressed, center median to provide an additional level of protection from head on crashes; and a reduced potential for wildlife-vehicle collisions through the incorporation of wildlife crossings and associated fencing.

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Name/Entity ^(a)	Comment Number	Comment Received	Theme	Response
	Comment F.1.47.13.	I have visited Theodore Roosevelt National Park's South Unit in the past, and will be visiting the North Unit later this year. I do not come to North Dakota to see oil rigs and interstate highways. I come to see the dramatic and spectacular landscape of the Badlands. I will continue to visit only if such landscapes (small as they are) are protected.	TRNP/Public Lands	Comment noted.
F.1.48. Stark Development Corporation	Comment F.1.48.1.	We are writing in support of the expansion of U.S. 85 (Theodore Roosevelt Expressway) from two lanes to four lanes from Watford City North Dakota to I-94 at Belfield North Dakota.	General Project Question/Statement	Comment noted.
	Comment F.1.48.2.	With the substantial increase in oilfield traffic the need for a safe, reliable and adequate highway infrastructure is key and the economic importance is immeasurable.	Traffic Volume/Operations Safety Economy	Comment noted.
	Comment F.1.48.3.	The Environmental Impact Statement is a crucial step in the realization of this project. Therefore, Stark Development Corporation would like to express their support of this project and would ask the North Dakota Department of Transportation to consider this project with the highest priority.	General Project Question/Statement	Comment noted.
F.1.49. Gretchen Stenhjem	Comment F.1.49.1.	Please proceed with Hwy 85 4-lane project and bridge. As fast as possible.	General Project Question/Statement	Comment noted.
	Comment F.1.49.2.	Current Hwy 85 is dangerous	Safety	Comment noted.
F.1.50. Stephen L. Stenhjem	Comment F.1.50.1.	Hwy 85 from Watford City to Belfield has been dangerous for too long.	Safety	Comment noted.
	Comment F.1.50.2.	The Long X bridge is old and dangerous and needs to be replaced before it is hit and falls down!	Long X Bridge Options	Comment noted.
	Comment F.1.50.3.	The design you have with the grass median for most of road is nice, for safety!	Roadway Alternatives (Entire Corridor)	Comment noted.
	Comment F.1.50.4.	The sooner the better to get this done!	Timeframe and Cost	Comment noted.
F.1.51. Floyd Syverson	Comment F.1.51.1.	We support 4 laning Highway 85.	General Project Question/Statement	Comment noted.
	Comment F.1.51.2.	We have land on Highway 85 south of Watford City. We would be interested in selling dirt for the project.	Construction and Maintenance	Comment noted.
	Comment F.1.51.3.	We would also be willing to serve as a staging area for road equipment.	Construction and Maintenance	Comment noted.
F.1.52. Theodore Roosevelt Expressway Association	Comment F.1.52.1.	In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry.	Economy Traffic Volume/Operations Regional Transportation Network	Comment noted.

Notes:

- a. Commenters that provided written comments are alphabetized in this table according to their last name or name of entity.

Name/Entity ^(a)	Comment Number	Comment Received	Theme	Response
	Comment F.1.52.2.	The improvements of the highway design from a two lane to a four lane system including the Long X Bridge and will significantly improve commerce and provide safety to our traveling public.	Economy Safety	Comment noted.
	Comment F.1.52.3.	TREA is also providing the most recent oversized load comparisons provided by the North Dakota Highway Patrol which shows the freight movement along the U.S. 85 corridor in comparison to other North Dakota corridors which are primarily four lanes with U.S. 85 being a two lane system including the Long X Bridge which is proving to be nonfunctional for today's movement of freight and the safety of the traveling public.	General Project Question/ Statement	Comment noted.
	Comment F.1.52.4.	The Theodore Roosevelt Expressway association is in full support of moving this project forward for safety and efficiency of freight movement along the U.S. 85 corridor.	General Project Question/ Statement	Comment noted.
F.1.53. Stephen J. Thompson	Comment F.1.53.1.	Greetings. I am writing in support of the EIS for expanding HWY 85 from two lanes to four lanes.	General Project Question/ Statement	Comment noted.
	Comment F.1.53.2.	I lived in Dickinson from 2010–2011, and drove HWY 85 between Belfield and Watford City regularly—especially during spring 2011 when HWY 22 was closed at the Little Missouri River. Expanding HWY 85 to four lanes will, based on my personal experience, significantly improve driver safety.	Safety	Comment noted.
	Comment F.1.53.3.	Good luck. I hope this goes through for the good people of North Dakota.	General Project Question/ Statement	Comment noted.
F.1.54. Trenton Indian Service Area	Comment F.1.54.1.	In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry.	Economy Traffic Volume/ Operations Regional Transportation Network	Comment noted.
	Comment F.1.54.2.	The improvements of the highway design from a two lane to a four lane system including the Long X Bridge and will significantly improve commerce and provide safety to our traveling public.	Economy Safety	Comment noted.
	Comment F.1.54.3.	Thank you for the opportunity to comment and look forward to this project moving forward.	General Project Question/ Statement	Comment noted.
F.1.55. Vision West ND	Comment F.1.55.1.	In North Dakota this region is impacted by a world class oil and gas play that is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving western North Dakota for tourism, agriculture and the energy industry.	Economy Traffic Volume/ Operations Regional Transportation Network	Comment noted.

Notes:

- a. Commenters that provided written comments are alphabetized in this table according to their last name or name of entity.

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

Name/Entity ^(a)	Comment Number	Comment Received	Theme	Response
	Comment F.1.55.2.	The improvements of the highway design from a two-lane to a four-lane highway system and including the Long X Bridge will be a significantly positive improvement for commerce and provide safety to our traveling public.	Economy Safety	Comment noted.
	Comment F.1.55.3.	Thank you for the opportunity to comment. The Vision West ND Consortium members look forward to this project moving forward.	General Project Question/ Statement	Comment noted.
F.1.56. Williams County	Comment F.1.56.1.	In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry.	Economy Traffic Volume/ Operations Regional Transportation Network	Comment noted.
	Comment F.1.56.2.	The improvements of the highway design from a two lane to a four lane system including the Long X Bridge and will significantly improve commerce and provide safety to our traveling public.	Economy Safety	Comment noted.
	Comment F.1.56.3.	Thank you for the opportunity to comment and look forward to this project moving forward.	General Project Question/ Statement	Comment noted.
F.1.57. Williston Regional Economic Development	Comment F.1.57.1.	The North Dakota region is impacted by world class oil and gas play which is projected to last for decades and has created huge economic opportunity throughout the area. Along with these opportunities come significant challenges, with road infrastructure being a main obstacle. The current highway was not designed to accommodate the volume and class of freight movements along this corridor, which is a main artery serving this region's tourism, agriculture, and energy industries.	Economy Traffic Volume/ Operations Regional Transportation Network	Comment noted.
	Comment F.1.57.2.	The improvements of the highway design from that of a two lane to a four lane system, including the Long X Bridge, will significantly improve commerce and increase safety to our traveling public.	Economy Safety	Comment noted.
	Comment F.1.57.3.	Thank you for the opportunity to comment and look forward to this project moving forward.	General Project Question/ Statement	Comment noted.
F.1.58. Denton Zubke	Comment F.1.58.1.	I like it all including the roundabout at 200 & 85.	General Project Question/ Statement	Comment noted.
	Comment F.1.58.2.	Would like a bike path added to the bridge & continue past county road 34 to connect to the Maah Daah Hey trail.	Trail	Comment noted.

Notes:

- a. Commenters that provided written comments are alphabetized in this table according to their last name or name of entity.

F.1.1. 1st International Bank and Trust

From: Justin Voll
Sent: Friday, June 15, 2018 1:54:00 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public Hearing

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Justin Voll
President

100 N Main/PO Box 607 Watford City, ND 58854

Direct: (701)842.7323 • Fax: (701)842.4147

jvoll@firstintlbank.com

www.firstintlbank.com

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Matt Linneman, Project Manager
NDDOT 300 Airport Road
Bismarck, ND 58504-6005

I appreciate the opportunity to comment on the U.S. Highway 85 Draft Environmental Impact Statement (EIS).

The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry. The improvements of the highway design from a two lane to a four lane system including the Long X Bridge and will significantly improve commerce and provide safety to our traveling public.

Comment F.1.1.1.

Comment F.1.1.2.

Thank you for the opportunity to comment and look forward to this project moving forward.

Comment F.1.1.3.



F.1.2. Cynthia K. Allen

From: Cynthia Allen
Sent: Thursday, May 24, 2018 9:53:13 AM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: comment for Matt Linneman re US85194 Project

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Our family has cabin off County road 34, where we usually spend 6-8 weeks per year.

Comment F.1.2.1.

Legal description: Sect-24 TWP-148 Rang-099

We would like to call to your attention the danger of accessing Hwy 85 from the County Road. Traffic on Hwy 85 is traveling fast, and because of the curve of the road coming up from the Badlands visibility is limited.

When departing Hwy 85 making a left turn unto County road 34 there is no left turn lane so if traffic is traveling both ways you can become a sitting duck.

Comment F.1.2.2.

Thanks,

Cynthia K. Allen, Managing Partner for
Falkenhagen Properties, LLP
360-600-3820

F.1.3. Anonymous

From: SharkRider Angel
Sent: Friday, May 25, 2018 12:21:21 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public Hearing

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Hello,

I would like to state that I do not find the 4 lane project to be needed. Why expand in places that don't need to be expanded and cause high taxes for taxpayers. It just doesn't make any sense. We could be using that money towards something else, something important.

Comment F.1.3.1.

Thank you,
anonymous

Sent from my iPhone

F.1.4. Patricia D. and Roger O. Ashley

From: Pat Ashley
Sent: Saturday, June 16, 2018 3:51:54 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public Hearing

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Dear Mr. Linneman,

We support Alternative A of leaving highway 85 as it is with improvements such as turning lanes, passing lanes, wider shoulders, and a new 2-lane bridge. Studies have shown that widening a road to four lanes does not necessarily improve safety or congestion. The North Unit of Theodore Roosevelt National Park is a small piece of property. Adjacent to the National Park is the Long X Divide and Lone Butte Areas that are managed by the U.S. Forest Service as suitable for wilderness. The noise, odors, lights, pollution, etc. will overwhelm this small park and the adjacent Forest Service land. It is now more difficult to find quiet, dark places in Western North Dakota, we should avoid impacting these areas any more than what has already been done.

Comment F.1.4.1.

Comment F.1.4.2.

Comment F.1.4.3.

There were no alternatives presented other than a narrower four-lane highway rather than a wider four-lane highway. These are not alternatives. Keeping the width of U.S. 85 as it is through the badlands is the best alternative along with placing wildlife crossings at appropriate locations, providing noise abatement solutions, and lights (down shielded) only where absolutely necessary.

Comment F.1.4.4.

Comment F.1.4.5.

The speed through this section should be a maximum of 55 mph with effective enforcement techniques to make sure drivers comply. The proposed rumble strips in the median would add to the noise.

Comment F.1.4.6.

Are the wildlife underpasses the best option for the bighorn sheep? A study of desert bighorn sheep found that overpasses were more effective than minimally-used underpasses.^[1] Another report also found that overpasses were more effective for bighorn sheep and that elk would use both overpasses and underpasses.^[2] Perhaps a mix of overpasses and underpasses should be used, to accommodate the various species.

Comment F.1.4.7.

Safety was brought up as an issue along the highway. Speed control would more effectively address this problem than a four-lane superhighway. We have driven this section of highway many times and have been passed by drivers going 70-80 mph or even faster. Widening the road will only allow these drivers to travel 90-100 mph.

Comment F.1.4.8.

Comment F.1.4.9.

As a good neighbor, weed control measures should be applied to the whole project rather than just in the National Park and U.S. Forest Service land. An illustration of the spread of noxious weeds can be seen along I-94 from the South Heart Exit west where construction occurred a couple of years ago and leafy spurge was moved by construction equipment. County weed control departments were provided GPS equipment to map infestations within their respective counties, including roads. This information should be available to DOT for the asking. It is easier and less expensive to prevent weeds from spreading than it is to spray them afterwards.

Comment F.1.4.10.

Comment F.1.4.11.

Sincerely,
Roger O. Ashley
Patricia D. Ashley
11720 30th Street SW
Dickinson, ND 58601

[1] Gagnon, Jeffrey W., Chad D. Loberger, Scott C. Sprague, Mike Priest, Kari Ogren, Susan Boe, Estomih Kombe, and Raymond E. Schweinsburg, "Evaluation of Desert Bighorn Sheep Overpasses Along US Highway 93 in Arizona, USA," (proceedings of International Conference on Ecology and Transportation, Scottsdale, Arizona, June 2013), 1-2, 10-11; digital image, *International Conference on Ecology & Transportation* (www.icoet.net/icoet_2013/documents/.../icoet2013_paper101c_gagnon_et_al.pdf : accessed 14 June 2018).

² Clevenger, Anthony P. and Marcel P. Huijser, *Wildlife Crossing Structure Handbook Design and Evaluation in North America* (Lakewood, Colorado; Central Federal Lands Highway Division, 2011), 62; digital image, *Western Transportation Institute, Montana State University* (https://westerntransportationinstitute.org/wp-content/uploads/2016/08/425259_Final_Report_Updated.pdf : accessed 14 June 2018).

[1] Gagnon, Jeffrey W., Chad D. Loberger, Scott C. Sprague, Mike Priest, Kari Ogren, Susan Boe, Estomih Kombe, and Raymond E. Schweinsburg, "Evaluation of Desert Bighorn Sheep Overpasses Along US Highway 93 in Arizona, USA," (proceedings of International Conference on Ecology and Transportation, Scottsdale, Arizona, June 2013), 1-2, 10-11; digital image, *International Conference on Ecology & Transportation* (www.icoet.net/icoet_2013/documents/.../icoet2013_paper101c_gagnon_et_al.pdf : accessed 14 June 2018).

[2] Clevenger, Anthony P. and Marcel P. Huijser, *Wildlife Crossing Structure Handbook Design and Evaluation in North America* (Lakewood, Colorado; Central Federal Lands Highway Division, 2011), 62; digital image, *Western Transportation Institute, Montana State University* (https://westerntransportationinstitute.org/wp-content/uploads/2016/08/425259_Final_Report_Updated.pdf : accessed 14 June 2018).

F.1.5. Badlands Conservation Alliance

From: Jan Swenson
Sent: Monday, June 25, 2018 1:01:31 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public Hearing - DEIS - Proposed HWY 85 Expansion

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Please enter into public record the attached comments from Badlands Conservation Alliance post public hearing on the proposed HWY 85 Expansion Project DEIS.

Thank you.

Jan

Jan Swenson, ED
Badlands Conservation Alliance
701-255-4958
801 N 10 ST
Bismarck ND
bcjan@bis.midco.net



BADLANDS CONSERVATION ALLIANCE

A VOICE FOR WILD NORTH DAKOTA PLACES

June 22, 2018

Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005

RE: Proposed Highway (HWY) 85 Expansion, Draft Environmental Impact Statement (DEIS), Post Public Hearing

Dear Mr. Linneman:

Compliments from Badlands Conservation Alliance on the crafting and layout of the DEIS for the proposed HWY 85 Expansion Project. We found the structure and readability of the document to be well above average, and the time and effort put into achieving that end is noted and appreciated.

Comment F.1.5.1.

BCA does see indication that our concern with negative impacts to the 7-mile stretch of Badlands within the Little Missouri River Valley (LMRV) was considered as is evidenced in the SPreAD Analysis assessing propagation of noise that is not required by Federal Highway Administration (FHWA) regulation, discussion of various quiet pavements, wildlife crossings, speed reductions, etc.

Comment F.1.5.2.

However, except for the inclusion of wildlife crossings within the Valley, which cause additional negative impacts in their own right, BCA can cite no real concessions made in response to our larger concerns for the Little Missouri River Valley. Not one.

You will recall that on April 6, 2017, a face-to-face meeting was held at the KLJ offices in Bismarck that included yourself, Jen Turnbow for KLJ, and myself for BCA. At that time, BCA presented an alternative for consideration that swung east through the Valley before rejoining the existing egress on the northern bluff line. It included downgrading HWY 85 to a 25 mph frontage road and ultimately an entrance to the North Unit of Theodore Roosevelt National Park. At that time you found the alternative "different enough" that it be considered.

Comment F.1.5.3.

BCA's point here is NOT that the alternative was dropped from consideration; it is instead to emphasize the degree to which those who advocate for protection of public lands, for human and wildlife use of those public lands and our sure stance that those values will be substantially diminished by this proposed project. Yes, we were requesting considerable earthwork on relatively undisturbed though not pristine land that included geotechnical issues. The suggested alternative was not perfect or ideal. But, that we should make such a request knowing full well the negatives of our "ask" was an assertion of the intensity of our concern with the impacts of the proposed project.

At the time of our request, a portion of the private lands involved were up for auction, offering no better time for purchase or negotiation of right of way. In addition, traffic conditions during the Bakken boom had resulted in air-lift removal of a good portion of the area's bighorn sheep population.

So, let me play this illustration of our deep concern against one of the major needs cited for building a four-lane divided highway through the Little Missouri State Scenic River Valley. Page ES 6 on the Executive Summary states:

*During the public scoping process, 37 percent (57 out of 153) of commenters identified safety as a concern along the project corridor. Although crash data does not indicate that this segment of highway is statistically more dangerous than other highways within the state, **public perception and user experiences highlight and heighten the need for a safer roadway.** (Bolds are BCA's.)*

801 North 10 Street • Bismarck, ND 58501
701-255-4958 • BadlandsConservationAlliance.org • bcajan@bis.midco.net

On page 66 of the DEIS it states:

One area with a pattern of vehicle crashes has been identified, which is located at reference point (RP) 121, just south of the Badlands. In this location, vehicles failing to navigate the curve has resulted in several crashes.

And goes on to say:

*Although these crash numbers seem high, the actual crash rate along the project corridor during this time frame was 0.70 per million vehicle miles traveled (MVMT) as compared to a statewide average of 1.55. What these numbers fail to account for are unreported crashes, near misses, and **public perception**.*

Similarly, the DEIS states on page 97 that “29 percent (44 out of 153) of public commenters addressed the Badlands and/or public lands (i.e., the TRNP and/or LMNG), of which a substantial portion are concentrated within the Badlands.”

BCA has several comments here:

- BCA members share the public concern for safety, and its members said so during the comment period cited. Comment F.1.5.4.
- On a spring 2017 count of signage through the Little Missouri River Valley bluff to bluff, BCA found 28 signs or items, some requiring multiple attention, when traveling the roadway south to north. We counted 44 signs or items, again with some requiring multiple attention, when traveling from north to south. Comment F.1.5.5.

We found the number of signs actually created a distraction for drivers whose eyes most importantly need to be on the road and surrounding traffic. This is likely more so for drivers unfamiliar with the terrain.

- We also noted and shared with the ND DOT that there was no signage at reference point 121 (mentioned above as a common crash location) to alert drivers to the dramatic change in terrain. As of May 31, 2018, the date for the Watford City public hearing on this DEIS, there remained no notification to drivers. Comment F.1.5.6.
- According to Table ES-1, Planning Cost Estimate on page ES-12, the Preferred Alternative in its entirety will cost \$479 Million. BCA would ask what portion of that considerable dollar figure is based on or required to satisfy **public perception** of safety. (Bold is BCA's.) Comment F.1.5.7.
- The bullet above is not meant to be facetious. And, it most certainly does not dismiss the expectation of local, state and national users of HWY 85 to feel safe when traveling it. To the contrary, it acknowledges the value of perception, no matter what the numbers say. Why then is it so difficult for the ND DOT to acknowledge and respect the sensibilities and perceptions that BCA represents? Perceptions that, if met, would likely decrease the overall cost of the proposed project. Comment F.1.5.8.

Prior to leaving this discussion, BCA would ask for formalized justification for the minor traffic speed reduction through the LMRV and past Theodore Roosevelt National Park. We would like to see the analysis that counters slowing traffic further as proposed to 45 mph through the community of Fairfield and to 25 mph at the HWY 85/Hwy 200 roundabout. Thank you. Comment F.1.5.9.

BCA also questions the long term predictions in the 2040 capacity analysis. Modeling of traffic and noise impacts for the year 2040 is an engineering exercise without reliable predictability given the dramatic changes we should expect in agriculture, transportation and energy over the next two decades. Yet unimagined technological advances and unforeseeable changes in state and national policy cannot be applied or measured. Such mathematical conjecture is akin to the lamppost that is used for support rather than illumination. Comment F.1.5.10.

Comment F.1.5.11.

Again, BCA's focus is on the 7-mile stretch through the LMRV, but it is also essential we point out flawed expectations and costly policy decisions. Beyond safety of local communities, the energy industry and economic development interests are the strongest drivers for the proposed expansion. Increasing lanes in a transportation system does not of itself relieve congestion or assure safety. Traffic studies show that increased lanes produce increased traffic, a concept we expect you are familiar with called *induced demand*. Mechanisms should be sought to spread use from peak demand times, perhaps even considering congestive pricing, and law enforcement strategies should be put in place to adequately address traffic violations.

Comment F.1.5.12.

Comment F.1.5.13.

Increasing certainty of global climate change, should add another relevant layer to your list of considerations. The need for control of carbon emissions is not found in the DEIS, despite its most certain influence on future traffic patterns and roadways.

Comment F.1.5.14.

To quote from the June 10, 2018 Minot Daily News, as reported by Kim Fundingsland:

The DOT revealed some very startling statistics related to future costs at a funding symposium on transportation held earlier this year. The DOT presented a document revealing that \$26.6 billion would be needed to maintain current levels of service in the state over the next 20 years. The amount would create a \$14.6 billion deficit based on today's revenue coming into the DOT. (<http://www.minotdailynews.com/news/local-news/2018/06/roadwork-ahead>)

Comment F.1.5.15.

Additionally, we must note that the nearly simultaneous public notice of the DEIS comment period and public hearings with the notice for adoption of the Long X Bridge appears as a pre-decisional action by the ND DOT and FHWA contrary to the National Environmental Policy Act. Putting the cart before the horse in such fashion demeans the time, energy, effort, and perhaps most egregiously, the sincerity with which the invested public participates in public processes.

Comment F.1.5.16.

As we have stated repeatedly, locating all meetings and hearings along the far western HWY 85 corridor served local patrons and interests. However, considering the controversy surrounding proximity to and impacts on North Dakota's singular National Park, the statewide population was not adequately served or represented. At least one additional location in the east should be included.

Comment F.1.5.17.

Section 4(f) constructive use

Badlands Conservation Alliance holds that there IS *Section 4(f) constructive use* of the greater body of the North Unit of Theodore Roosevelt National Park and that it needs be acknowledged in the DEIS. Furthermore, mitigation strategies for said *constructive use* should be required in a substantial, physical and meaningful way that promotes protection of the integrity of the Park, as well as USFS roadless areas in the Little Missouri State Scenic River Valley.

Comment F.1.5.18.

As defined: *Section 4(f)* includes a non-occupying determination called *4(f) constructive use*: **(a) A constructive use occurs when the transportation project does not incorporate land from a Section 4(f) property, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are *substantially impaired*. Substantial impairment occurs only when the protected activities, features, or attributes of the property are *substantially diminished*.** (Bold is BCA's.) <https://www.law.cornell.edu/cfr/text/23/774.15>

Comment F.1.5.19.

Repeatedly at the three recent hearings for the DEIS, presenters Linneman (ND DOT) and Turnbow (KLJ) referenced *constructive use* as the "complete" impairment or diminishment of a Section 4(f) property, therein claiming the North Unit of the Park did not qualify for *constructive use*. Having spent considerable time investigating *Section 4(f)* regulation and application, BCA recalled no use of the word "complete." Indeed we recalled rather the use of the word "substantial." In further searches after hearing, "complete" is not found. We deem this misleading and question presenters' use of the word.

An additional phrase found throughout FHWA discussion of *Section 4(f)* and particularly when referencing prudent and feasible avoidance is similarly noteworthy:

Comment F.1.5.20.

The definition emphasizes that the use of Section 4(f) property is to be balanced against competing factors while considering the relative value of the Section 4(f) property in light of the Section 4(f) statute, keeping a **“thumb on the scale”** in favor of preserving the Section 4(f) property. (Bold is BCA’s)

https://www.environment.fhwa.dot.gov/legislation/section4f/Section_6009Study/default.aspx

Again at <https://www.environment.fhwa.dot.gov/legislation/section4f/4fAtGlance.aspx>:

FHWA’s evaluation of these factors begins with a **“thumb on the scale”** in favor of protecting Section 4(f) property, and takes the relative value of the Section 4(f) property into account. (Bold is BCA’s.)

Under 23 CFR Ch. §771.135 it is stated:

(ii) The proximity of the proposed project **substantially impairs esthetic features or attributes of a resource** protected by section 4(f), where such features or attributes are considered important contributing elements to the value of the resource. Examples of substantial impairment to visual or esthetic qualities would be the location of a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or **substantially detracts from the setting of a park or historic site which derives its value in substantial part due to its setting**. (Bold is BCA’s.)

<https://www.gpo.gov/fdsys/pkg/CFR-2004-title23-vol1/pdf/CFR-2004-title23-vol1-sec771-135.pdf>

On page 96 of the DEIS it is stated:

Viewers associated with roadways consist of neighbors and travelers. The perception viewers have of visual resources in a viewshed determines the visual quality of the area. In a natural environment, visual quality is based on whether visual resources contribute to, or detract from, a sense of natural harmony.

It goes on to say:

Viewer sensitivity depends on exposure to changes and awareness of changes (FHWA 2015c). (Bold is BCA’s)

Comment F.1.5.21.

In acknowledging the concept of “neighbors and travelers” and that viewer sensitivity is a real, influential, and impactful presence, the certainty that this proposed project will have *Section 4(f) constructive use* impacts on the greater North Unit of Theodore Roosevelt National Park is confirmed.

It is not only BCA members that visit National Parks and other wildland settings to exercise their ability and desire to be attentive. As stated on page 140 of the DEIS: *Approximately 92 percent of park visitors place ‘scenery viewing’ as an important factor in visiting the park. (NPS 2006, NPS 2014, NPS 2015a, NPS 2017a).*

Comment F.1.5.22.

The proposed installation of 8-10 foot fencing throughout the Little Missouri River Valley to guide wildlife, and infrastructure (not yet totally designed) including retaining walls, an anchored drill shaft structure, and extensive back-grading at both the north and south bluff line will all impact visitor experience within the greater North Unit. Aesthetics of setting are not singularly or only immediately physical, but have a lingering and sub-conscious impact on visitors. One need only meet an out-of-state traveler, aggravated with the visibility of oil wells from within Park boundaries, or listen to the grief and anger of a former user of the Park and National Grasslands to know that disturbance occurring within the right-a-way of HWY 85 will also produce substantial impairment beyond its confines.

The value – economic and otherwise - of undeveloped lands such as Theodore Roosevelt Park and the USFS managed roadless areas of Long X Divide and Lone Butte will rise significantly as/if oil and gas development reaches or exceeds the 60,000 wells currently forecast. Potential economic development that is a goal of this proposed project may bring new jobs and increased traffic, but it will also bring more people, many of whom will share BCA’s appreciation of protected landscapes.

Comment F.1.5.23.

Terms such as Attention Restorative Therapy and Nature Deficit Disorder may relate to contemporary studies, but they describe a human relationship to undisturbed landscape that is essential to the human condition. For some, including most BCA members, it is a necessity, the purer the better.

Once again, BCA iterates that our focus is on the 7-mile stretch of roadway through the Little Missouri River Valley. We find that an economic evaluation of the growing significance and rarity of the publicly owned lands be assessed as a requirement of this DEIS, especially as relates to their *Section 4(f) constructive use* status.

Comment F.1.5.24.

BCA returns here to the opening discussion regarding safety, or the statistics vs. perception of safety, that appears at the beginning of this letter. We question why the ND DOT should find it so difficult to recognize and acknowledge the *Section 4(f) constructive use* of the greater North Unit when the DEIS allows for the intuitive and subjective assessment of safety. Users of a resource possess knowledge and insights not always captured by statistics.

Comment F.1.5.25.

Noise Analysis

While BCA appreciates that the DOT did a SPreAD Analysis not required by FHWA regulation as well as doing a FHWA mandatory Travel Noise Analysis (TNM 2.5), we continue to find the DEIS sound/noise analysis insufficient. As the North Unit of Theodore Roosevelt National Park is commonly known as “the Wilderness Unit” and the destination of those less concerned about ice cream cones and musicals than in-depth outdoor experience, the soundscape is of vital importance and noise disturbance therein is fundamentally and exponentially damaging.

Comment F.1.5.26.

We offer the following insufficiencies and request that they be remedied.

Comment F.1.5.27.

- On page 14 of the Traffic Noise Analysis under Determination of the Noise Study Area it states: *For the purposes of this noise analysis, a buffer (i.e., 500 feet from the project corridor) was established as the “noise study area.”*³ The foot note here is key in that it states: *Highway traffic noise impacts rarely occur beyond 500 feet from the edge of a roadway. Additionally, FHWA has determined that its TNM 2.5 is **less effective at predicting traffic noise beyond 500 feet** from the edge of a roadway (FHWA 2004).* (Bold is BCA’s.)

Thus limiting the extent of the noise study area and acknowledging the poor efficacy of TNM 2.5, the Traffic Noise Analysis allows for dismissal of consideration of a National Park at its doors. This is illustrated in Table 3 on page 16 where Activity Category A is described as “*Lands on which serenity and quiet are of extraordinary significance. These lands serve an important public need, and the preservation of these qualities is essential if the area is to continue to serve its intended purpose.*” It is noted as exterior to the Noise Study Area.

- While it may meet NDDOT Noise Policy and Guidance, BCA is astonished that the DOT chose to dismiss rare and sensitive Dakota Prairie Grasslands management areas as stated on page 18 because: *Of the DPG MAs within the noise study area, DPG MAs 3.51 and 1.2a are **not considered to have frequent human use**, and therefore, **are not modeled** in the analysis.* (Bold is BCA’s.) What the DOT appears to be saying here is that the very reason that these management areas are special and unique (MA 3.51 is Bighorn Sheep Habitat and MA 1.2a is Suitable for Wilderness) is reason enough to dismiss them. This is inherently wrong.
- Analysis of Low Frequency Noise (LFN) at frequencies below those currently modeled is essential. Heavy trucks emit considerable LFN, and those frequencies below the range of hearing have biophysical impacts on humans and wildlife. The A-weighted measurements used in the TNM 2.5 underestimate perceived loudness, annoyance factors, and stress-inducing capability of noises with low frequency components. LFN has physical and psychological effects – disruptive effects contrary to why people visit wildlands and Parks, and which impact human health.
- Analysis of “impulse” noise must be done to accurately register the propagation of noise. The current SPreAD Analysis is insufficient. This is particular important considering the proposed construction of a 12-20 foot wide flush median with rumble stripping throughout the Little Missouri State Scenic River Valley.
- Anyone who has camped overnight in the South Unit’s Cottonwood Campground knows about sound propagation. On many occasions it is detracting to the point of sleeplessness and is a commonly heard complaint. Evening into night time analysis when noise propagation is greater than during the modeled day

Comment F.1.5.28.

Comment F.1.5.29.

Comment F.1.5.30.

Comment F.1.5.31.

times must be completed at multiple locations along the continuous flat terrain of the Little Missouri River bottom and must extend at least through Juniper Campground.

- Evening into night time analysis should be modeled for all existing points as well.

Comment F.1.5.32.

- Expense, maintenance requirements, longevity, ND climate are all mentioned as negatives in the DEIS discussion of quiet pavement opportunities and alternatives. Planned maintenance and upgrades as needed or newly available are a part of every roadway system. BCA asks that quiet pavement surfacing remain at the forefront of consideration throughout the life of Highway 85 and its recommendation be a part of any decision-making into the future.

BCA does not want to advocate for the No Build Alternative outright. We agree there are improvements to be made to HWY 85, including a modern bridge crossing of the Little Missouri River. So much could be done that would benefit multiple interests if we had not set up an all or nothing scenario.

Comment F.1.5.33.

BCA offers a piece of applicable advice from Pearl Buck who said, "Every great mistake has a halfway moment, a split second when it can be recalled and perhaps remedied." BCA suggests this is one of those moments.

We need a bridge; we have money for a bridge. Let's remove this component from the current process and build it.

However, it remains BCA's strongly held position that HWY 85 can be improved to meet or exceed safety and travel needs without expansion to a 4-lane highway. Period. Under the proposed preferred alternative, entering the North Unit of Theodore Roosevelt National Park would be akin to entering a fortified compound with high fence enclosures and an engineered setting where manipulation of the landscape is readily evident.

Comment F.1.5.34.

Viewshed and soundscape impacts to visitor experience would extend physically well into the Park, with substantial psychological and spiritual impairment having indefinite and individualized repercussions throughout. For those who share BCA's sensitivity to and immeasurable appreciation of the unique values embodied in the Park, this proposal jeopardizes the very existence of our relationship with that landscape, a place that has been home-coming for generations and lifetimes.

BCA opposes moving forward with this project as it stands. We grievously protest that *There are no major unresolved issues associated with the project* as claimed on page ES-16 of the Executive Summary.

Comment F.1.5.35.

Should an FEIS be completed and a Decision signed for the proposed expansion project, the ND DOT and FHWA have a responsibility to this and future generations to therein acknowledge the substantial diminishment and impairment of the North Unit of Theodore Roosevelt National Park; and to thus play a role in mitigation strategies that will otherwise promote protections of the integrity of our Park, USFS roadless areas in the vicinity and the Little Missouri State Scenic River Valley. Such acknowledgement must be formalized within the document and decision.

Comment F.1.5.36.

Thank you for the opportunity to comment.

Respectfully,



Jan Swenson, ED
Badlands Conservation Alliance

PS

Matt - This is just a sampling of what I read, reviewed or searched to try to come to terms with what ND DOT is proposing in building a four-lane divided highway through the Little Missouri River Valley. Of course, I also read the FHwy regs, tutorials and discussion of *Section 4(f) constructive use*. Also the other three ND DOT sound analysis documents you sent.

It did not lead me to resolution of BCA's concerns; instead it strengthened my resolve that this proposed action as designed through the LMRV is not in North Dakota's best interest.

Jan

Comment F.1.5.37.

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<https://www.tandfonline.com/doi/full/10.1080/10937404.2016.1196155>

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St. Pierre, Richard, Maquire, Daniel. July 2004. *The Impact of A-weighting Sound Pressure Level Measurements during the Evaluation of Noise Exposure.* NOISE-CON 2004. Baltimore, Maryland.

F.1.6. Barbara Becker

From: Barbara Becker
Sent: Thursday, May 31, 2018 6:30:17 AM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: HWY 85 Project

***** CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe. *****

As a resident of Mckenzie County I would like to put my voice to the highway 85 project – this is something that has been needed for years – there have been many lives lost because of the heavy traffic, narrow road and the lack of passing lanes. Making this highway a four-lane would not only be safer but wiser – it is something that should’ve been done years ago – I realize the environmental impact concerns have been a big roadblock in getting this highway to be made safer for those who travel on it - I too care about the beauty of our Badlands, but I also believe that the safety of those driving on that road should carry a great importance. Since the boom, the road has become so busy and some of those traveling are careless in their need for to get where they are going. The road has become very dangerous to travel. Having four lanes would make it safer for those of us who live in the area and in my opinion it cannot happen soon enough.

Comment F.1.6.1.

Comment F.1.6.2.

Comment F.1.6.3.

Thank you, Barbara Becker, Watford City

Sent from my iPad

F.1.8. Bowman County

From: Mindy Schumacher
Sent: Thursday, June 21, 2018 10:19:58 AM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public Hearing

From: bowman.county.copier@nd.gov [mailto:bowman.county.copier@nd.gov]
Sent: Thursday, June 21, 2018 9:50 AM
To: Mindy Schumacher
Subject: Attached Image



Mindy Schumacher
Bowman County Deputy Auditor, Risk Manager
104 1st Street NW, Suite 1
Bowman, ND 58623
701-523-3130
Fax: 701-523-4899

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104 First Street NW ~ Bowman, ND 58623

June 20, 2018

Matt Linneman, Project Manager
NDDOT 300 Airport Road
Bismarck, ND 58504-6005

RE: Support of Theodore Roosevelt Expressway

Dear Mr. Linneman,

Bowman County appreciates the opportunity to comment on the U.S. Highway 85 Draft Environmental Impact Statement (EIS)

The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry. The improvements of the highway design from a two lane to a four lane system including the Long X Bridge and will significantly improve commerce and provide **safety to our traveling public**.

Comment F.1.8.1.

Comment F.1.8.2.

Thank you for the opportunity to comment and look forward to this project moving forward.

Comment F.1.8.3.

Sincerely,

Lynn Brackel
Chairman, Board of County Commission

F.1.9. Bowman County Development Corporation



PO Box 1143
13-1/2 East Divide
Bowman, ND 58623
bowcodev@ndsupernet.com

701.523.5880

Matt Linneman, Project Manager
NDDOT 300 Airport Road
Bismarck, ND 58504-6005

The Bowman County Development Corporation appreciates the opportunity to comment on the U.S. Highway 85 Draft Environmental Impact Statement (EIS).

The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry. The improvements of the highway design from a two lane to a four lane system including the Long X Bridge and will significantly improve commerce and provide safety to our traveling public.

Comment F.1.9.1.

Comment F.1.9.2.

Thank you for the opportunity to comment and look forward to this project moving forward.

Comment F.1.9.3.

A handwritten signature in black ink that reads "Teran Doerr".

Teran Doerr
Executive Director

www.bowmandd.com

F.1.10. Joel Brown

From: Joel Brown

Sent: Monday, June 11, 2018 11:48:58 AM (UTC-06:00) Central Time (US & Canada)

To: -Adm-DOT US85

Subject: Public Hearing - Pedestrian/Bike Path

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Hello,

I would like the following to be submitted for public comment:

If a pedestrian/bike path is to be constructed from Watford City to the south, it is completely necessary that it extend all the way to Long X Rd, south of the Little Missouri River. If the path terminates at County Rd 34, as is currently proposed, many bikers will surely attempt to ride to the Maah Daah Hey trail head at CCC Campground, which poses a serious safety issue. This would require approximately 2.5 miles added to what would currently be approximately 10 miles of path. As a longtime resident and mountain biker, it is my opinion that this path should be built as a means of safely biking from Watford City to the Maah Daah Hey trail head, and nothing short of that. Ease of access to the Maah Daah Hey will be valuable to our community and to tourism in Watford City. I believe that building this path to terminate prior to intersecting Long X Rd will result in increased risk of injury and/or loss of life.

Comment F.1.10.1.

Comment F.1.10.2.

Comment F.1.10.3.

F.1.11. Marina Carrillo



Please use the space below to tell us your comments regarding the US Highway 85 Project. *

PLEASE PRINT Name: Marina Carrillo
Address: 5009 Tuttle Ave SE
Minot, ND 58701

Thank you for all your work and effort for this project to be real and ready to go. Not only it's better for the local community, but for the all state.

Comment F.1.11.1.

We drive to México every summer and sometimes we wished to stop by the Badlands, but because of traffic or an safe road, we go all around. Therefore, this new project will bring more tourism and better access to our state. Plus, we need it for lower transportation cost in the gas and oil industry.

Comment F.1.11.2.

Comment F.1.11.3.

Marina Carrillo

* Please mail comments by June 25, 2018.

Send to: Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005
Email: DOTUS85@nd.gov

Note "Public Hearing" in email subject heading.

PUBLIC HEARING ♦ May 29-31, 2018 ♦ 5:00 to 8:00 p.m.

F.1.12. City of Bowman

From: bowmanauditor@ndsupernet.com
Sent: Wednesday, June 20, 2018 12:19:45 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: PUBLIC HEARING

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Mr. Linneman

Attached is a letter of support of the Draft EIS for US 85 (Theodore Roosevelt Expressway). I also mailed a hard copy.



Peggy Allen

Financial Auditor
PO Box 12
Bowman, ND 58623
bowmanauditor@ndsupernet.com
701-523-3309 Phone
701-523-5716 FAX



June 19, 2018

Mr. Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005

Dear Mr. Linneman,

The City of Bowman appreciates the opportunity to comment on the U.S. Highway 85 Draft Environmental Impact Statement (EIS).

The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry. The improvements of the highway design from a two lane to a four-lane system including the Long X Bridge and will significantly improve commerce and provide safety to our traveling public.

Thank you for the opportunity to comment and look forward to this project moving forward.

Comment F.1.12.1.

Comment F.1.12.2.

Comment F.1.12.3.

Sincerely,

CITY OF BOWMAN

A blue ink signature of Lyn James, consisting of a stylized first name and a last name that appears to be "James".

Lyn James
President of Commission

F.1.13. City of Williston– Administration



June 22, 2018

Matt Linneman, Project Manager
ND Department of Transportation
300 Airport Road
Bismarck, ND 58504-6005

Dear Matt,

The City of Williston appreciates the opportunity to comment on the U.S. Highway 85 Draft Environmental Impact Statement (EIS).

The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry. The improvements of the highway design from a two lane to a four lane system including the Long X Bridge will significantly improve commerce and provide safety to our traveling public.

Comment F.1.13.1.

Comment F.1.13.2.

Thank you for the opportunity to comment and we look forward to this project moving forward.

Comment F.1.13.3.

Sincerely,

A handwritten signature in black ink, appearing to read "David Tuan", is written over a circular stamp.

David Tuan
City Administrator

www.cityofwilliston.com

T. 701-713-3800
F. 701-577-8880

22 East Broadway
Mailing Address: PO Box 1306 Williston, ND 58802

F.1.14. City of Williston– Economic Development

From: Shawn Wenko
Sent: Friday, June 22, 2018 9:59:59 AM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public Hearing

Please see the attached letter of support on behalf of the City of Williston Economic Development office.

Best Regards

Shawn Wenko

Executive Director

T: [701.577.8110](tel:701.577.8110) | **M:** [701.570.5013](tel:701.570.5013)

E: shawnw@ci.williston.nd.us

A: 113 4th St E. Williston, ND 58802

W: www.willistondevelopment.com



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Matt Linneman, Project Manager
NDDOT 300 Airport Road
Bismarck, ND 58504-6005

We, Williston Economic Development, appreciate the opportunity to comment on the U.S. Highway 85 Draft Environmental Impact Statement (EIS).

The Theodore Roosevelt Expressway (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

The Bakken region is heavily impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry. We in Economic Development see tremendous value in improving the highway design from a two lane to a four lane system including the Long X Bridge, as these changes will significantly improve commerce and provide safety to our traveling public.

Comment F.1.14.1.

Comment F.1.14.2.

Thank you for the opportunity to comment and look forward to this project moving forward.

Comment F.1.14.3.

Best,

A handwritten signature in black ink, appearing to read "Shawn Wenko".

Shawn Wenko
Executive Director Williston Economic Development

F.1.15. Construct Connect

From: Sherwin De Peralta
Sent: Thursday, May 31, 2018 9:09:12 AM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Long X Bridge - North Dakota Department of Transportation - 4272260

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Good Morning Mr. Linneman,

Our firm would like to request for information in-reference to the Long x Bridge project. I would like to find out to when construction will start and the name of the design team (engineer) and the city and state they are located.

Comment F.1.15.1.

Kindly please respond at your earliest convenient.

Thank you

Sherwin DePeralta

Sherwin De Peralta

Senior Content Specialist



111 W. Washington St.

Ste. 1700

Chicago, IL 60602

phone: 312.267.1035

www.ConstructConnect.com

F.1.17. Tomas Dahle

From: Tom Dahle
Sent: Monday, June 25, 2018 10:22:37 AM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public hearing

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

From: Thomas Dahle
To: Department of Transportation

Re: Public hearing re Highway 85 near Theodore Roosevelt National Park

Due to noise pollution I am opposed to the highway expansion so close to the park.

Comment F.1.17.1.

Theodore Roosevelt in reference to the Grand Canyon in Arizona said. **“In the Grand Canyon, Arizona has a natural wonder which is in kind absolutely unparalleled in the world. I want to ask that you keep this great wonder of nature as it now is. I hope you will not have a building of any kind, not a summer cottage, a hotel or anything else, to mar the wonderful grandeur, the sublimity the great loneliness, a beauty of the canyon.....Leave it as it is. You can not improve on it. The ages have been at work on it, and man can only mar it.”** I say the highway expansion will seriously mar the Park with noise.

I am a former Scoutmaster. I lead Troop 123 in Bismarck for 17 years. We were a unique Troop. Troop wide we hiked and backpacked more than any other Troop in North Dakota.

Comment F.1.17.2.

We hiked and backpacked extensively in TR Park and on the Maah Daah Hey Trail.

The high point of my scoutmaster career was taking Scouts and leaders to places like “Eye of the Needle aka Devil’s Eye” in the South Unit, “Devil’s Pass”, “China Wall”, “Ice caves” and the “Elk horn Ranch” on the MDHT. The scouts told me they loved seeing the very unique formations in the badlands, seeing places that few people ever saw. They liked being places that were not marred by any human activity... no roads, no buildings, no smoke plumes, **no manmade noise.** One scout told me “I liked being where it was just us (scouts and leaders) in the middle of the wilderness”

When I run into alumni scouts the first thing they will say is “Remember when we were hiking....” They would tell me about a hiking adventure.

On thank you cards I have given to former leaders who worked so hard to make an adventurous wilderness appreciating troop, I have written the following:

“At Troop 123 Scouts accepted the physical and mental challenges of Hiking and Backpacking merit badges. In the process we (scouts and adults) learned to appreciate the sights, and sounds of nature. We felt the wind, we sometimes heard a gentle rain, and we even woke up to see snow on the tents. We observed bison, antelope, snakes and other creatures and saw and appreciated wildflowers. We had moments of silence while pausing from hiking to appreciate nature. We learned to work with and be kind to each other. And, we had fun.”



Top: June 1, 1998 2 10 person crews about to start a 5 day 30 mile backpacking trip on the Maah Daah Hey and in Theodore Roosevelt National Park

Bottom: iconic "China Wall" on the Maah Daah Hey Trail



Top: "Devil's Pass" aka "Goats Pass" on the Maah Daah Hey Trail. Note the 10 to 12 foot wide strip of land connecting the 2 sides of a canyon. The pass is about 200 feet tall. What a thrill for all to walk across the pass.

Bottom "Eye of the Needle" in the South Unit of TRNP. You have to walk a few miles to see this treasure.

F.1.18. Ken Deitz

From: Kendeitz
Sent: Tuesday, May 8, 2018 4:37:38 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Long x bridge, Matt Linneman

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iPad 2:13 PM 90%

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ND DOT f in flickr YouTube

NDDOT North Dakota Department of Transportation

VISION ZERO Zero fatalities. Zero excuses. Learn more about the NEW traffic safety initiative.

Confirmation Public Travel/Roads Business

Name	Ken deitz
*Subject	Highway and bridge
*Message	<p>I purchased Woodie Watson's property along Highway 85 next to the Long X bridge. The homestead on the southeast corner. I would like to be informed on any meetings I may attend on this expansion project. Some of my current concerns are bridge expansion. As its out my front door. Another concern is expanding the portion threw the lower badlands (approx 5 miles). I would like info on how these two issues will affect my property and my access to enter Highway 85. Not only in the future but also during construction of a new bridge as my wife and I use the bridge daily for work. My immediate issue is the speed limit, as I believe it should be 55 mph, also the issue of no curve signs on the north south turns. Another is no guard rail or signs threw the area. I believe decreased speed and signs would currently decrease the amount of accidents in the area. The normal person drives properly, but most people up here are in a hurry ridding your bumper and risking many lives passing others. It's like Christmas on the road North and south of my place watching the police lights, ambulance and tow trucks at night. Thanks</p>

Return Submit

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Questions or Comments? [Contact NDDOT](#)

Comment F.1.18.1.
Comment F.1.18.2.
Comment F.1.18.3.

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

iPad 9:20 PM 57%

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Name	Ken Deitz
*Subject	Bypass Comment F.1.18.4.
*Message	First of you need to put signage up as you enter the badlands on North and south. Also need to change the speed limit, as I nearly get run over as I exit or enter my driveway. On a weekly basis I watch all the cops lights on the north slope cleaning up accidents. Next as I own the property on the south east side of the bridge, I would like to be informed on any meetings I may attend. I am all for the expansion, just concerned about the location of the new bridge and which one of the 3 proposals you may decide on. As this is out my front door. Thanks Ken Deitz 1211 Highway 85 N. Watford City ND 58854

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Questions or Comments? [Contact NDDOT](#)

Comment F.1.18.5.
Comment F.1.18.6.
Comment F.1.18.7.
Comment F.1.18.8.

F.1.19. Michaela Deitz

From: kala_deitz@yahoo.com
Sent: Wednesday, May 23, 2018 8:27:19 AM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public hearing

***** CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe. *****

Comment F.1.19.1.

As a land owner living by highway 85 I understand the need for a new bridge although I am uncertain a 4 lane road is needed. The traffic here is very sporadic and never bumper to bumper. With the dynamics of the land here, and how it shifts I have concerns this plan will only be an expensive temporary fix. Thank you for a very well written and thoughtful plan. I am sure that all parties involved will be able to come to a successful resolution. Thank you for your time.

Michaela Deitz

Sent from my iPad

Comment F.1.19.2.

F.1.20. Weston Deitz

From: Weston Deitz
Sent: Wednesday, May 23, 2018 9:15:50 AM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public hearing

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Comment F.1.20.1.

Hello, I travel this highway often to visit family in Watford City. I see no need for our tax paying money to go into a four lane highway through there. There just isn't a substantial amount of traffic on the road to justify such a project. If you are looking to make it safer, lower the speed limit coming down into the valley across the bridge. Don't waste your time, and our money.

Comment F.1.20.2.

Have a good day,
Weston

[Sent from Yahoo Mail for iPhone](#)

F.1.21. Allen Domagala

From: Allen Domagala
Sent: Friday, June 1, 2018 2:35:38 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Highway 85 and Theodore Roosevelt National Park

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Comment F.1.21.1.

Hi,
When discussing the 4-lane project on Highway 85 between Belfield and Watford City, I would like to see a new bridge at the river, but I would also propose to keep the existing 3-lane going up and down through the badlands valley as it is. Don't rework this area of road.

Comment F.1.21.2.

Thank you,

Allen Domagala

Williston, North Dakota 58801

F.1.22. Economic Development Association of North Dakota

ECONOMIC DEVELOPMENT ASSOCIATION OF NORTH DAKOTA



PO BOX 1091 - BISMARCK, NORTH DAKOTA 58502

Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005

Dear Matt,

The Economic Development Association of North Dakota (EDND) appreciates the opportunity to comment on the U.S. Highway 85 Draft Environmental Impact Statement (EIS). The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry. The improvements of the highway design from a two lane to a four-lane system including the Long X Bridge, will significantly improve commerce and provide safety to our traveling public.

Comment F.1.22.1.

Comment F.1.22.2.

Thank you for the opportunity to comment and we look forward to this project moving forward.

Comment F.1.22.3.

Sincerely,

Ellen Huber

EDND President

F.1.23. Fisher Industries

From: Cindy Selinger
Sent: Friday, June 15, 2018 11:00:27 AM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public Hearing - Theodore Roosevelt Expressway EIS

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Hi Matt Linneman:

Attached is our comment in support of the Draft EIS for US 85 (Theodore Roosevelt Expressway).

Should you have any questions, please let us know.

Thank you.



Cindy Selinger
Paralegal ~ Fisher Sand & Gravel Co.
PO Box 1034 ~ Dickinson, ND 58602-1034

Toll Free: 1 800 932-8740
Office: (701) 456-9184
Fax: (701) 456-9168
E-mail: cselinger@fisherind.com



PO Box 1034 | 3020 Energy Drive | Dickinson, ND 58602-1034
(800) 932-8740 | (701) 456-9184 | Fax: (701) 456-9168 | www.fisherind.com

Fisher Sand & Gravel Co.
Arizona Drilling & Blasting
Fisher Grading & Excavation
Fisher Ready Mix
Southwest Asphalt
Southwest Asphalt Paving
Fisher Sand & Gravel - New Mexico, Inc.
General Steel and Supply Company

June 14, 2018

Matt Linneman, Project Manager
NDDOT 300 Airport Road
Bismarck, ND 58504-6005

Dear Mr. Linneman:

Fisher Sand & Gravel Co. and General Steel and Supply Company appreciate the opportunity to comment on the U.S. Highway 85 Draft Environmental Impact Statement (EIS).

The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

In North Dakota, this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry. The improvements of the highway design from a two lane to a four lane system, including the Long X Bridge, will significantly improve commerce and provide safety to our traveling public.

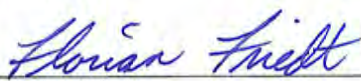
Comment F.1.23.1.

Comment F.1.23.2.

Thank you for the opportunity to comment and look forward to this project moving forward.

Comment F.1.23.3.

Sincerely,



Florian Friedt
Vice President
General Steel and Supply Company



Timothy A. Priebe
Chief Administrative Officer
Fisher Sand & Gravel Co.

F.1.25. GreenField Finance Group

From: J.K.Pendry@Btinternet.com
Sent: Wednesday, May 30, 2018 9:48:29 AM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Re: Drive on Safer Roads; Support US 85 4-Lane Expansion

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

We are GreenField Finance Group. We would appreciate the opportunity to provide funding for this project.

j.k.pendrey@btinternet.com

Comment F.1.25.1.

From: Bakken Backers <info@backthebakken.org>
To: j.k.pendrey@btinternet.com
Sent: Wednesday, 30 May 2018, 15:40
Subject: Drive on Safer Roads; Support US 85 4-Lane Expansion

Logo



Public Hearings and Public Comment Period Held for US Hwy 85 Expansion

Dear Bakken Backer:

The expansion of US Highway 85 from two lanes to four lanes between Watford City and I-94 at Belfield is critical for safe and efficient movement of freight and people in the Bakken.

Please consider attending one of the public hearings this week and provide comments on the Draft Environmental Impact Statement (EIS), which has been released for public comment.

You can attend in person:

Fairfield, ND

May 30, 2018 - 5:00 p.m. to 7:30 p.m. (MDT)

Billings County Rural Fire Hall

[12811 20th Street Southwest, Fairfield, ND](#)

Watford City, ND

May 31, 2018: 5:00 p.m. to 7:30 p.m. (CDT)

Watford City Hall

[213 2nd Street Northeast, Watford City, ND](#)

You can submit comments on the Draft EIS at this email: DOTUS85@nd.gov.
<https://www.dot.nd.gov/dotnet2/submitinfo/?pageID=us85project>

The electronic version of the document can be downloaded from the NDDOT website: <https://www.dot.nd.gov/projects/williston/US85I94/>. Comments on the DEIS will be taken through June 25, 2018.

Everyone's input is appreciated to help move this vital infrastructure project toward completion, which will support the continued economic growth of the region.

[Provide Comments](#)

Bismarck, North Dakota

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U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

F.1.26. Gerry Grosulak

U.S. HIGHWAY 85

COMMENTS

I-94 Interchange to Watford City Bypass
(McKenzie County Road 30)

Please use the space below to tell us your comments regarding the US Highway 85 Project.*

PLEASE PRINT Name: Gerry Grosulak
Address: 12858 29th St SW Billings
(Billings County)

I'm hoping for a left turn lane at 29th St SW in Billings County due to there being 4-5 wrecks on that corner in the last 10 years or so. There have been fatalities there in the past. Also I am in the process of selling lots in a subdivision west of 85 @ 29th St SW so there is increasing traffic there. Other comments would be that I am happy to see this project going forward.

THANKS !!

-THIS SPACE OFFICE USE ONLY-
Comment F.1.26.1.
Comment F.1.26.2.
Comment F.1.26.3.

PUBLIC HEARING • May 29-31, 2018 • 5:00 to 8:00 p.m.

* Please mail comments by June 25, 2018.
Send to: Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005
Email: DOTUS85@nd.gov
Note "Public Hearing" in email subject heading.

F.1.27. Terry L. and Elaine Johnson

From: terry Johnson
Sent: Sunday, June 24, 2018 12:05:41 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public Hearing

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U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota



Please use the space below to tell us your comments regarding the U.S. Highway 85 Project.*

PLEASE
PRINT

Name: Terry L. Johnson

Address: 3016 Hwy 85 N
Bellevue, ND 58622

-THIS SPACE
OFFICE USE ONLY.

Comment F.1.27.1.

As a family we live on highway 85 and support the expansion of 85 to a four lane highway. Primary reasons being the safety and access to the highway. There continues to be a lot of traffic on the highway and I feel it will continue to increase. It is imperative that the Long X bridge be replaced and it can no longer meet the needs of the commercial traffic.

Comment F.1.27.2.

We support the expansion of Highway 85 to a four lane highway and replacing the Long X bridge.
Terry L. Johnson Elaine Johnson

Comment F.1.27.3.

* Please mail comments by June 25, 2018.

Send to: Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005
Email: DOTUS85@nd.gov

Note "Public Hearing" in email subject heading.

PUBLIC HEARING • May 29-31, 2018 • 5:00 p.m.

F.1.28. Teresa A. Kessel

U.S. HIGHWAY 85

COMMENTS

I-94 Interchange to Watford City Bypass
(McKenzie County Road 30)

Please use the space below to tell us your comments regarding the US Highway 85 Project. *

PLEASE PRINT **Name:** Teresa A. Kessel

Address: 12860 24th St SW
Belfield, ND 58623

-THIS SPACE
OFFICE USE ONLY-

I want to thank you and your staff and Jew and all the staff from KUT for giving a very detailed presentation on the Hwy 85 expansion project. It appears to me some people could have some sleepless nights trying to keep everyone happy on their own issues.

Comment F.1.28.1.

If the land owners near the Long X bridge are concerned about having a bad view of the new bridge and traffic noise they can plant trees. The Badlands cedar I think would be the best option.

Comment F.1.28.2.

Once again thanks for the updates on this project.

Comment F.1.28.3.

* Please mail comments by June 25, 2018.

Send to: Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005
Email: DOTUS85@nd.gov

Note: "Public Hearing" in email subject heading.

PUBLIC HEARING • May 29-31, 2018 • 8:00 p.m.

F.1.29. Corinne Lee

From: Corinne L
Sent: Monday, June 25, 2018 3:04:25 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: public hearing

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As I looked over the alternatives to the highway 85 expansion I was extremely disappointed that there was no alternative of bypassing the north unit of Theodore Roosevelt National Park completely and constructing a new truck route a few miles east of the current highway 85. There is an area south of Long X Bridge at approximately mile marker 125 where the proposed 4-lane expansion highway could continue east and curve around TRNP completely for a few miles and then reconnect with current highway 85 at mile marker 132. The new stretch of road (truck route) could be 4-lane like the rest of the proposed 4-lane expansion of highway 85 and the current stretch of highway 85 that goes through the park could remain a 2-lane highway and remain a scenic route to the park.

Comment F.1.29.1.

I'm sure others have mentioned this option, but it appears that this option has not been taken seriously. There are several proposals to bypass Fairfield, but none to bypass the much more fragile and sensitive area of a national park! That does not make sense. There are numerous proposals of ways to mitigate the effect of a 4-lane highway going through TRNP, but bypassing the park is not listed as an option!

Bypassing the park would solve most of these problems. Truck traffic would be diverted from the park, it will move faster, without congestion. A new bridge is needed which can be built on the new stretch of road and the historic Long X Bridge can remain on the scenic route to the park (and it could even be a toll bridge so that the oil companies can pay for some of the cost of constructing this new and improved highway and bridge---which is being built because of their impact on the area). The impact of having a 4-lane highway so close to the park would be lessened for people, wildlife, the noise level, the air quality, even the land of the park itself. All of the "fixes" that are being proposed will not result in a net positive gain for the park, the animals and people that live there and people that make the extra effort to spend time there. You can not mitigate the increased impact of so much more traffic moving through the park (lets not forget the additional truck traffic that has currently been using highway 22 because the trucks are too large to pass under Long X Bridge). If the expanded 4-lane bypasses the park, the nature of the park and the park experience would remain intact and the oil trucks can move, unhindered along their new 4-lane designated truck route.

Comment F.1.29.2.

Comment F.1.29.3.

Comment F.1.29.4.

This seems like a reasonable compromise where both sides would win. The state of North Dakota needs to protect our very special natural and national treasures. The proposed alternatives (alternative?---really? #1-one type of 4-lane highway and #2-another type of 4-lane highway) do not do this. North Dakota government is supposed to work for the people, but they continually side with big money special interests like the oil companies (to the detriment of many). This would be a good time to do something that benefits the people of ND by protecting our park from further degradation. Please reconsider the bypass alternative and add it to the limited and incomplete alternatives that have been presented.

Comment F.1.29.5.

Comment F.1.29.6.

Thank you for allowing comments. Corinne Lee
Bismarck

F.1.30. Jon Maristuen

From: Jon Maristuen
Sent: Friday, June 1, 2018 4:35:45 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: 4 lane Hwy 85 south to 94

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Greetings,

I believe this roadway needs to be 4 lane surface to support the volume of traffic which has been, is, and will continue to grow in the future of western North Dakota. The eastern and middle regions of the state benefit from 4 lane roadways, western North Dakota should be no exception.

Comment F.1.30.1.

As to funding, appropriate the western's fair share of the increased tax revenue showing up down in Bismarck back out to construct this roadway. That expenditure will come back to the state 10 time again in oil dollars over its 40 years life span of the roadway. Remember they plan to drill 50,000 more wells in western North Dakota in the next 40 years. Compute the tax dollars off that number and tell us out in western North Dakota whom has family, friends, co-workers driving this roadway every day its not doable yet.

Comment F.1.30.2.

Please get the funding appropriated and put this project on the top of the NDDOT's list.

Travelers desire and deserve a 4 lane surface in the only region of the state without one!

Comment F.1.30.3.

Thanks
Jon

Sent from [Mail](#) for Windows 10

F.1.31. James W. Martens

From: James W. Martens
Sent: Wednesday, May 30, 2018 5:55:52 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public Hearing - Support for Proposal

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Mr. Linneman,

The "four-laning" of Highway 85 between Watford City and Belfield is long overdue. I've frequently traveled this section of Highway 85 over the past decade for business and personal travel. Even with the improvements made between 2010 and 2012, this stretch of road remains difficult and, in my opinion, dangerous to travel.

Comment F.1.31.1.

I've been in and observed too many "close call" scenarios with vehicles passing trucks. Two of the most frightening were the time I observed an oil truck that sped up to not permit a motorist to pass, almost leading to a head-on collision with another oil truck, and the time I was forced to take the shoulder because one oil truck was passing another coming head-on. These both occurred in the Billings County section of the highway which illustrates the need for four lanes south of ND200 in addition to the stretch between Watford City and the McKenzie County Line/ND200.

As an avid outdoorsman and "lover" of TRNP and the badlands, I appreciate some of the concerns about the area around the North Unit and the fate of the historic Long X Bridge. However, the highway is already expanded to three lanes directly adjacent to the park climbing out of the Little Missouri valley. Thus, the argument that it would take away from the scenic valley comes up a bit short.

Comment F.1.31.2.

This road needs to be four lanes from I94 to Watford City. We don't need to see any more traffic fatalities on this stretch of road – especially when we have the opportunity to make a change for the better. I hope the department "hastens forward quickly," as TR might say, with this vital highway project for western North Dakota.

Comment F.1.31.3.

Comment F.1.31.4.

Thank you for your time and consideration of this e-mail in support of the proposal.

Comment F.1.31.5.

Regards,
Jim Martens

James W. Martens



402 East Main Avenue, Suite 100 | Bismarck, North Dakota 58501

E: jwmartens@martenspllc.com | P: 701.223.2000 | www.martenspllc.com

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F.1.32. McKenzie County Job Development Authority

From: Daniel Stenberg
Sent: Wednesday, June 20, 2018 3:43:02 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: McKenzie County JDA comments

Attached, please find comments from the McKenzie County Job Development Authority regarding the Highway 85 project.

Let me know if you need any further information.

All the best,
Daniel

Daniel Stenberg
Economic Development Coordinator | McKenzie County
701-204-1554 (mobile) | 701-444-7419 (office)
201 5th St NW #600, Watford City, ND 58854
<http://econddev.mckenziecounty.net/>



McKenzie County Job Development Authority

June 20, 2018

Mr. Tom Sorel, Director NDDOT
C/O Matt Linneman, PE
608 E. Boulevard Avenue
Bismarck, ND 58505-0700

Dear Mr. Sorel:

The McKenzie County JDA is excited about the Highway 85 expansion project and would like to offer support of the following options:

- **A Divided Four-lane Option for the Entire Length of the Project With a Depressed Median:** After careful review and discussion we support an option for a four-lane highway with a depressed median from Watford City to the City of Belfield. It is highly desirable for safety and efficient movement of traffic to maintain a four-lane option for the entire length of the project.
- **Replacement of Existing Long X Bridge With a New Four-lane Structure:** Building a four-lane bridge and completely removing the existing structure is a high priority for the community. The existing bridge, and any other form of the current structure, pose a larger risk for the environment and do not meet the demands of future traffic. Also, knowing the history of accidents due to the current structure and the critical need of this location makes it very hard to accept any form of the current structure.
- **Roundabout at the Intersection of CR 30 and Hwy 85:** CR 30 east and west of Highway 85 has a large number of businesses generating an increased traffic of large trucks and other commercial vehicles. Traffic safety records from our local roads is alarming and this intersection has potential for dangerous traffic conditions, hence we request to build a roundabout at this location in order to improve the safety of all drivers. We would support the option of a signalized intersection instead of the roundabout option if the cost of building a roundabout at this location has a potential to burden the four-lane option for the entire length of the project.
- **Roundabout at the Intersection of Hwy 200 and Hwy 85:** Due to ongoing traffic safety issues from the traffic specific to the Bakken Region, we request a roundabout at this location with a high priority. We would support other options if the cost of building a roundabout has a potential to burden the four-lane option for the entire length of the project.
- **Proposed Option of Four-lanes With Flush Median Through Grassy Butte:** Proposed option of four-lanes with flush median along the eastern edge of Grassy Butte is an acceptable option.

Comment F.1.32.1.

Comment F.1.32.2.

Comment F.1.32.3.

Comment F.1.32.4.

Comment F.1.32.5.

Comment F.1.32.6.

Comment F.1.32.7.

Comment F.1.32.8.

Comment F.1.32.9.

McKenzie County Job Development Authority <http://econdev.mckenziecounty.net>
701-444-7419 | 201 5th St NW, Ste 600, Watford City ND 58854 |

- **Multi-purpose Trail Connection From Watford City to Maah Daah Hey Trail:** McKenzie County and the City of Watford City continue to plan and implement a comprehensive Pedestrian and Bikeway Plan that embraces a healthy and active community that is essential for a growing regional center. This plan is 30 years in the making. At the heart of this plan is the desire to create a connection from Watford City to Theodore Roosevelt National Park OR to the CCC Camp south of Long X Bridge. We believe that the critical first step towards this goal is the inclusion of a trail along US 85 to be built and funded in conjunction with the highway widening. Once completed, this trail would be owned, operated, and maintained by McKenzie County. If funding is limited, at least this trail be graded and brought to the level where it can be paved at a later date by the local authorities. Just like other priorities mentioned above, we will support an option without the trail if it has a potential to burden the four-lane for the entire length of the project.

Comment F.1.32.10.

Comment F.1.32.11.

Comment F.1.32.12.

We are grateful for the opportunity to give our comments and look forward to working with North Dakota Department of Transportation to make this project a successful model of cooperation between DOT and local communities.

Comment F.1.32.13.

Sincerely,



Dale Patten
President, McKenzie County Job Development Authority

McKenzie County Job Development Authority <http://econdev.mckenziecounty.net>
701-444-7419 | 201 5th St NW, Ste 600, Watford City ND 58854 |

F.1.33. Brenda L. Menier

From: Brenda Menier
Sent: Sunday, June 24, 2018 4:06:48 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public Hearing

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

I am writing to express my concerns about the proposed HWY 85 expansion through the Little Missouri State Scenic River Valley. This proposed expansion is worrisome in terms of impact on wildlife, the wilderness experience for all who enjoy our National Parks and the impact on our state budget. The often used phrase, "If you build it they will come", is apt for this proposal of building a four lane divided highway. Once completed, traffic will increase and magnify the impact on wildlife and the serenity and quiet that park enthusiasts seek. Wilderness areas across the nation are at risk for development and exploitation. We need to do everything we can to protect them. What kind of legacy are we leaving for our children and grandchildren? Surely there are other ways to improve the roadway and bridge without destroying additional land and wildlife habitat that are far less costly to the taxpayer and the environment.

Comment F.1.33.1.

Comment F.1.33.2.

Comment F.1.33.3.

Sincerely,

Brenda L Menier
2845 2nd St. North
Fargo, ND 58102

Sent from [Mail](#) for Windows 10

F.1.34. Adam Miller

From: Adam Miller
Sent: Friday, June 29, 2018 9:41:16 AM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: US Highway 85 Expansion Project-Public Comment on Wildlife Crossings

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Hello. My name is Adam Miller and I am a life-long citizen of North Dakota, currently residing in Bismarck. I would like to express my support for the proposed wildlife crossings that are part of this project, especially the area directly around the north unit of Theodore Roosevelt National Park. This area is key to many wildlife species, notably bighorn sheep which the state has struggled to maintain healthy population for around 60 years now. Unfortunately, wildlife being struck by highway traffic in that area is so prevalent that it has become accepted as normal. A person can not drive that stretch without seeing vehicle struck dead animals in various states of decay. It's disheartening on behalf of the wildlife and a human health and injury concern for the vehicle operators and passengers.

Comment F.1.34.1.

Wildlife crossings in Montana and Wyoming have been very popular and useful in providing safe highway crossings for wildlife while limiting negative interactions between wildlife and the general public. I believe they are invaluable as a conservation tool and preventing vehicle accidents, ultimately saving the public money in vehicle repairs, insurance costs and possibly even a human life in the rare life threatening vehicle-animal collision.

I appreciate the NNDOT's time and effort in reading my comments and the value they have placed in ensuring that the wildlife crossings will be constructed as part of the project. Thank you for your time.

Comment F.1.34.2.

From: Adam Miller [<mailto:adamandrewmiller@gmail.com>]
Sent: Monday, August 6, 2018 9:50 AM
To: Duran, Richard (FHWA) <richard.duran@dot.gov>
Subject: US Highway 85 Comments

Hello Mr. Duran. I am writing to inform you that believe the proposed wildlife crossings for the US Highway 85 expansion are vitally important. Certain stretches of that Highway, specifically the area south of the Long X have an exceptionally rate of vehicle/wildlife collisions. Unfortunately as it stands, the wildlife have little choice. The wildlife crossings, specifically an overpass for the bighorn sheep, would be very beneficial to wildlife and people. It will make travel safer for all involved. These types of crossings have been very popular in other states and the beneficial results have been well documented. Please consider going forward with the wildlife crossings.

Comment F.1.34.3.

F.1.35. Stephen Mishkin

From: Stephen Mishkin [<mailto:smishkin@comcast.net>]
Sent: Wednesday, June 27, 2018 2:34 PM
To: Linneman, Matt G. <mlynneman@nd.gov>
Subject: Public Hearing

***** CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe. *****

As promised...

I oppose any expansion of the stretch of U.S. Highway 85 that runs through the North Unit of Theodore Roosevelt National Park, and offer the following comments and suggestions:

Comment F.1.35.1.

Comment F.1.35.2.

1. There is no compelling reason why the seven-mile stretch of roadway through the North Unit has to be expanded. Keep it a two-lane highway. Forcing vehicles to slow down through this stretch is a reasonable burden, given the importance of this national park to North Dakota and the nation.

Comment F.1.35.3.

Commerce should take a back seat to preservation here, to protect this special place.

Comment F.1.35.4.

2. The North Unit is all designated wilderness to the west of the highway (except for the scenic roadway in the park). It is land devoted to solitude, beauty, self-reflection, and the remarkable land conservation legacy of Theodore Roosevelt. Its values must be protected forever. A four-lane highway through the park, at the very edge of the wilderness, is wrong and should be rejected as a violation of the legacy of Theodore Roosevelt.

Comment F.1.35.5.

3. If Federal and Montana officials sought to expand Highway 191 into a four-lane highway inside Yellowstone National Park, there would be an uproar and no such effort would be tolerated. It should not be tolerated here either. A four-lane highway in a treasured and strikingly scenic national park, especially one dedicated to the legacy of a man who advocated the “strenuous life” and whose view of automobiles was decidedly negative, must be rejected.

Comment F.1.35.6.

4. What do you mean that a Memorandum of Agreement “is being created between the FHWA, NDDOT, and SHPO to mitigate for the Adverse Effect on the Long X Bridge”? How can you be working on an MOA when you haven’t even approved the project, or any specific piece of it?

Comment F.1.35.7.

5. Why have there been no public hearings outside of the roadway corridor? Why not a hearing in Bismarck, or Minneapolis? People care about Theodore Roosevelt National Park and need to know about proposals that threaten the park’s integrity.

Comment F.1.35.8.

6. Theodore Roosevelt National Park is a tiny fraction of the land base of North Dakota (about 100 square miles out of more than 70,000). The North Unit’s designated wilderness is a mere speck of land in a giant state, just 19,410 acres. Amazingly, this is the largest designated wilderness in North Dakota. It should be treated as the most valuable land in the state. No four-lane highway should be allowed on the eastern boundary of this specially designated land. Nothing could possibly mitigate the damage that a four-lane highway would do to this area. The value of this national park and wilderness area grows every day, as more of our lands are developed and human population expands and spreads.

Comment F.1.35.9.

7. The Draft EIS indicates that your “preferred alternative” may cost as much as 469 million dollars, though funding has been secured only for the bridge project. Why do you not have an alternative that would cost \$100 million, in case that is all the money that can be secured? You have not examined any set of intermediate goals to make a few improvements on the roadway. I support improving the bridge and putting in wildlife crossings, and perhaps expanding the roadway in places, but I do not support any expansion of the highway through the park.

Comment F.1.35.10.

Comment F.1.35.11.

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

8. You have not clearly explained how expanding this highway will enhance public safety. Widening a highway encourages drivers to go faster, thus making the roadway more dangerous.

Comment F.1.35.12.

9. I have visited Theodore Roosevelt National Park's South Unit in the past, and will be visiting the North Unit later this year. I do not come to North Dakota to see oil rigs and interstate highways. I come to see the dramatic and spectacular landscape of the Badlands. I will continue to visit only if such landscapes (small as they are) are protected.

Comment F.1.35.13.

F.1.36. National Parks Conservation Association

From: Holly Sandbo
Sent: Monday, June 25, 2018 10:53:32 AM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: HWY 85 DEIS Comments from NPCA

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Dear Mr. Linneman,

Attached are NPCA's comments for the HWY 85 Draft EIS. Thank you for your consideration of these comments.

Best,

Holly Sandbo
Northern Rockies Program Coordinator
National Parks Conservation Association
Bozeman, MT | 406.577.2447 | npc.org



National Parks Conservation Association
Northern Rockies Regional Office
321 E Main St. Suite 424
Bozeman, MT 59715

June 25, 2018

Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, North Dakota 58504-6005

RE: U.S. Highway 85 Expansion Project Draft Environmental Impact Statement

Dear Mr. Linneman:

On behalf of the National Parks Conservation Association's (NPCA) over 1.3 million members and supporters nationally, we are submitting comments on the Draft Environmental Impact Statement (DEIS) for the proposed U.S. Highway 85 expansion project. Thank you for your consideration of these comments.

Since 1919, NPCA has been the leading voice of the American people in protecting and enhancing our National Park System. NPCA works to preserve our nation's natural, historical, and cultural heritage for present and future generations and has a long history of advocating for Theodore Roosevelt National Park.

While NPCA does not oppose improvements to Highway 85 generally, we remain highly concerned the project does not provide a reasonable range of alternatives for sections of highway that run through Theodore Roosevelt National Park, the Little Missouri River Valley, and other sensitive areas. For this reason, NPCA cannot support the North Dakota Department of Transportation's (NDDOT) and the Federal Highways Administration's (FHWA) build alternatives. We disagree with the NDDOT and FHWA conclusion that "robust" alternatives development and screening process constitute a reasonable range of alternatives. The DEIS does not address the alternatives concerns raised by several stakeholders, and the flexible design options for the proposed action remain too narrow.

Comment F.1.36.1.

The National Environmental Policy Act (NEPA) requires consideration of alternatives to any proposed action requiring the development of an environmental impact statement. The courts have imposed a 'reasonableness' standard to the alternatives requirement. Every reasonable alternative must be considered. An EIS is inadequate if it fails to consider a viable alternative.

While flexible design options are admirable, minor changes to small areas do not constitute a 'reasonable range of alternatives' under NEPA. We continue to ask that you redefine the need of project from "to expand US Highway 85 to four lanes between I-94 and US Highway 2" to a need that reflects the purpose of the project. The 'reasonable range of alternatives' issue is discussed in more depth near the end of these comments.

Comment F.1.36.2.

Because the project spans 62 miles and encompasses vastly different environmental, geologic, geographical, and population density areas, the project should be segmented. *E.g.*, a significant amount of attention and priority has been given to safety issues related to the Long X bridge itself (not enough clearance for over-height loads and not wide enough to clear accidents while maintaining traffic flow). Those issues have virtually nothing to do with the remainder of the project.

Comment F.1.36.3.

NPCA acknowledges the importance of improving bridge safety and reliability at the Long X crossing. NPCA does not object to the replacement of the current bridge. The current bridge could be replaced with a four-lane bridge, as proposed in the DEIS. While routinely carrying only two lanes of traffic, such a bridge would allow traffic to flow even while stalled vehicles are being cleared or vehicle crashes are being investigated, simply by setting up movable traffic lane-change barriers during such incidents.

Comment F.1.36.4.

In addition to segmenting the bridge as a separate project, the seven miles of roadway through the Little Missouri Valley should also be considered a separate project. Because the instability and erodibility of the steep valley slopes are the very thing that make the Badlands a tourist attraction, the plan to lay the slopes back for hundreds of feet is nothing short of the complete destruction of the Badlands in the project area.

Comment F.1.36.5.

Since there is currently no federal nor state funding identified for any portion of the project other than the bridge plus approximately one mile on either end of the bridge, NPCA respectfully requests, at a minimum, that the one mile on either end be shortened to the greatest extent possible, *i.e.*, re-design and re-build just enough section of road to connect the current roadway to the new bridge and do nothing more.

Comment F.1.36.6.

If the remainder of the project is never funded, the proposed destruction of two miles of Badlands topography will have been spared (except to the extent that some slopes have already been carved substantially back from the road in recent 'improvement' projects). On the other hand, if the remainder of the project is funded 10 or 20 years into the future, new stabilization technologies may have been developed which would not require such a massive amount of earth moving as is proposed in the DEIS preferred alternative.

Comment F.1.36.7.

The following numbered points all support NPCA's position that the road through the Badlands should not be widened at this time or for the foreseeable future.

- 1) **Protection of Theodore Roosevelt National Park:** Highway 85 runs directly through a portion of Theodore Roosevelt National Park's North Unit, which is comprised mostly of designated Wilderness and provides visitors with quiet and solitude. Changes and improvements to the road through the park should be minimal and should be accomplished using the existing right-of-way from the National Park Service. The DEIS states that expanding the highway will stay within the existing right-of-way. Landslides occur throughout highway corridor in the park and it is inevitable that they will continue to occur. A wider road will cause these events to occur in broader margin of the corridor and will create a need for a broader margin of mitigation measures. NDDOT and FHWA must examine the impacts a wider road would have on landslide events and the potential for increased and wider mitigation measures that would fall outside the existing right-of-way.

Comment F.1.36.8.

Comment F.1.36.9.

- 2) Protection of the Scenic Views from Theodore Roosevelt National Park: The park entrance and visitor center, as well as many miles of the North Unit Scenic Drive overlook the area surrounding Highway 85. While the DEIS does address replacing the Long X Bridge with the park's viewshed in mind, it did not address the serious impacts expanding the road in this area would have on the park's scenery. The amount of material that would need to be removed and the road cuts that would be necessary to attempt an expanded road in this area would be major visual intrusions on the park and surrounding area.
- 3) Protection of Natural Sounds and Quiet in Theodore Roosevelt National Park: Sound carries a long distance in the Little Missouri River Valley. Construction or enhancement of a road within the valley through and near the North Unit should be done in such a way that will keep sound to a minimum. Lower speed limits should be posted and enforced. If the Long X Bridge is retrofitted, sound should be a consideration. If a new bridge is constructed, it should be a "quiet bridge" which uses state-of-the art, cutting-edge technology to reduce sound from cars and trucks. In addition, any new pavement should be of the quietest type possible to mitigate sound impacts in the national park. While sound studies were conducted, low-frequency sound should be evaluated.
- 4) Protection of the Little Missouri River Valley: The Little Missouri State Scenic River is integral to the national park, adjoining U.S. Forest Service roadless areas, and wildlife. The 6 - 8 mile stretch of Highway 85 from rim to rim above the river should be treated differently from the rest of the highway. As you know, this section of the highway is dynamic, and there is frequent sliding and slumping both north and south of the river. It is difficult to keep this section in its current state, which is mostly a three lane road. To attempt to make this a four lane or divided highway would be difficult and expensive, would come at great cost to the environment. This section is important for its scenic value, for the integrity of the Little Missouri State Scenic River, to Theodore Roosevelt National Park and the adjoining roadless areas that help to protect the national park, and as a wildlife corridor. Most of this section is already a three lane road, which allows for passing as needed. Maintaining it in its current state (with minor improvements as needed) will protect the many values of the Little Missouri River Valley.
- 5) Protection of Wildlife: Theodore Roosevelt National Park is a haven for wildlife, and the Little Missouri River corridor and surrounding U.S. Forest Service roadless areas are critical to wildlife movement and survival. Bighorn sheep and other large animals have been needlessly killed on the Little Missouri River Valley stretch of Highway 85 due to vehicle collisions. The proposed action of expanding the highway to four-lanes through the park would be detrimental to wildlife. The DEIS minimally mitigates this issue by reducing highway speed through Theodore Roosevelt National Park by 5 mph. A more significant review of highway speed in this area should be conducted to evaluate if a 5mph reduction is significant enough to decrease wildlife collisions. Further, the DEIS proposes the construction of three wildlife underpasses. It must be noted that some species will use the crossings more than others and wildlife crossings alone are not adequate to mitigate all wildlife impacts from traffic. Other mitigation measures such as wildlife detection systems should be evaluated and considered.
- 6) Visitor Safety: Visitors to Theodore Roosevelt National Park are often new to the area and are not familiar with the park entrance. They are often traveling with motor homes or trailers. While the DEIS provides a turning lane into the park in the north bound lane, there would be increased safety hazards for motorists taking a left turn out of the park if the road were expanded to four

Comment F.1.36.10.

Comment F.1.36.11.

Comment F.1.36.12.

Comment F.1.36.13.

Comment F.1.36.14.

Comment F.1.36.15.

Comment F.1.36.16.

Comment F.1.36.17.

Comment F.1.36.18.

Comment F.1.36.19.

Comment F.1.36.20.

Comment F.1.36.21.

lanes. Keeping the road to three lanes and reducing the speed limit at this intersection would provide for more safety for everyone on the road.

- 7) Continued Collaboration with the National Park Service: NDDOT and FHWA need to continue to work closely with the National Park Service, U.S. Forest Service, North Dakota Game and Fish Department to identify potential impacts that the expansion of Highway 85 may have on Theodore Roosevelt National Park and surrounding areas and implement meaningful solutions.

Comment F.1.36.22.

NPCA's primary concerns with this proposed project have always been with the stretch of road and bridge through the Little Missouri River Valley, as described above. The organization has not taken a formal position on the overall need to four-lane the roadway from Watford City to the intersection of Highway 85 with I-94. However, considering the project as a whole, one is left with the distinct impression that this is an ill-conceived project – with the exception of safety improvements at the bridge, as previously acknowledged. NPCA offers the following critiques of the analysis contained in the DEIS.

Comment F.1.36.23.

Inaccurate public perceptions. The project relies heavily on the *inaccurate* perceptions of 57 commenters that the roadway is unsafe, despite that fact that crash data suggests it is far safer than the average of North Dakota roadways. (DEIS, ES-6, paragraph entitled 'Safety'). Specifically, during the five years that marked the height of the recent oil boom (June 2010 to May 2015), the crash rate for Highway 85 was 0.70 per million vehicle miles traveled (MVMT) compared to the 2014 statewide average of 1.55 (DEIS at p.8, §1.3.3 and p. 66, §5.6.3). Do we really expect our governmental decision-makers to expend nearly half a billion dollars to respond to the inaccurate perceptions of 57 people, while ignoring alternatives such as 'Super 2' improvements that will improve safety and reliability at a fraction of the cost?

Comment F.1.36.24.

Incomplete analysis of the recent past. It is not clear from the DEIS how many of the vehicle crashes or near-misses reported during the scoping meetings in November 2015 would likely **not** have occurred had recent improvements been in place earlier or had road construction projects not occurred at the same time the oil industry was in high gear. Nor is there any analysis of a primary reason for users of the roadway feeling unsafe during the years of the oil boom, which was the emergence of three-year leases as the dominant lease term on private lands (as distinct from traditional five-year lease terms). Because the Bakken quickly became known as a virtual oil mine (100% success rate once the margins of the play had been defined, rather than being an exploration play), much of the land area in the Bakken was 'top leased,' meaning the oil company with the initial lease would lose its rights to drill for the oil to another company if it failed to 'hold' the lease by production of at least one well per unit within three years after a lease was signed. The dominance of the three-year leasing phenomenon meant that time was of the essence and oil company employees and contractors were under enormous pressure to work incredibly long hours (with a categorical exemption from the hour and mileage limitations to which over-the-road truckers are subject) and to work – and drive – as fast as possible. This factor led to many of the vehicle crashes, near misses, and generalized fear of driving by the local population. Now that virtually all Bakken leases have been held by production, combined with the fall-off of oil price in 2015, the oil traffic is no longer so crazed. Even if the price rises substantially, it is very unlikely that the pressure for speed will ever be as intense as it was during the period from about 2010 – 2014 because virtually all leases in the Bakken have been held by production.

Comment F.1.36.25.

For a summary of highway construction projects completed along the project area of Highway 85 from 2011 through 2014, *see Biennial Report of the ND Department of Transportation*, pages 40 and 42

Comment F.1.36.26.

(accessed at: <https://www.dot.nd.gov/divisions/exec/docs/biennial15.pdf>) and *North Dakota Department of Transportation, Williston District Highway Information, 2017 Data*, dated March 2018 (accessed at: <https://www.dot.nd.gov/divisions/planning/docs/highwayinfo/williston.pdf>). These reports document that about 30 % of the project area (at least 18 of 62 miles) were the object of various state construction projects between 2011 and 2014, including a couple miles of rather intense landslide repair on the north slope of the valley, during which that section of roadway was widened and climbing lanes added (DEIS, p. 65, §5.6.2 (last paragraph)). Highway construction sites always add a layer of danger and uncertainty to driving.

Flawed analysis of future traffic. The DEIS uses a 2.5 per cent increase in traffic per year to project that Highway 85 will have an unsatisfactory amount of traffic by the year 2040 if it is not four-laned. However, some of the facts relied upon are simply inaccurate. *E.g.*, it is stated at p.139, § 8.4.1, that “[n]early all active wells in the vicinity of the alternatives currently utilize trucks to transport crude oil rather than gathering pipelines.” While that may have been true a year or two ago, it is likely no longer true and will most certainly not be true for the long term.

Comment F.1.36.27.

The director of North Dakota’s Oil & Gas Division of the Department of Mineral Resources made a presentation in May 2018, in which he documented the relative number of barrels of oil per day (BOPD) transported by truck and by pipeline over the past several years. The slides for that presentation can be accessed at: https://www.dmr.nd.gov/oilgas/presentations/WBPC052418_2400.pdf. Slide #29 clearly shows that crude oil transportation by truck has dropped by nearly half since 2013 while crude oil transported by pipeline has increased by 82%. In addition, there is now sufficient take-away capacity for producers to choose between rail (one million BOPD of capacity) and pipeline (1.3 million BOPD) (*Id.*, at slide # 14) against current production of about 1.3 million BOPD. Gas gathering lines are being added at a significant pace under pressure to do so from the ND Industrial Commission. More than 26,000 miles of gas-gathering pipelines were installed in North Dakota between 2008 and 2016. (*Id.*, at slide # 35.) Without an in-depth analysis of these significant factors, which are wholly missing from the DEIS, the 2.5 per cent per year traffic growth projection is quite meaningless.

Misplaced reliance on the hopes of economic developers. The organized support for the project is clearly focused on local hopes for increased traffic and increased economic development (DEIS, p. 76, § 5.9.2: “*The TRE is anticipated to stimulate transportation opportunity’s [sic] extending more than 100 miles from the corridor and add opportunities for economic growth.*”). Economic developers from the Mexican border to the Canadian border have successfully lobbied Congress to label U.S. Highway 85 as a high-priority corridor (the ‘Ports-to-Plains Alliance’ of which the Theodore Roosevelt Expressway is the northernmost segment) (DEIS, p. 74, § 5.9.1.).

Comment F.1.36.28.

Despite the designation as a high-priority corridor segment, Congress has appropriated no money to four-lane the road. In fact, the only funds available to date are state funds to replace the Long X bridge (DEIS, p. 47, §§ 4.1 and 4.2.). Further, despite the quoted language in the previous paragraph, the DEIS acknowledges that simply improving roadways really does nothing to promote economic development if there are no other factors promoting such development (DEIS, p. 142, §8.5.2: “*While past, present, and reasonably foreseeable oil and gas development has increased traffic volumes and development in western North Dakota, the US Highway 85 project is not anticipated to be a driver of such growth.*”) *E.g.*, the State of North Dakota poured billions of dollars into roads and other infrastructure in western North Dakota during the years of the oil boom (2009 – 2015). Yet, when the price of oil dropped substantially, the oil companies responded to market signals and rapidly reduced the pace of oil drilling.

The fine new roads and water systems did nothing to encourage oil drilling when the global market did not support such activity.

Relevant global issues are given very little attention in this analysis. While the DEIS does discuss climate change in a very general way at pages 78-79, (§§ 5.11.2 – 5.11.5), there is no discussion of the relationship between climate change and the assumed increase in traffic along the project corridor. Throughout the document, western North Dakota’s dramatic increase in oil production is mentioned numerous times as the source of increased traffic over the past decade and the expected source of continuing increases into the future. But what if fossil fuels are substantially replaced by solar and other renewable sources of energy within 15 – 20 years as some analysts are currently predicting? Does the oil-related traffic diminish substantially? If Saudi Arabia no longer plays a major role in driving the global oil price, as may happen after it divests itself of a significant portion of its state-owned oil company, will other OPEC members simply flood the market and drive the price of oil down for the long term? Now that crude oil may be exported freely from the United States, such questions should be considered in the analysis for it to be credible.

Comment F.1.36.29.

The complete lack of a reasonable range of alternatives. As mentioned briefly at the beginning of these comments, the alternatives in this document can be summed up in the phrase ‘all or nothing.’ There is a ‘no action’ alternative, as is required by the NEPA process, and there is a build alternative with a few minor variations. But there is nothing offered between those two extremes. The ‘Super 2’ concept (passing lanes, turn lanes, wider shoulders) is surely a reasonable alternative to make the road safer and more reliable than it currently is, at a much-reduced cost in dollars and to the environment. It should have been included as a fully-developed alternative. Instead, the concept was eliminated from consideration twice, both as an option for the full corridor and as an option for the Badlands portion of the proposed project (DEIS, Table 6, pp. 40 and 41).

Comment F.1.36.30.

Comment F.1.36.31.

In each case, the reason given for elimination of the Super 2 concept is that it “would not improve system linkage within the system and state.” That statement is inaccurate. Clearly, any significant improvement to any highway segment within any highway system is an improvement to the overall system. Highway 85 is certainly not the only ‘interregional system’ road in North Dakota that remains a two-lane road. ND DOT’s Highway Performance Classification System may be found at: <http://www.dot.nd.gov/divisions/planning/hwyclassification.htm>. US Highways 12, 52, and 281 are all ‘interregional’ two-lane roads as they pass through North Dakota, as is the section of US Highway 83 south of I-94 and north of the Minot Air Force Base.

Highways 85 and 83 share the distinction of being high-priority corridors within North Dakota, being numbers 58 and 59, respectively, on Congress’ list of 91 high priority corridor segments throughout the nation, none of which was funded in the most recent transportation bill. https://www.fhwa.dot.gov/planning/national_highway_system/high_priority_corridors/hpcor.cfm. The distinction of being part of a high-priority corridor in the Federal Highway System does not guarantee the elevation to four-lane status, however much the TRE group would like everyone to believe that.

Comment F.1.36.32.

We note that the DEIS includes an excerpt from Council on Environmental Quality guidelines at page 37: “. . . *reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant.*” That single statement defines the problem with this DEIS as well as anything could.

Comment F.1.36.33.

NPCA will support the project if a Super 2 alternative is thoroughly explored and emerges as the preferred alternative. Short of that, we oppose all aspects of the project except the bridge replacement and the re-connection of the roadway to the ends of the bridge.

Comment F.1.36.34.

Should you have any questions, please do not hesitate to contact me.

Sincerely,



Holly Sandbo
Northern Rockies Senior Program Coordinator

F.1.37. Valerie J. Naylor

From: V N
Sent: Monday, June 25, 2018 1:04:06 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: DOTUS85 Public Comments

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Dear Matt -

Attached are my comments on the US Highway 85 Draft Environmental Impact Statement.

Valerie

Valerie Naylor

dakotavagabond@live.com

June 25, 2018

Matt Linneman
Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504

Re: Comments on US Highway 85 DEIS

Comment F.1.37.1.

The Draft EIS on US Highway 85 is very readable, well written, clear, and well presented. Thank you and your team for doing such an excellent job. Unfortunately, a well-written document does not necessarily lead to a well-crafted project. This document does not fully address the need to protect the North Dakota badlands and the North Unit of Theodore Roosevelt National Park. Although the need for a 4-lane road on Highway 85 is questionable, there is very little controversy about building a 4-lane between Belfield and Highway 200. There also appears to be minimal controversy about replacing the Long-X bridge. However, there is substantial controversy about the 8-mile section of new road that would traverse the badlands, including the park's North Unit.

Comment F.1.37.2.

The DEIS does not present a range of reasonable alternatives to meet the purpose and need, as required under the National Environmental Policy Act. This frequent comment is addressed on page ES16 when it is stated, "Public comments have expressed concern that the alternatives developed and carried forward for detailed analysis do not constitute a reasonable range of alternatives as required in 23 Code of Federal Regulations (CFR) 771.123. FHWA and NDDOT have concluded that the alternatives and options identified in this document constitute a reasonable range of alternatives and believe this conclusion is supported by the robust alternatives development and screening process completed for the project." Robust alternatives development does not necessarily yield a range of reasonable alternatives; stating that it represents a range of reasonable alternatives does not make it so. **What this EIS presents is a few design alternatives for building a 4-lane highway**, not a range of reasonable alternatives for meeting the purpose and need as outlined on page ES6.

Comment F.1.37.3.

The alternatives are not consistent with the purpose and need. In fact, the alternatives presented are contrary to at least two critical sections of the purpose and need - slope instability and ecological connectivity. Both stable slopes and ecological connectivity will be negatively impacted by the alternatives as presented. It is also questionable whether a 4-lane highway through the badlands section will improve safety. Traffic loads for 2040 are based on oil boom conditions, which will certainly change twenty years from now. The perceived desires for system linkage and economic development are overshadowing the actual need for this project.

Comment F.1.37.4.

Comment F.1.37.5.

Comment F.1.37.6.

Comment F.1.37.7.

Because of a perceived need for "system linkage" or more accurately just being able to state that there are 4-lane north-south highways in the eastern, central and western parts of the

state, alternatives are all geared toward building a complete 4-lane, rather than addressing all aspects of the purpose and need. It must be satisfying for highway engineers to see a map with linked 4-lanes, but our environment, national park, and landscape in western North Dakota are more important than having a 4-lane road at all costs. If a portion of the road remained as an enhanced 2-lane, it would be far less damaging to the badlands and Theodore Roosevelt National Park. Yet this alternative was not fully considered, due to a fear of "gap in infrastructure." Again, this is a perceived problem, not a real problem.

The DEIS considers design alternatives for the portion through the town of Fairfield that will slow traffic. The preferred alternative of Existing Alignment - Urban will slow traffic to 45 miles per hour, the same speed limit that currently exists on that stretch of road. The DEIS also states that a multi-lane roundabout at the junction of Hwy 200 is the preferred alternative. Although this will be more efficient than the other build alternative, it will still slow traffic. The preferred alternative for the Long-X bridge also is a 4-lane alternative. The pattern here is that all preferred alternatives ensure that the road is always a 4-lane. Again, this is based on the desire to create a 4-lane in all locations, rather than to address the need at hand. It would be possible to keep most of the 8-mile section through the badlands as a 2-lane road (with existing passing lanes), except for that insatiable desire to ensure that the entire road is a 4-lane no matter what the financial and environmental costs and the irreversible impacts to Theodore Roosevelt National Park. If traffic can be slowed through Fairfield and at the junction of Highway 200, why is it assumed that a 2-lane section with passing lanes through the badlands will cause a huge bottle neck of traffic?

Comment F.1.37.8.

The huge amount of earthmoving and infrastructure that would be required to maintain a 4-lane road through the badlands will create enormous, ugly scars that will forever change the scenery and views in and around the North Unit of Theodore Roosevelt NP and the Little Missouri River Valley. This is not necessary to move traffic, only to create a perceived system linkage.

Comment F.1.37.9.

Although historic preservation is important, most commenters do not seem to be concerned about the removal of the current Long X bridge and replacement with a 4-lane, flat bridge over the Little Missouri River, built to the east of the existing bridge. However, it must be ensured that the bridge is built so that it is as quiet as possible to protect the national park. Noise travels long distances in the river valley, especially noise from trucks passing over bridges. This is well demonstrated in the park's South Unit, where the natural quiet is often compromised by traffic noise. We do not need a similar situation in the park's North Unit.

Comment F.1.37.10.

Since the Long-X bridge portion of the project is not particularly controversial and funding is already available, it should be possible to separate this portion of the project out, allowing the new bridge to be constructed and linked to the existing road without pushing forward with finalization of the entire DEIS. This would allow the funded portion of the project to move forward, and avoid the inevitable controversy, challenges, and potential lawsuits that the remainder of this project will face. You must have a way to issue a Record of Decision on this

Comment F.1.37.11.

portion of the DEIS without trying to move the entire project forward at this time. This may be unconventional, but there is precedent, and it can be done.

It must be noted that "putting the bridge up for adoption" as the preferred alternative, prior to public comment on the DEIS or a Record of Decision, is pre-decisional and was inappropriate. Cities were considering the adoption of the bridge long before the comment period ended. This is a negative procedural move that could jeopardize the DEIS. Perhaps this was the media jumping the gun, but it did appear to the public that a decision had already been made.

Comment F.1.37.12.

In summary, much more work needs to go into constructing a true range of reasonable alternatives for the 8-mile section of the highway that traverses the badlands in order to protect the environment, including Theodore Roosevelt National Park, the badlands scenery, wildlife, and the Little Missouri River. In order to do that, engineers will need to get over the perception that lack of a 4-lane somehow prevents system linkage and creates a gap in infrastructure. That said, you can easily proceed with the construction of a new Long X bridge if you are willing to make the effort to separate this small, but important part of the project from the rest of the DEIS.

Comment F.1.37.13.

Comment F.1.37.14.

Thank you.

Sincerely,

Valerie J. Naylor

Valerie J Naylor
dakotavagabond@live.com
23201 Custer Trails Road
Rapid City, SD 57702

F.1.38. Dale Patten

U.S. HIGHWAY 85

COMMENTS

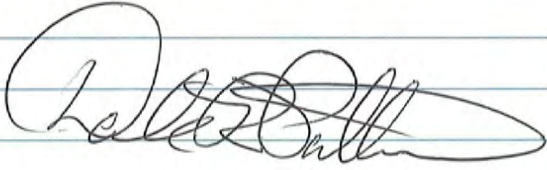
I-94 Interchange to Watford City Bypass
(McKenzie County Road 30)

Please use the space below to tell us your comments regarding the US Highway 85 Project.*

PLEASE PRINT **Name:** Dale Patten

Address: Box 812 Watford City ND 58854

I support the position taken by McKenzie County and the City of Watford City regarding this project -



* Please mail comments by June 25, 2018.

Send to: Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarek, ND 58504-6005
Email: DOTUS85@nd.gov

Note "Public Hearing" in email subject heading.

Comment F.1.38.1.

PUBLIC HEARING • May 29-31, 2018 • 5:00 to 8:00 p.m.

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

F.1.39. Aaron Pelton

U.S. HIGHWAY 85

COMMENTS

I-94 Interchange to Watford City Bypass
(McKenzie County Road 30)

*Please use the space below to tell us your comments regarding the US Highway 85 Project.**

PLEASE PRINT **Name:** AARON PELTON

Address: PO BOX 451 WATFORD CITY, ND 58854.

My name is Aaron, and I am from Watford City. I am owner/operator of Outlaws' Bar & Grill in Watford and in Williston along with other restaurants in Sidney, MT, Watford City, and also Bismarck.

We are in dire need of an expanded four lane highway 85 going south to Belfield. I am in favor of this project and hopeful that it includes a bike lane down to the Maah Daah Hey trail at the CCC campgrounds

Tourism in western North Dakota has so much potential with a small investment in a bike path to the Park and trail!

I employ over 200 people. Some have moved here from CA, ID, MT, AZ and even further. They are all amazed at the bike trail and it is a huge recruitment tool for moving families to North Dakota.

Once again, this is a great project. For our safety, please get this done! 😊 thank you, Aaron Pelton

* Please mail comments by June 25, 2018.

Send to: Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005
Email: DOTUS85@nd.gov

Note "Public Hearing" in email subject heading.

Comment F.1.39.1.

Comment F.1.39.2.

Comment F.1.39.3.

5:00 to 8:00 p.m.

PUBLIC HEARING • May 29 - 31, 2018

F.1.40. Tim Pickering

U.S. HIGHWAY 85

COMMENTS

I-94 Interchange to Watford City Bypass
(McKenzie County Road 30)

Please use the space below to tell us your comments regarding the US Highway 85 Project.*

PLEASE PRINT Name: Tim Pickering

 Address: PO Box 218
Arnegard, ND 58835

I am very much in favor of the expansion to 4 lanes. I would like to see more of it with the depressed median. I am curious to see if number of head-on collisions increased, decreased, or stayed the same along the stretch of US-85 from Watford City to Williston. I know the number of vehicles that use the flush median as a passing lane has increased. Is there a way to provide an intermittent barricade to reduce the number of operators that would choose to use the flush median as a passing lane.

* Please mail comments by June 25, 2018.

Send to: Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005
Email: DOTUS85@nd.gov

Note "Public Hearing" in email subject heading.

Comment F.1.40.1.

Comment F.1.40.2.

PUBLIC HEARING ♦ May 29-31, 2018 ♦ 5:00 to 8:00 p.m.

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

F.1.41. Jim Pojorlie

U.S. HIGHWAY 85

COMMENTS

I-94 Interchange to Watford City Bypass
(McKenzie County Road 30)

Please use the space below to tell us your comments regarding the US Highway 85 Project. *

PLEASE PRINT Name: Jim Pojorlie

 Address: PO Box 127
Corassy Butte, ND 58634

-THIS SPACE
OFFICE USE ONLY-

 Matt,

 I am requesting that more consideration
 be given to Corassy Butte. I would
 like to see a 20 ft flush median
 from Bricegal Creek Rd to Charlie Bob Creek
 Rd with a reduced speed of 55-60 mph.
 There are 4 oil companies in Corassy Butte
 with Trotter Construction being the biggest
 with 250 employees.

 I also feel that some thought
 should be given to staying with a
 20 ft flush median coming out of
 the badlands until the highway
 gets passed the cell phone tower south
 of Tom Butte Rd. That would provide a
 turning lane for all of the employees
 at Delta Constructors. Thank You

 Jim Pojorlie

Comment F.1.41.1.

Comment F.1.41.2.

PUBLIC HEARING • May 29-31, 2018 • 5:00 to 8:00 p.m.

* Please mail comments by June 26, 2018.

Send to: Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005
Email: DOTUS85@nd.gov

Note "Public Hearing" in email subject heading.

F.1.42. Ports-to-Plains Alliance

From: Joe Kiely
Sent: Tuesday, May 29, 2018 12:44:00 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Cc: Cal Klewin (cal@trexpressway.com); Brad Bekkedahl (DRBEKK@WIL.MIDCO.NET)
Subject: Public Hearing Comments: U.S. Highway 85 Draft Environmental Impact Statement (EIS)

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Thank you for the opportunity to comment on the U.S. Highway 85 Draft Environmental Impact Statement (EIS). Please let me know if Ports-to-Plains Alliance can clarify any comments contained in the attachment.

Joe Kiely
Vice President of Operations
Ports-to-Plains Alliance
P.O. Box 758
Limon, CO 80828
719-740-2240
joe.kiely@portstoplains.com



PORTS-TO-PLAINS

ALLIANCE

Securing the Benefits of Commerce to
North America's Energy & Agricultural Heartland

May 29, 2018

Matt Linneman, Project Manager
North Dakota Department of Transportation
300 Airport Road
Bismarck, ND 58504-6005

Re: Comments on U.S. Highway 85 Draft Environmental Impact Statement (EIS)

Dear Mr. Linneman:

The Ports-to-Plains Alliance appreciates the opportunity to comment on the U.S. Highway 85 Draft Environmental Impact Statement (EIS). The Ports-to-Plains Alliance is a grassroots alliance of over 225 communities and businesses, including alliance partners Heartland Expressway, and Theodore Roosevelt Expressway, whose mission is to advocate for a robust international transportation infrastructure to promote economic security and prosperity throughout North America's energy and agricultural heartland including Mexico to Canada. U.S. Highway 85 is a key portion of this full 2,300-mile corridor.

With one exception the Ports-to-Plains Alliance supports the preferred alternatives addressed in the Draft EIS. This support includes:

Comment F.1.42.1.

- Alternative B: Expand the existing roadway to a divided, four-lane section with a depressed, center median in all areas of the project corridor except Fairfield, the Badlands, and Watford City
- Option FF-1: Expand the existing roadway through Fairfield to a four-lane, urban section with reduced speeds
- Option LX-3: Replace the Long X Bridge with a new four-lane bridge

The exception to the support is the Alliance's opposition to identifying as a preferred alternative:

Comment F.1.42.2.

- Option INT-2: Construct a multi-lane roundabout at the ND-200/US Highway 85 intersection

It seems that a major determination to select Option INT-2 over Option INT-1, Standard Intersection, was made based on the *A Study of the Traffic Safety at Roundabouts in Minnesota*, Minnesota DOT, October 30, 2017. This study was identified as MnDOT 2017 in the Draft EIS. The DRAFT EIS indicated that "Overall, Option INT-2 is anticipated to provide added safety benefits compared to Option INT-1, as roundabouts are associated with a significant reduction in the rate of fatal crashes and serious injury crashes compared to standard intersections." This conclusion seemed to be arrived at using MnDOT 2017 as the basis for the decision.

In reviewing MnDOT 2017, it seems that the based on that study, the EIS preferred alternative decision is flawed because this is would be a multi-lane roundabout at the location of U.S. Highway 85 and ND State Highway 200.

Comments on U.S. Highway 85 Draft Environmental Impact Statement (EIS)
 May 29, 2018
 Page 2

In reference to multi lane roundabout MnDOT 2017 states *“Based on the before-after analysis, dual roundabouts are not having the same success as the single lane roundabouts and have even higher crash rates than unbalanced roundabouts. Many of the sites have seen an increase in the frequency of crashes, and the overall total crash rates. However, dual lane roundabouts are achieving a reduction in serious injury crashes.”*

Table 18: Crash data from Dual Lane Roundabouts with before construction and after construction crash data based on Severity

Description	Vehicles Entering	Total Crashes	K	A	B	C	PDO
Before Crashes	222,961,345	197	0	3	15	46	133
Before Crash Rate	NA	0.884	0.000	0.013	0.067	0.206	0.597
After Crashes	216,209,639	471	0	0	15	53	403
After Crash Rate	NA	2.178	0.000	0.000	0.069	0.245	1.864
Percent Increase/ Decrease (By Rate)	-3.0%	+146.6%	0.0%	-100.0%	+3.1%	+18.8%	+212.5%

Additionally, from MnDOT 2017 – *“Some of the results to notice for future considerations of dual lane roundabouts include:*

- *The total crash rate is up about 146%*
- *Sideswipe Same Direction crash rate is up 2,979%*
- *Right Angle crashes are up 133%”*

MnDOT 2017 indicated that K-Injury (Fatal) Crash: One or more person involved in the crash died due to injuries sustained in the crash, was not an impact without the roundabout in the three years before or after the roundabout installation. In terms of A - Injury Crash: One or more person involved in the crash sustained a serious life-altering injury due to the crash, there was a reduction in the three years following the roundabout installation from 3 to 0.

With the significant permitted loads along U.S. Highway 85, the preference to the roundabout alternative, seems out of place. Permitted loads did not seem to be considered.

Year	U.S. 2 4-lane	U.S. 83 4-lane	I-29 4-lane	I-94 4-lane	U.S. 52 4-lane	U.S. 85 2-lane
2014		22,128	32,300			78,367
2015		15,438	25,460			57,637
2016		13,378	25,068			44,484
2017		11,452	25,332		15,664	45,540
2018 (Mar)	11,810	2,369	5,180	9,790	3,619	11,188

Based on the number of permitted loads along the corridor, combined with the implications from the MnDOT 2017 study referenced in the EIS, the Ports-to-Plains Alliance respectfully requests that the alternatives at the Intersection of U.S. Highway 85 and ND State Highway 200 be reviewed and the preferred alternative be a Standard Intersection.

Comments on U.S. Highway 85 Draft Environmental Impact Statement (EIS)

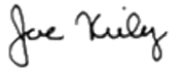
May 29, 2018

Page 3

Please feel free to contact Joe Kiely, Vice President of Operations at joe.kiely@portstoplains.com or 719-740-2240 with any questions that arise from this comment letter.

Sincerely yours,

Joe Kiely



Vice President of Operations

cc Cal Klewin, Theodore Roosevelt Expressway Association

F.1.43. RE/MAX Bakken Realty



Matt Linneman, Project Manager
NDDOT 300 Airport Road
Bismarck, ND 58504-6005

As owners of RE/MAX Bakken Realty we appreciate the opportunity to comment on the U.S. Highway 85 Draft Environmental Impact Statement (EIS)

We travel **Theodore Roosevelt Expressway** (Highway 85) quite frequently in trips to Bismarck. As you probably know it is a Federally-Designated High Priority Corridor on the National Highway System that runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

In North Dakota this portion of the highway is more dangerous due to the traffic by the Bakken Oil Play, which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry. The improvements of the highway design from a two lane to a four lane system including the Long X Bridge and will significantly improve commerce and provide safety to our traveling public.

Thank you for the opportunity to comment and look forward to this project moving forward.

Comment F.1.43.1.

Comment F.1.43.2.

Comment F.1.43.3.

Bill Murphy

A handwritten signature in black ink that reads "Bill Murphy".

RE/MAX Bakken Realty

F.1.44. Rob Sand

From: Rob Sand
Sent: Sunday, June 24, 2018 9:47:24 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public Hearing

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

NDDOT
300 Airport Road
Bismarck, ND 58504-6005

Mr. Linneman

I live on the south slope of the Killdeer Mountains. The Badlands along the Little Missouri River have been a very important part of my life, my parents lives and of my son and granddaughter. I remember well how peaceful the Park and the Badlands were. Now, it has become much harder to find the unspoiled and quiet places. Highway 85 cuts right through some of our most loved and critical lands. My comments are concerning the roadway as it impacts the TR National Park and the Lone Butte and Long X Divide roadless areas.

Comment F.1.44.1.

I have attended two or three of the public hearings concerning the Highway 85 expansion. I do see that the DEIS has addressed the concerns about noise as it would affect the Park and the the roadless areas to the south. But, the analysis doesn't appear to consider engine brakes on trucks descending the grades nor the rumble strip noises. I experience the road noises at Cottonwood Campground in the South Unit and Juniper Campground is closer to the highway.

I am not in favor of the "Preferred Alternative" as presented. Because the Park and the two roadless areas that are adjacent to the Park are extremely important to the many of us who go there to experience what they have to offer, it would be harmful and show a willfulness to ignore the options to design for traffic calming features. A "Super-Two" roadway design with reduced speeds should satisfy the safety concerns while allowing for a better, or not as bad, experience for the public and the wildlife.

Comment F.1.44.2.

Comment F.1.44.3.

I appreciate the proposed fencing and wildlife passages that are proposed.

Comment F.1.44.4.

Thank you for considering my input.

Rob Sand
93 112th Ave NW
Killdeer, ND 58640

F.1.45. Jessy Scholl

From: Jessy Scholl
Sent: Thursday, May 10, 2018 5:48:02 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public Hearing

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Dear Sirs

Just want to comment on the situation with US 85.

I think you should consider a northern extension of Interstate 25 all the way to the Canadian border in a partnership with South Dakota. As of right now, that interstate ends at Buffalo, WY, but it is very likely that the original interstate planners envisioned a northern extension of that interstate. At the time, an extension was likely possible with I-25 said to go into Billings. Instead what I propose is that I-90 be co-signed with I-25 from Buffalo to Sturgis with both cities becoming control cities (would require the elimination of Rapid City SD, and Sheridan WY as control cities). As expected, the eastern split would be at Sturgis and head north toward Bear Butte State Park with Faith, Newell, and Bison as some of the cities along I-25 within South Dakota.

Comment F.1.45.1.

Once the interstate is within North Dakota, the main cities along the route are Hettinger, Reeder, New England, Dickinson, Belfield, Watford City, Alexander, Williston, and either Crosby or Genora. The Genora option would allow for Plentywood, MT to be on the I-25 route.

As for the Long X Bridge, it would and should be spared with US 85 north of Belfield being no more. The current highway would be a frontage road with US 85's northern terminus at I-94 and current US 85 at the northern split with US 2 becoming a state highway.

Comment F.1.45.2.

This interstate would help in the long run as oil traffic is moved onto a 4-lane highway, but with an option to more safely move product to I-90 and toward the east coast without having to worry about the Lowry tunnel in downtown Minneapolis. Plus there are more, and safer, options to get product to the west coast. Eventually there will be an extension of I-25, but the problem is that it should have been built in the last decade at the very least. In the national park area, the interstate could be in the same condition as I-94 as it crosses the Missouri in the Bismarck-Mandan area. This would better protect drivers than a depressed median. Let's make I-25 in North Dakota a reality. We need it more than a 4-lane extension if US 85

Comment F.1.45.3.

Comment F.1.45.4.

Comment F.1.45.5.

Jessy Scholl
Mandan, ND


P.S. Current ND 25 can become the northern extension of ND 6 with the highway traveling within Mandan up to the interstate.

Comment F.1.45.6.

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

F.1.46. Gregg Schuetze



U.S. HIGHWAY 85

COMMENTS

I-94 Interchange to Watford City Bypass
(McKenzie County Road 30)

Please use the space below to tell us your comments regarding the US Highway 85 Project. *

PLEASE PRINT **Name:** Gregg Schuetze

Address: P.O. Box 2380

Watford City, ND 58854

-THIS SPACE
OFFICE USE ONLY-

Comment F.1.46.1.

Comment F.1.46.2.

* Please mail comments by June 25, 2018.

Send to: Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005
Email: DOTUS85@nd.gov

Note "Public Hearing" in email subject heading.

PUBLIC HEARING + May 29-31, 2018 + 5:00 to 8:00 p.m.

F.1.47. Paula Schweich

From: Paula Schweich
Sent: Tuesday, June 26, 2018 4:06:19 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: Public Hearing

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

I oppose any expansion of the stretch of U.S. Highway 85 that runs through the North Unit of Theodore Roosevelt National Park, and offer the following comments and suggestions:

Comment F.1.47.1.

Comment F.1.47.2.

1. There is no compelling reason why the seven-mile stretch of roadway through the North Unit has to be expanded. Keep it a two-lane highway. Forcing vehicles to slow down through this stretch is a reasonable burden, given the importance of this national park to North Dakota and the nation.

Comment F.1.47.3.

Commerce should take a back seat to preservation here, to protect this special place.

Comment F.1.47.4.

2. The North Unit is all designated wilderness to the west of the highway (except for the scenic roadway in the park). It is land devoted to solitude, beauty, self-reflection, and the remarkable land conservation legacy of Theodore Roosevelt. Its values must be protected forever. A four-lane highway through the park, at the very edge of the wilderness, is wrong and should be rejected as a violation of the legacy of Theodore Roosevelt.

Comment F.1.47.5.

3. If Federal and Montana officials sought to expand Highway 191 into a four-lane highway inside Yellowstone National Park, there would be an uproar and no such effort would be tolerated. It should not be tolerated here either. A four-lane highway in a treasured and strikingly scenic national park, especially one dedicated to the legacy of a man who advocated the “strenuous life” and whose view of automobiles was decidedly negative, must be rejected.

Comment F.1.47.6.

4. What do you mean that a Memorandum of Agreement “is being created between the FHWA, NDDOT, and SHPO to mitigate for the Adverse Effect on the Long X Bridge”? How can you be working on an MOA when you haven’t even approved the project, or any specific piece of it?

Comment F.1.47.7.

5. Why have there been no public hearings outside of the roadway corridor? Why not a hearing in Bismarck, or Minneapolis? People care about Theodore Roosevelt National Park and need to know about proposals that threaten the park’s integrity.

Comment F.1.47.8.

6. Theodore Roosevelt National Park is a tiny fraction of the land base of North Dakota (about 100 square miles out of more than 70,000). The North Unit’s designated wilderness is a mere speck of land in a giant state, just 19,410 acres. Amazingly, this is the largest designated wilderness in North Dakota. It should be treated as the most valuable land in the state. No four-lane highway should be allowed on the eastern boundary of this specially designated land. Nothing could possibly mitigate the damage that a four-lane highway would do to this area. The value of this national park and wilderness area grows every day, as more of our lands are developed and human population expands and spreads.

Comment F.1.47.9.

7. The Draft EIS indicates that your “preferred alternative” may cost as much as 469 million dollars, though funding has been secured only for the bridge project. Why

Comment F.1.47.10.

do you not have an alternative that would cost \$100 million, in case that is all the money that can be secured? You have not examined any set of intermediate goals to make a few improvements on the roadway. I support improving the bridge and putting in wildlife crossings, and perhaps expanding the roadway in places, but I do not support any expansion of the highway through the park.

Comment F.1.47.11.

8. You have not clearly explained how expanding this highway will enhance public safety. Widening a highway encourages drivers to go faster, thus making the roadway more dangerous.

Comment F.1.47.12.

9. I have visited Theodore Roosevelt National Park's South Unit in the past, and will be visiting the North Unit later this year. I do not come to North Dakota to see oil rigs and interstate highways. I come to see the dramatic and spectacular landscape of the Badlands. I will continue to visit only if such landscapes (small as they are) are protected.

Comment F.1.47.13.

F.1.48. Stark Development Corporation

Phone: 701.225.5997
Fax: 701.227.8647
1.888.880.7963



www.starkdev.com
team@starkdev.com

P.O. Box 765 • 314 3rd Avenue West • Dickinson, ND 58602-0765

May 29, 2018

Matt Linneman
Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005

Mr. Linneman,

We are writing in support of the expansion of U.S. 85 (Theodore Roosevelt Expressway) from two lanes to four lanes from Watford City North Dakota to I-94 at Belfield North Dakota.

Comment F.1.48.1.

Comment F.1.48.2.

With the substantial increase in oilfield traffic the need for a safe, reliable and adequate highway infrastructure is key and the economic importance is immeasurable. The Environmental Impact Statement is a crucial step in the realization of this project.

Comment F.1.48.3.

Therefore, Stark Development Corporation would like to express their support of this project and would ask the North Dakota Department of Transportation to consider this project with the highest priority.

Sincerely,

Ryan Jilek, Executive Vice-President
Stark Development Corporation

"YOUR SUCCESS IS OUR GOAL"

F.1.49. Gretchen Stenehjem

U.S. HIGHWAY 85

COMMENTS

I-94 Interchange to Watford City Bypass
(McKenzie County Road 30)

Please use the space below to tell us your comments regarding the US Highway 85 Project. *

PLEASE PRINT **Name:** Gretchen Stenehjem

Address: P.O. box 1162
Watford city, ND 58854

Please proceed with
Any 85 - 4 lane project
and bridge. As fast
as possible!

Current Any get
85 is
dangerous!

-THIS SPACE
OFFICE USE ONLY-

Comment F.1.49.1.

Comment F.1.49.2.

PUBLIC HEARING ♦ May 29-31, 2018 ♦ 5:00 to 8:00 p.m.

* Please mail comments by June 25, 2018.

Send to: Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005
Email: DOTUS85@nd.gov

Note "Public Hearing" in email subject heading.

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

F.1.50. Stephen L. Stenehjem

U.S. HIGHWAY 85
COMMENTS

I-94 Interchange to Watford City Bypass
(McKenzie County Road 30)

Please use the space below to tell us your comments regarding the US Highway 85 Project.*

PLEASE PRINT Name: Stephen L. Stenehjem
Address: 1904 4th Ave NE
Watford City ND 58854

—THIS SPACE OFFICE USE ONLY—

Comment F.1.50.1.

Comment F.1.50.2.

Comment F.1.50.3.

Comment F.1.50.4.

Public Hearing • May 29-31, 2018 • 5:00 to 8:00 p.m.

* Please mail comments by June 25, 2018.
Send to: Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005
Email: DOTUS85@nd.gov
Note "Public Hearing" in email subject heading.

F.1.51. Floyd Syverson

U.S. HIGHWAY 85

COMMENTS

I-94 Interchange to Watford City Bypass
(McKenzie County Road 30)

Please use the space below to tell us your comments regarding the US Highway 85 Project.*

PLEASE PRINT **Name:** Floyd Syverson

Address: P.O. Box 1110, Watford City, ND 58854
701-842-2546 (Home)
701-0770-4510 (cell)
920-716-7532 (Tracy - Daughter)

We support 4 laning Highway 85.
- We have land on Highway 85 south of Watford City
- We would be interested in selling dirt for the project.
- We would also be willing to serve as a staging area for road equipment.

-THIS SPACE
OFFICE USE ONLY-

Comment F.1.51.1.
Comment F.1.51.2.
Comment F.1.51.3.

PUBLIC HEARING • May 29-31, 2018 • 5:00 to 8:00 p.m.

* Please mail comments by June 25, 2018.

Send to: Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005
Email: DOTUS85@nd.gov

Note "Public Hearing" in email subject heading.

F.1.52. Theodore Roosevelt Expressway Association

From: Cal
Sent: Friday, June 15, 2018 11:14:46 AM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Cc: Linneman, Matt G.
Subject: Public Hearing

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Comment letter attached

Cal Klewin
Executive Director
Theodore Roosevelt Expressway Association
P.O. 1306
Williston, North Dakota 58802-1306
701.523.6171

cal@trexpressway.com
www.trexpressway.com



PO Box 1306 .
Williston, ND 58802-1306
Phone: 701-577-8110 attn: TRE
cal@trexpressway.com . www.trexpressway.com

Matt Linneman, Project Manager
NDDOT 300 Airport Road
Bismarck, ND 58504-6005

The Theodore Roosevelt Expressway Association (TREA) appreciates the opportunity to provide comment on the U.S. Highway 85 Draft Environmental Impact Statement (EIS). TREA also provided oral testimony at the May 31, 2018 Public Meeting in Watford City.

The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.


In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry. The improvements of the highway design from a two lane to a four lane system including the Long X Bridge and will significantly improve commerce and provide safety to our traveling public.

Comment F.1.52.1.

Comment F.1.52.2.

TREA is also providing the most recent oversized load comparisons provided by the North Dakota Highway Patrol which shows the freight movement along the U.S. 85 corridor in comparison to other North Dakota corridors which are primarily four lanes with U.S. 85 being a two lane system including the Long X Bridge which is proving to be nonfunctional for today's movement of freight and the safety of the traveling public.

Comment F.1.52.3.



Oversize/Overweight Permit Comparison

Year	U.S. 2 4-lane	U.S. 83 4-lane	I-29 4-lane	I-94 4-lane	U.S. 52 4-lane	U.S. 85 2-lane
2014		22,128	32,300			78,367
2015		15,438	25,460			57,637
2016		13,378	25,068			44,484
2017		11,452	25,332		15,664	45,540
2018 (Mar)	11,810	2,369	5,180	9,790	3,619	11,188

The Theodore Roosevelt Expressway association is in full support of moving this project forward for safety and efficiency of freight movement along the U.S. 85 corridor.

Comment F.1.52.4.

Thank you;

Cal Klewin

Executive Director

Theodore Roosevelt Expressway Association

P.O. 1306

Williston, North Dakota 58802-1306

701.523.6171

cal@trexpressway.com

www.trexpressway.com

F.1.53. Stephen J. Thompson

From: Thompson, Stephen J. (MRO)
Sent: Wednesday, May 30, 2018 1:32:56 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Subject: I support HWY 85 project

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Comment F.1.53.1.

Greetings. I am writing in support of the EIS for expanding HWY 85 from two lanes to four lanes. I lived in Dickinson from 2010-2011, and drove HWY 85 between Belfield and Watford City regularly – especially during spring 2011 when HWY 22 was closed at the Little Missouri River. Expanding HWY 85 to four lanes will, based on my personal experience, significantly improve driver safety. Good luck. I hope this goes through for the good people of North Dakota.

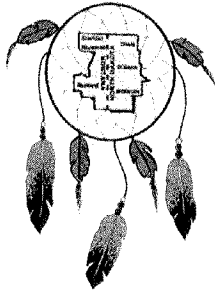
Comment F.1.53.2.

Comment F.1.53.3.

Thanks,
Steve

713-296-1817 direct
405-432-3617 cell

F.1.54. Trenton Indian Service Area



TRENTON INDIAN SERVICE AREA

P.O. Box 210
Trenton, North Dakota 58853-0210
Telephone: (701) 572-8316
Fax: (701) 572-0124

June 20, 2018

Matt Linneman, Project Manager
NDDOT 300 Airport Road
Bismarck, ND 58504-6005

Dear Sir,

The Trenton Indian Service Area appreciates the opportunity to comment on the U.S. Highway 85 Draft Environmental Impact Statement (EIS). The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry. The improvements of the highway design from a two lane to a four lane system including the Long X Bridge and will significantly improve commerce and provide safety to our traveling public.

Thank you for the opportunity to comment and look forward to this project moving forward.

Sincerely,

A handwritten signature in black ink that reads "Alfred Slater".

Alfred Slater, Program Planner/Coordinator
Trenton Indian Service Area

Comment F.1.54.1.

Comment F.1.54.2.

Comment F.1.54.3.

F.1.55. Vision West ND

From: Deb Nelson
Sent: Friday, June 15, 2018 3:56:23 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Cc: Cal Klewin
Subject: Public Hearing

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Thank you for giving us the opportunity to comment. Please see attached letter from Vision West ND.

Deb Nelson, Vision West ND Administrator

c/o DLN Consulting, Inc.
2493 4th Ave West, Ste G
Dickinson, ND 58601

www.visionwestnd.com

t: 701.483.2801 | f: 701.483.8475



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Please consider your environmental responsibility before printing this email.



2493 4th Avenue West, Suite G
Dickinson, ND 58601

Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005

Dear Mr. Linneman:

The members of the Vision West ND Executive Board and Consortium appreciate the opportunity to comment on the U.S. Highway 85 Draft Environmental Impact Statement (EIS).

The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

In North Dakota this region is impacted by a world class oil and gas play that is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving western North Dakota for tourism, agriculture and the energy industry. The improvements of the highway design from a two-lane to a four-lane highway system and including the Long X Bridge will be a significantly positive improvement for commerce and provide safety to our traveling public.

Comment F.1.55.1.

Comment F.1.55.2.

Thank you for the opportunity to comment. The Vision West ND Consortium members look forward to this project moving forward.

Comment F.1.55.3.

Sincerely,

Four handwritten signatures in blue ink are shown in a row.

Donna Scott
President

Daryl Dukart
Past President

Gontran "Buster" Langowski
Vice-President

KayCee Lindsey
Secretary

Vision West ND Executive Committee

F.1.56. Williams County



June 19, 2018

Matt Linneman, Project Manager
NDDOT 300 Airport Road
Bismarck, ND 58504-6005

Williams County appreciates the opportunity to comment on the U.S. Highway 85 Draft Environmental Impact Statement (EIS).

The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

In North Dakota this region is impacted by a world class oil and gas play which is projected to last for decades and has created huge economic opportunity for the region. Along with these opportunities, have come significant challenges, with road infrastructure being a main challenge. The current highway was not designed to accommodate the volume and type of freight movements along this corridor, which is a main artery serving this region for tourism, agriculture and the energy industry. The improvements of the highway design from a two lane to a four lane system including the Long X Bridge and will significantly improve commerce and provide safety to our traveling public.

Comment F.1.56.1.

Comment F.1.56.2.

Thank you for the opportunity to comment and look forward to this project moving forward.

Comment F.1.56.3.

Respectfully yours,

David Montgomery, Chairman
Williams County Commission

BOARD OF COMMISSIONERS

First District - Martin Hanson | Second District - Steve Kemp | Third District - Wayne Aberle
Fourth District - David Montgomery | Fifth District - Barry Ramberg

PO Box 2047 | 206 E. Broadway | Williston, ND 58802-2047 | Phone 701.577.4500 | Fax 701.577.4510 | www.williamsnd.com

F.1.57. Williston Regional Economic Development

From: Ann Kvande
Sent: Friday, June 22, 2018 3:46:20 PM (UTC-06:00) Central Time (US & Canada)
To: -Adm-DOT US85
Cc: Jeremy Cox (JCox@stratageotech.com); Shawn Wenko; Daniel Stenberg (dstenberg@co.mckenzie.nd.us); 'Cal Klewin (cal@trexpressway.com)'
Subject: Public Hearing EIS US Highway 85

To Whom It May Concern:

Please accept our attached letter of support for the Draft EIS of US 85.

Thank you,



Ann Kvande | Executive Officer
Williston Regional Economic Development
113 4th St E | PO Box 1306, Williston, ND
58802
T. [701.577.8110](tel:701.577.8110)
www.willistonredc.com



June 20, 2018

Matt Linneman, Project Manager
NDDOT 300 Airport Road
Bismarck, ND 58504-6005

The Williston Regional Economic Development Corporation appreciates the opportunity to comment on the U.S. Highway 85 Draft Environment Impact Statement (EIS).

The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. The highway runs from Rapid City, SD, to Canada through western North Dakota, and terminates at the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

The North Dakota region is impacted by world class oil and gas play which is projected to last for decades and has created huge economic opportunity throughout the area. Along with these opportunities come significant challenges, with road infrastructure being a main obstacle. The current highway was not designed to accommodate the volume and class of freight movements along this corridor, which is a main artery serving this region's tourism, agriculture, and energy industries. The improvements of the highway design from that of a two lane to a four lane system, including the Long X Bridge, will significantly improve commerce and increase safety to our traveling public.

Comment F.1.57.1.

Comment F.1.57.2.

Thank you for the opportunity to comment and look forward to this project moving forward.

Comment F.1.57.3.


Sincerely,

Jeremy Cox
President
Williston Regional Economic Development Corporation

U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
Project 9-085(085)075 PCN 20046
Stark, Billings and McKenzie Counties, North Dakota

F.1.58. Denton Zubke



U.S. HIGHWAY 85

COMMENTS

I-94 Interchange to Watford City Bypass
(McKenzie County Road 30)

Please use the space below to tell us your comments regarding the US Highway 85 Project. *

PLEASE PRINT **Name:** Denton Zubke

Address: Box 927
Watford City, ND 58854

I like it all including
the round about at 200 +
85.

Would like a bike path added
to the bridge + continue past
county road 34 to connect
to the Mack Deak Hog trail.

* Please mail comments by June 25, 2018.

Send to: Matt Linneman, Project Manager
NDDOT
300 Airport Road
Bismarck, ND 58504-6005
Email: DOTUS85@nd.gov

Note "Public Hearing" in email subject heading.

-THIS SPACE
OFFICE USE ONLY
Comment F.1.58.1.

Comment F.1.58.2.

PUBLIC HEARING + May 29-31, 2018 + 5:00 to 8:00 p.m.

*Appendix G. Public
Transcript Comments*

Table G.1. Summary of Public Transcript Comments and Responses from the Public Hearings

Name/ Entity ^(a)	Comment Number	Comment Received	Theme	Response ^(b)
G.1. BELFIELD PUBLIC HEARING				
Jan Swenson	Comment G.1.0.1.	Where does it [the trail] go from there Matt?	Trail	<p>The trail ends here at County Road 34. So, the county—not to speak for them too much, but what they've considered is looking at putting some sort of trailhead in that area or a destination or a small park, something like that, so that there would be a destination location at that area.</p> <p>Formal Response: As discussed in Chapter 3 of the Draft Environmental Impact Statement (EIS), the trail would span from the northern project terminus, south to McKenzie County Road 34, where a trailhead may be constructed. At the northern end, the trail would connect to the Watford City trail system at McKenzie County Road 30 (in the future as planned) or a future trailhead may be developed near this intersection if a connection to the Watford City trail system isn't yet built.</p>
Jan Swenson	Comment G.1.0.2.	Is there any future plan to connect it with any existing trails, or is this a trail onto itself?	Trail	<p>The one thing that I can say for sure is that the City of Watford City, in their comprehensive plan, has a trail—network trail plan. They've worked with the county to put that as part of their plan of connecting to this segment—at least, on the Watford City end of it. So, it has been acknowledged in some planning documents from that aspect. I think the county might be working on their comprehensive plan. At some point in the future, they've been talking about having a county-wide trail plan. I don't think that has been done yet, and it may be very early in those stages.</p> <p>Formal Response: At the northern end, the trail would connect to the Watford City trail system at McKenzie County Road 30 (in the future as planned) or a future trailhead may be developed near this intersection if a connection to the Watford City trail system isn't yet built.</p>
Curtis Glasoe	Comment G.1.0.3.	Is there going to be any recreation for bikes on the four-lane?	Recreation/ Tourism	<p>There's no plan at this point, as far as designating a bike lane or anything like that. The roadway section itself is going to have eight-foot-wide shoulders, so there would be some potential, depending on how you would like to do that.</p> <p>Formal Response: Under the Preferred Alternative described in the Draft EIS, the highway would have outside paved shoulders (a minimum of 8 feet wide) and the bridge would have 10-foot-wide shoulders. Cyclists could utilize the shoulder if desired.</p>
Curtis Glasoe	Comment G.1.0.4.	Continue on, on the bridge itself, too, that's going into—is there extra paths going along the north or—an extra bike path or not. Because the Civilian Conservation Corps (CCC) campground is headquartered right there.	Trail	<p>There's several things as we've consulted on the project in the alternatives that we've brought forth before. Some of them being conflicts with the wildlife crossing purposes and having people on a trail in that area. As well as trying to minimize our footprint as we go through the Theodore Roosevelt National Park (TRNP). We've had a lot of different concepts. We've tried to minimize our roadway footprint the best we can. Through some of our consultations, we've thought it best to just minimize the amount of development, period. Anything that was, maybe, extraneous: That we would eliminate that from development in this area.</p> <p>Formal Response: An option carrying the trail to Long X Road was considered early on in project development. Through coordination with the NDGF, it was determined that the trail needed to end at the entrance to the TRNP—North Unit (as opposed to the southern side of the Long X Bridge) to avoid potential human-wildlife conflicts, particularly for bighorn sheep during the lambing period. Following additional coordination with the NPS, it was determined that the trail needed to end outside of NPS-managed lands to minimize impacts on the TRNP—North Unit.</p>

Notes:

- a. Commenters that provided verbal comments during the public hearings are not alphabetized and are listed in this table in the order the comment was received for purposes of comparison with the transcripts from the public hearings.
- b. Formal responses to comments depend on the context of the comment and the theme designated for the comment. For some of the verbal comments received during the public hearings, responses were provided. These responses are summarized in this table, and formal responses are also provided for these comments.

Name/ Entity ^(a)	Comment Number	Comment Received	Theme	Response ^(b)
Brad Bekkedahl	Comment G.1.0.5.	So, the four-lane from Williston to Watford City and south would continue to be a 65-mile-an-hour segment; and then, when you get to the divided is when you go to 70 miles per hour (mph)? And there's no thoughts of revisiting the 65 up to 70? I drive it all the time, and they're driving 70 now. That's why I'm asking.	Roadway Alternatives (Entire Corridor) Preferred Alternative	Yes. So, in the scheme of this project, our plan has been that—we made the decision to this point, as a department, that 65 is an appropriate speed for that section, so we're matching that with this project. Formal Response: Changing the posted speed limit between Watford City and Williston is outside the scope of this project.
Curtis Glasoe	Comment G.1.0.6.	What about the access to the west side of US Highway 85 for people going north? The US Forest Service (USFS) has got a lot of recreation sites. There's a lot of roads going off to the west side. Is there—what is the plan for those accesses from—coming from the—going north from the south?	Recreation/ Tourism Property Access	Every access point that's there—every landowner will still have access—they will maintain access. There would be—if you're in this roadway type, if it happens to be in this section, just like it is from Watford City to Williston, this becomes the area where a turn lane is built. If you have the other roadway section, the divided, you would have a center median. There would be a median roadway to get across. And depending on the amount of traffic—there's several intersections that have been identified for turn lanes, as well. Formal Response: Under the Preferred Alternative identified in the Draft EIS, median crossovers would need to be installed at access points to facilitate full access. In places where it is determined unreasonable to consolidate or remove an access point, consideration would be given to create a right-in/right-out access without installing a median crossover. This would allow for access to be maintained while reducing the number of potential conflict points.
Jan Swenson	Comment G.1.0.7.	There's talk of lighting at 10 intersections, I believe it was, up and down this section of the roadway. Can you tell me what those locations are?	Lighting	What we had was more like full-type intersection lighting at North Dakota Highway 200 (ND-200). And then, several of the intersections were just destination lighting, where essentially there's one or two light poles there. There's definitely none of those in the TRNP area. And I don't think there's any of those in the Badlands area either. Formal Response: As discussed in Chapter 3 of the Draft EIS, there would be destination lighting (i.e., two lights at an intersection) to alert drivers to the presence of an intersection) at the following intersections: 30th Street SW, 27th Street SW, 23rd Street SW, 20th Street SW, 14th Street SW, 10th Street/Upper Magpie Road, 2nd Street SW, McKenzie County Road 50, McKenzie County Road 37, and 22nd Street NW. The intersection illumination lighting at the McKenzie County Road 30/US Highway 85 and ND-200/US Highway 85 intersections would be expanded.
Jan Swenson	Comment G.1.0.8.	And they're [the lighting at intersections] shielded, downward pointing?	Lighting	They can be designed that way.—There's no lighting on the bridge. And there are no intersections in that area, so there would be no lighting near the TRNP. As for construction, working through the National Park Service (NPS), there is a commitment that all during construction, they have to have downcasted lighting for construction for the Long X Bridge. Formal Response: The exact design of intersection/destination lighting has not been determined.

Notes:

- a. Commenters that provided verbal comments during the public hearings are not alphabetized and are listed in this table in the order the comment was received for purposes of comparison with the transcripts from the public hearings.
- b. Formal responses to comments depend on the context of the comment and the theme designated for the comment. For some of the verbal comments received during the public hearings, responses were provided. These responses are summarized in this table, and formal responses are also provided for these comments.

Name/ Entity ^(a)	Comment Number	Comment Received	Theme	Response ^(b)
Jan Swenson	Comment G.1.0.9.	It's just amazing how far one can see light.—Belfield is easily visible from the TRNP—South Unit. There's a great deal of industrial light available or visible in the TRNP—North Unit. And I would hope that even if it's not in the Badlands, in the Little Missouri River Valley, that consideration would be pretty strong.	Lighting TRNP/Public Lands	<p>During construction, there would be lighting. Its temporary in nature. The commitment is to have the downcasted lighting—Part of the purpose of destination lighting is so you can see it from a distance, so you know you're coming up on an intersection.</p> <p>Formal Response: As discussed in the Draft EIS, there would be destination lighting at several intersections along the project corridor to alert drivers of the presence of the intersection. The exact design of intersection/destination lighting has not been determined.</p> <p>During construction in the Badlands area of the project corridor, glare would be minimized by mounting lights as high as practical and aiming lights downward and parallel or perpendicular to traffic. Long-term, fixed lighting associated with staging areas between RP 126 and RP 130 would consist of downcast, shielded lighting. Short-term, fixed and/or mobile lighting would not consist of downcast, shielded lighting, but this lighting would be limited to the duration of construction activities.</p>
Jan Swenson	Comment G.1.0.10.	But most of that is pretty flat. If there's any type of lighting, you're going to see it from quite a distance. You know, it used to be that, when you drove to ND-200 and came to that T-bone, that there was just nothing there until you came to a rumble strip. So it can be done without a lot of disturbance.	Lighting	<p>Sure. Intersection lighting is even more applicable to that downcast-type of lighting. You're going to have more light when your intent is to light up the pavement.</p> <p>Formal Response: As discussed in the Draft EIS, the purpose of destination lighting at intersections along the project corridor is to alert drivers of the presence of the intersection. The exact design of intersection/destination lighting has not been determined.</p>
Jan Swenson	Comment G.1.0.11.	It decreases glare [the intersection/destination lighting] too, if it's downward pointing.	Lighting	<p>Yes.</p> <p>Formal Response: Comment noted.</p>
Brad Bekkedahl	Comment G.1.0.12.	I serve on the City Commission, and we've transitioned all of our sodium lights and our mercury lights in our system to light-emitting diodes (LEDs). And I can tell you, in response to your question, that the LED lights are very focused down. And there is none of the glare up into the atmosphere that you see with the mercury or sodiums. They're a much better fixture for light oversplashing like that. It's been much better for us in town. So as long as it's an LED fixture, they make them where you can keep the focus on the surface and not going up above.	Lighting	<p>Yeah, that's a good point. That's a good consideration.</p> <p>Formal Response: Comment noted.</p>
Jan Swenson	Comment G.1.0.13.	Sound is a big deal to the folks that I represent. I'm with the Badlands Conservation Alliance. And I appreciate that you did those studies, but I don't feel that they're complete. I'm wondering if you did broader analysis than what you did that may be available for me to look at that isn't represented in what I saw looking at the Draft Environmental Impact Statement (EIS) in your appendices.	Noise	<p>All of the studies—or most of the studies—are appended by reference. So, every section in there [the Draft EIS] that talks about impacts is just a summary of the actual detailed study that was done to support those major findings and conclusions.</p> <p>Formal Response: The following noise analyses were completed for, and are appended by reference in, the Draft EIS: Noise Report (using the Federal Highway Administration [FHWA] Traffic Noise Model [TNM] 2.5), System for the Prediction of Acoustic Detectability (SPeAD) Memorandum for Temporary Pile Driving Activities, SPeAD Memorandum for the Badlands Area, and Quiet Pavement Memorandum.</p>

Notes:

- a. Commenters that provided verbal comments during the public hearings are not alphabetized and are listed in this table in the order the comment was received for purposes of comparison with the transcripts from the public hearings.
- b. Formal responses to comments depend on the context of the comment and the theme designated for the comment. For some of the verbal comments received during the public hearings, responses were provided. These responses are summarized in this table, and formal responses are also provided for these comments.

Name/ Entity ^(a)	Comment Number	Comment Received	Theme	Response ^(b)
Jan Swenson	Comment G.1.0.14.	You barely touched on low-frequency noise—which, I’m a layperson, but I’m willing to do research. And what I find is that low-frequency noise is the noise that is most often not considered. Your methodology with A-weighted decibels (dBA), with that “A” weighting (phonetic), pretty well muffles, ignores low-frequency noise. And low-frequency noise is the noise that comes along with big trucks. And that propagates well into a landscape, much farther than higher frequency noise.	Noise	We did two different studies to address noise. One is the Federal Highway Administration (FHWA)-mandated approach, which is mainly focused on the human user. They’re making some policy decisions by the FHWA on what “noise” is. We also have a North Dakota Department of Transportation (NDDOT) policy that piggybacks off of that. That’s done with a very specific framework to meet regulatory requirements. Formal Response: Analysis of Low Frequency Noise is not required under 23 CFR 772. Typically, such analysis would not be considered for highway projects since it goes beyond the level of analysis required by 23 CFR 772 for Type I projects. Therefore, analysis of Low Frequency Noise is not proposed for the project.
Jan Swenson	Comment G.1.0.15.	You mentioned animals: That you did these studies because sound also impacts animals. I’m willing to say I’m an animal, too. And one of my big concerns about this is how that propagation—not just that I can hear, but that I can feel—will propagate out into the TRNP, whether it’s a third of a mile, a half of a mile, or five miles. Because that is where they are finding that—I mean, I’m not talking about losing our hearing because of loud noises. That’s, sort of, the frequency range that you were looking at. I’m looking at that low-frequency noise that impacts health, whether it’s my health or a deer’s health. Those kind of subtle impacts have a large, magnified impact on visitor experience, if you want to use that word. And this visitor goes to the TRNP to get away from that. And this visitor goes to the TRNP—again, real quick. There’s a—Randy Morgenson—a book—he was a park ranger. He talked about going to wilderness. The questions that are in our head, bouncing around all day: That you go into wilderness, and they just disappear. That’s what I want. That’s what I need. And I don’t just need it every three and a half years, when I can go to Bryce Canyon or Glacier. I need it frequently in order to be healthy; to be the best I can be. And I’m not alone in that.	Noise Recreation/ Tourism TRNP/Public Lands	We felt as you did that, that [referring to the noise study conducted that focused on the human user] was not sufficient—especially in the Badlands area—to capture what the potential noise impacts were. There’s another methodology out there that uses a different weighting scale, and it was developed primarily for trying to quantify the effects on wildlife. We thought it was a good surrogate for how does it affect user experience in a wilderness area. And it’s the only other methodology that’s out there that we came across. The results of that show what those different frequency ranges—where the sound that we could expect from this project in future years—build condition—where it would propagate to. And then, where it would propagate to and be above what the current ambient noise is on the landscape. It was a different methodology meant to try to target some of what you’re talking about. We have those full two noise studies that, anyone who wants it, its’ available to. You just need to contact me [Matt Linneman]. And for the most part, most of the studies are all publicly available. That’s something that I can provide to you Jan. Formal Response: The following noise analyses were completed for, and are appended by reference in, the Draft EIS: Noise Report (using the FHWA TNM 2.5), SPreAD Memorandum for Temporary Pile Driving Activities, SPreAD Memorandum for the Badlands Area, and Quiet Pavement Memorandum.
Jan Swenson	Comment G.1.0.16.	As western North Dakota becomes more impacted and more and more impacted by industry, the value of those limited places where we can get away from some of that—whether it’s the TRNP—North Unit or along the east divide or Lone Butte that are all right there—the more important they become.	TRNP/Public Lands Recreation/ Tourism	Formal Response: Comment noted.

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Jan Swenson	Comment G.1.0.17.	You're forecasting out to 2040: Almost 25 years from now. Who's to say what energy will be? Who's to say how we do ag? Who's to say how goods are transported? You can use your numbers now and forecast that out and predict it, but I don't see any consideration given in this Draft EIS for the increase in value—whether it's subjective or economic—that those areas will have in 2040, not just for the State of North Dakota, but nationally; globally. They will become more and more and more rare. So, every time we, as people, do something that impacts that, they, ultimately, are diminished. I don't think that we take into high enough consideration what it is we are doing. This is a treasure. We are so lucky we have this. Sixty thousand more wells from now, I hope we still have it. Even a diminished—I hope we still have it.	Traffic Volume/ Operations TRNP/Public Lands	Formal Response: Traffic projections were based on typical NDDOT projections for rural infrastructure in oil-producing areas of North Dakota. This growth rate was utilized in place of a growth rate determined by historic traffic volumes along US Highway 85 due to the difficulty in projecting volumes given historical variations in oil activity in western North Dakota. In addition to oilfield traffic, other traffic generators contributing to traffic growth in the region include agriculture, tourism, and population growth in urban areas.
Jan Swenson	Comment G.1.0.18.	But every time we add—we can't say, "Well, it's just a road. It's just rock. We'll just pave that," because that's not how it works. We are not made of pieces. When you look at the cumulative impacts on the TRNP—North Unit in the last 10, 15 years, they're huge. We can't just look at, in your Draft EIS, at prairie dog town management—or, prairie dog management with the USFS. I mean, they're endless. It's endless—the amount of impacts—on a daily basis. And this is one more. The biggest problem I have with your Draft EIS is that you will not acknowledge that. You will not acknowledge that. Whether you build this project or not, you owe it to the people that care in the way that I care. You owe it to us to say, "This project will have impacts."	Cumulative Impacts TRNP/Public Lands	We do recognize, with any infrastructure project, there's going to be impacts. And that's what we've tried to disclose in our environmental document. We have direct impacts from the construction itself. We have cumulative impacts from this adding to all the other things that you've talked about. So, we've tried to do our best to analyze and disclose those impacts. We're here to hear input like yours today to see where, maybe, we have gaps or haven't fully addressed that. Formal Response: Direct and indirect, permanent and temporary impacts anticipated from construction and long-term impacts anticipated from operation, as well as cumulative effects, are discussed in Chapters 5 and 8 of the Draft EIS.
Roger Ashley	Comment G.1.0.19.	You have that [referring to environmental commitment for noxious weeds] for control or keeping noxious weeds from spreading onto USFS and NPS lands. What about the rest of the lands? Isn't it state law that you're supposed to keep from spreading noxious weeds to the other areas? I don't think leafy spurge is a state weed, is it? It's a noxious weed. We see a lot of that along I-94. We see a lot of noxious—or, a lot of leafy spurge.	Vegetation	I would agree with you. You are correct. I think the main difference is that this is something we commit to as far as making sure, on the federal lands, that we don't bring anything onto the landscape at all. So, the control is a little bit different. But I think you bring up a good point. Why not apply that to the whole project? I think traditionally, the way our approach was, maybe we didn't pay as much attention to that. And then, it's something that we deal with after the fact. Whether working with our County Weed Control Board to control the weeds that grow in the right-of-way (ROW). Maybe that's something we can apply to the entire project. Those requirements. Formal Response: As stated in Chapter 5 (Vegetation) of the Draft EIS, the contractor would be required to control noxious weeds during construction in accordance with a noxious weed management plan that would be developed for the project. This plan would apply to both public and private lands. The NDDOT would be responsible for the control of noxious weeds within NDDOT ROW/easements after construction of the project.

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Mike McEnroe	Comment G.1.0.20.	Is this the Final EIS for the entire 62 miles of the project, even though your focus right now is for the 1.7 miles on the bridge? If we have any comments to make on the other 60 miles, they'd better be made now, because we won't be opening things up for the other segments.	General Project Question/ Statement	<p>Yes. The whole project. I can't speak to when funding may become available. There's different ways to fund projects. But as of now, we don't have anything in the works anywhere in our four-year plan for any other segments at this point. This process takes a long time. By the time we're done, we're going to have over three years into just writing the environmental document. So, I think the goal is that we wanted to make sure that we were out ahead of that, not knowing where funding might ever come from. The way that we will handle that is that we will try to keep this document fresh as we go forward, too. So, let's say we finalize the environmental document; we move forward with one segment of the project; it's, maybe, 10 years before we see funding for other segments. What we'll have to do is go along every three, four, or five years, depending on where everything is at, and go back and do a re-evaluation of the EIS and bring it up to current standards. Asking what has changed?—Has the regulatory environment changed?—Are there any new endangered species that might be listed? Has our project proposal changed, based on new technology or new information? Since it takes so long to write the initial document, it's something we'll put effort into maintaining over time so it's always ready in case funding becomes available.</p> <p>Formal Response: This EIS is for the entire project corridor. The Long X Bridge is the only segment of the project corridor for which funding has currently been identified. Prior to constructing any additional segments, the FHWA would ensure that conditions and assumptions identified in the Final EIS/Record of Decision (ROD) remain valid. If it is determined that circumstances have changed, supplemental National Environmental Policy Act (NEPA) documentation may be warranted.</p>
Mike McEnroe	Comment G.1.0.21.	But then the follow-up to that is: If new information is learned on any of these things 10 years from now, will the public or citizens, anybody, have a chance to comment and influence decisions made then? Or do we speak now or hold our peace until after 2040?	General Project Question/ Statement Public Involvement	<p>I think it's a gray area. If it's something that's fairly straightforward—it's something we'd have to consult our partner with: FHWA. The way that we always talk about it is: Do we have to open the document? And when we say, "open the document," we're typically talking about our formal process where we need to come back to the public and get public input on it. Sometimes, it's just a re-evaluation to say, "Okay, something minor has changed. Did we properly evaluate the impacts?" Maybe we did; maybe we didn't. If that's something that can be handled—maybe it's a specific regulatory requirement, or maybe it's a species that got listed—And it's listed, and we consult on it. Maybe we have to supplement and open consultation with the US Fish and Wildlife Service (USFWS) again. We may not necessarily have to go back to the public. It depends on the amount of change and the level of where the FHWA comes in. This is FHWA's document. Even though the NDDOT is leading this project and developing it, the FHWA makes the ultimate end decision. They would make the ultimate end decision on when we need to re-evaluate and open it up to public comment. But, that's something we usually work very closely with our federal partner on. We try to make sure we're always on the same page on that and head off some of those questions so we're not in conflict on what we think we need to do.</p> <p>Formal Response: The Long X Bridge is the only segment of the project corridor for which funding has currently been identified. Prior to constructing any additional segments, the FHWA would ensure that conditions and assumptions identified in the Final EIS/ROD remain valid. If it is determined that circumstances have changed, supplemental NEPA documentation may be warranted.</p>
Curtis Glasoe	Comment G.1.0.22.	Roundabouts are the question. If you've been to Paris and you've seen the ones there, they're huge and they're in the big city. The ones I've seen here now, there's some that are adequate, but I think they could be a little bigger. I don't know where the designs are coming from—off the sheet somewhere—I don't know if they're developed in North Dakota or not—but we have a lot of long trucks.	US Highway 85/ND-200 Intersection Options	<p>The concept behind the roundabouts and what radius they should be—there's still research going on, and that keeps evolving. I think we've been trying to learn from what other states are doing and what some of the research is telling us about what the proper radius is.</p> <p>Formal Response: The roundabout design would take into account industry and trucking needs and would be designed to accommodate long and oversized loads.</p>

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U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

Name/ Entity ^(a)	Comment Number	Comment Received	Theme	Response ^(b)
Curtis Glasoe	Comment G.1.0.23.	I talked to the highway patrolman, and he said they don't have too many problems. Well, we've had the ones in place. They aren't too much of a problem, except for I can see snow removal problems when we get a winter that we have snow. We haven't had one yet on them. And the bigger they are, the easier they are for when you get around there and get the volume of traffic into them. The smaller they are, the traffic conflicts if you've got people on all four sides. We've never got the full array; they just keep flowing. But just to consider that. We got a lot of acres in North Dakota. The ROWs aren't too big. But there's a lot of area to put roundabouts in there where they're a little bigger so you can use that traffic up. Two hundred twenty-two, it's going to be there through there on Sunday, and there's traffic coming through. Good thing you have a stop sign there, because there's trucks and traffic and whatever through there.	US Highway 85/ND-200 Intersection Options Traffic Volume/ Operations ROW	We did have a fair amount of input from the trucking industry on the roundabout at Carrington, because there's a lot of oversized loads that come through there. And they had a lot of concerns—especially coming through with lowboys and having their ground clearance, because of the cross slope of the roundabout as it ties into the roadway, as well as having enough turning radius to get there. So, there's a lot of design details that went into that one, and a lot of input from industry. I think, at the end of the day, it was a success because, at the beginning, they were very much against it. And I think, based on all the reasons that they had being against it, we were able to design around that. That's something we learned from, and more of that's coming. So, I think we'll definitely incorporate those things into this design. Although, this one is unique because we do have two through lanes in each direction. So, it will be the first one like that in North Dakota. Formal Response: The roundabout design would take into account industry and trucking needs and would be designed to accommodate long and oversized loads.
Curtis Glasoe	Comment G.1.0.24.	Access to the recreation sites is pretty important. The problem with the proper signing is what's there. But if you have a split median with a divided whatever to make sure people are going with the signing and everything, it's pretty important coming from the south. A lot of people come from the south, and they're going to go west. Those accesses have to be proper, or else you're going to get t-boned there going across the four lanes with the two lanes on either side.	Recreation/ Tourism Property Access Preferred Alternative	Formal Response: Comment noted.

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Curtis Glasoe	Comment G.1.0.25.	<p>One of the last bugaboos of mine is the culverts on the road approaches. So, you got 60 miles—You got 120 on each side. That's 240 culverts under those approaches. You're an engineer. How much is that? Five thousand per approach—to put those culverts in there. And the biggest thing those culverts—a lot of them, you can move dirt for three bucks a yard. You move 100 yards of dirt and get it to drain away—still keep the water in the ROW—but your culvert doesn't have to maintain forever. And the thing is that moisture—skunks and badgers and whatever don't need a bathroom out there. That's the only moisture they're going to get in. A good share—even on the Killdeer road, there's four in there. It just bugs me that the culverts got put in, and it's completely flat on each side. They can run away and just grate it away and keep it in the ROW. And I don't know if anybody checks that, but you've got 240 of them. If they all had a culvert in there, you could save \$1 million bucks easy when you're designing. I know it's \$418 million, but \$419 million, big deal, but just look at that. If you can get the designers to look at that, I've talked to people over there before. And somehow, they still creep in there. A lot of times, you need them if you got a grade on your approach. If you've got flare in there, same thing. But if you get a flat approach, in a lot of places, you don't need them on the quarter-mile, or you don't need them in those places. Where you need them is at those high spots, obviously.</p>	<p>Roadway Alternatives (Entire Corridor)</p> <p>Construction and Maintenance</p> <p>Timeframe and Cost</p>	<p>The culverts: Usually, on a project of this scale and scope, we would be doing a full-blown hydraulics study when we get to the design phase. Sometimes it does seem like we have more culverts than are necessary, but we usually try to take a very strict stance that we're trying to maintain the water flow in the direction that it came. So, if it naturally was going to sheet flow (phonetic) and head some directions before the highway was there, we want to make sure that, that water gets to the same point that it would have, rather than diverting it into a different watershed. We're very sensitive to that aspect. Sometimes, it does seem like overkill on what we're doing, but we're trying to make sure the water's getting where it needs to go—or where it originally wanted to get to—in the end.</p> <p>Formal Response: A hydraulic study will be completed during final design to determine approach culvert locations. Existing drainage patterns will be maintained.</p>
Cal Klewin	Comment G.1.0.26.	<p>In traveling US Highway 85 and visiting with some of the folks with concerns of when it's going to happen or how it's even going to work and so forth, one of the things I haven't heard yet: What have been the discussions with the ranch communities as far as moving the livestock on two sides of the highway? I know there's been several concerns from ranchers that have asked me, "How is that going to work?"</p>	<p>Property Access</p> <p>Agricultural Resources</p>	<p>We had a lot of comments on that when we came through the public scoping process and the alternatives public meetings, as well. It's something we need to get into a lot more detail as far as providing a stock pass or undercrossing through the roadway. Our typical opening size is a 5x7 stock crossing, and there's a few of those already that exist along the roadway. Some of the comments we got were requesting more. The problem is, with an expansion project, it becomes a lot longer crossing, so it doesn't even become effective. You can't get your cows to move through there. When we get to those segments—what we've been doing is taking an inventory of everything that's out there. All the comments that we've gotten, we've prepared a document to go over this environmental document as a recordation of all of those conversations and concerns that landowners had. What we'll have to do is, when we pick up the pieces to view the final design—because that's when we actually get into the ROW negotiations—It's something we have to work with those landowners on. We also have a policy at the NDDOT of how we determine if we're going to put in a cattle crossing: Like, an underpass. And depending on the amount of acreages, traffic, cattle; what needs they have on each side of the road. We would come up with a formula of, whether it was warranted to put in or not; or maybe we'll enter it in as a cost participation piece of that, too. That becomes part of the ROW discussion with that landowner, too. That's something we have to get into detail with each landowner and see what their needs are. We don't really address it in this environmental document other than to note that there's a need out there, and that, that's something that we need to commit ourselves to and work with the landowners on in the future.</p> <p>Formal Response: As discussed in Chapter 3 of the Draft EIS, if additional cattle passes are warranted, they would be added through the ROW acquisition process and would follow the NDDOT Cattle Pass Justification process, as defined in the NDDOT ROW Manual.</p>

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G.2. FAIRFIELD PUBLIC HEARING				
Roger Chinn	Comment G.2.0.1.	Just a question on vehicle-wildlife collisions. As somebody that lives along that road and drives it, have you kept track of the amount of collisions, say, three or four miles on each side of Grassy Butte, compared to the collisions up in the Badlands?	Safety Wildlife Crossing and Accommodation	<p>Yes. About three years ago, the NDDOT started a pilot project, knowing that we were going to eventually come through with a project through here. We have been tracking carcass data. You no longer have to report animal-vehicle collisions to the highway patrol. That used to be a way in the past that we would track that. Since that's no longer a tool for us, we implemented a pilot program with the NDDOT where we have our maintenance sections outfitted with a Smart phone. Every time they pick a carcass up off the roadway, they record that point, what type of animal it is, and the location. We have a database that we've been building, and we used that information. We only had about two years' worth of data when we did our studies to go with that. But, we did use that data in trying to help pinpoint these [referring to wildlife crossing/accommodation]. And we're hoping that, by keeping that program going and growing that, after we install some of these, that we can also show a reduction in those crashes.</p> <p>Formal Response: In 2014, the NDDOT began collecting detailed carcass data to determine wildlife-vehicle collision hotspots along the project corridor. The NDDOT continues to collect carcass data to identify areas with high or low incidences of wildlife-vehicle collisions, which is used as part of statewide efforts to identify wildlife crossing/accommodation needs during transportation project planning.</p>
Roger Chinn	Comment G.2.0.2.	So about two years' worth of data, you have? And it shows a need for it [wildlife crossing/accommodation] in the Badlands more than either side of Grassy Butte?	Wildlife Crossing and Accommodation	<p>With two years' worth of data, we didn't have any conclusive data to go on. I would agree with you. I know of some very specific—some elk strikes, right, very close to Grassy Butte—where a single truck hit three, four, five elk at one swath.</p> <p>Formal Response: Areas where wildlife crossings/accommodations could be warranted based on telemetry and carcass data were examined against several factors to identify preliminary locations for mitigation measures (e.g., wildlife overpass/underpass). Areas with low human development were preferred over locations with high development in order to provide connections between higher quality habitats. Connections between public lands were preferred over connections between private lands, as more certainty with regard to long-term management of the structure and adjacent habitat is possible with public land ownership. The locations for the wildlife crossing/accommodations considered in the Draft EIS were determined based on coordination with the public and agencies.</p>
Roger Chinn	Comment G.2.0.3.	There's one laying on Six Mile Hill right now. You guys ain't don't very good picking them up.	General Project Question/Statement	<p>Hopefully, it stays there so they can collect the data about it so we can get that into our information.</p> <p>Formal Response: Comment noted.</p>
Roger Chinn	Comment G.2.0.4.	I think it would be something worth looking at [referring to a need for wildlife crossing/accommodation at Grassy Butte].	Wildlife Crossing and Accommodation	<p>Sure. One of the things we did—we had some consideration with our agency partners about wildlife crossings in more of the prairie area of the project. It's a lot harder to pinpoint locations to put those—whether it's for antelope or whatever else it might be—because it's such a much broader, wider landscape.—It gets a lot harder to really pinpoint something that's going to be justifiable, based on the expenditure that it takes to build one of these structures. Even though we don't have any proposals for wildlife crossings south of the Badlands, Grassy Butte area, we have committed to relooking at that when we would build that stretch of roadway. Because we couldn't come to any good conclusions at the time of the study, that doesn't mean that the data wouldn't be there three, four, five years from now, when we actually build the project.</p> <p>Formal Response: Comment noted.</p>

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Teresa Kessel	Comment G.2.0.5.	How high is that fence?	Wildlife Crossing and Accommodation	<p>In the areas that are directly adjacent to this wildlife crossing, it would be an eight-foot-tall wildlife fence. As we move down the road here to this one, the species target here is more bighorn sheep, and the fence has to get taller, so these would be a 10-foot-tall wildlife exclusionary fence. About halfway between those, we would transition to the taller fence. And so, this is at 126.1.</p> <p>Formal Response: As discussed in Chapter 3 of the Draft EIS, inside bighorn sheep primary range (RP 124.1 to RP 128.9), fencing would be 10 feet tall; outside of primary bighorn sheep range (RP 120.9 to RP 124.1), fencing would be 8 feet tall.</p>
Morris Tarnavsky	Comment G.2.0.6.	How do you propose to handle that big slump section that's got the ski jump going over there on that north side, past the bridge? They're picking on it here yesterday and today. But, there is a plate that is moving to the river. Park entry, park buildings, and everything. The reason they abandoned the old Highway 85 and built this new bridge is because the bridge, at that time—the north pier on the old original Long X Bridge, which was right across from where the residence of the TRNP—North Unit is—and that pier on the north side is no longer plumb. The bottom was leaned toward the south. So, they had to do something. That's where the highway ended up—rather than that old route that went down the hill. And that that reason was because that whole piece of ground is moving. As a matter of fact, they built a new visitor center for the TRNP, and they had to tear that down because that moving plate was taking the foundation out from under their visitor center building. Now they got a couple portable ones in there of sorts. I haven't looked at them that close. But anyway, it's one of those things that you've got a geological situation there that I'm not sure how you're going to deal with.	Geological Resources	<p>I agree. One of the things that we talked about at the beginning, the purpose of the project, is to create a reliable roadway, and the landslides being one of the issues. The location that you just described is exactly what we're looking at here—in the TRNP—North Unit. We've had some slide repair projects we've done in the past in this area: 2011, plus a couple follow-up projects after that, being the most recent. We see distress in the roadway in two spots where this slide mass is crossing the roadway. Everything is wanting to move downhill, down into the river bottom. So, what we're proposing to stabilize that area is a structural type of solution. This picture is a rendering of an anchor drill shaft structural solution—this will be underground, essentially. So, you would have a series of—5-foot diameter concrete shafts every 10 or so feet, probably about 100 feet deep in this area. It would be put in a line. Basically, a series of concrete piers, buried in the ground. Then, all those drill shafts would be connected across the top of the reinforced concrete cap beam to hold all those together. There would be ground anchors that go back and pin the top back into the roadway, into stable ground under the roadway. This is a pretty large structural solution to hold that segment of road in place. So, this picture right here is on I-94 near the Painted Canyon Visitor Center—this is the first one that we ever built in North Dakota, which was built here a couple years ago. It would be a very similar solution to that. The only thing that you'll see is that cap beam. And that cap beam can be partially buried or even colored concrete so that it will blend right into the Badlands. You might not even notice it's there after it's built.</p> <p>Formal Response: At Horseshoe Bend (RP 128), an anchored, drilled shaft structure would be constructed and the existing alignment would be maintained. A single row of drilled shafts would be installed within the existing NDDOT easement. Ground anchors would likely be installed near the tops of shafts to help hold them in position against the pressure from the landslide. A reinforced concrete cap beam would be installed atop the drilled shafts to tie the individual drilled shafts and ground anchors together and increase the stiffness of the structure.</p>
Gus Tarnavsky	Comment G.2.0.7.	On that top cap, have you ever noticed any shifting in the first one that was built? Are you going to install some sort of sensing devices on there to be able to see if it shifts or not? And then, see if that's going to work?	Geological Resources	<p>There's some engineering tools and modeling tools that we can use, based on soils information that we've collected. We have a good cross-section of the geologic slice of earth through that area. So, we can build that into a model and mess around with this to optimize our design. At this point, this is a concept that has had some modeling done with it to prove that it will actually work. But, before we get to a final design, it will take a little bit more effort just to make sure that we know that it's going to work. And at that time, that's when you would actually determine diameter, spacing, depth, how many anchors you need across the top, and whether you need two rows of these. We don't really have room for that, so we have to make it with one row. It all depends how the earth is moving, too, on what's the best solution there.</p> <p>Formal Response: Additional subsurface characterization would be necessary to support final design of the anchored, drilled shaft structure at Horseshoe Bend (RP 128). As part of the characterization, the NDDOT would continue to obtain periodic readings from the vibrating wire piezometers, inclinometers, and sondex settlement systems installed at Horseshoe Bend. In addition, the NDDOT would continue to document roadway distress and associated maintenance activities at Horseshoe Bend.</p>

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Morris Tarnavsky	Comment G.2.0.8.	That structure [anchor drill shaft] is probably going to cost almost as much as that bridge down there across the river.	Timeframe and Cost Geological Resources	Yes. This is an expensive solution, and we would rather not have to go there. But, when you're limited like this, both on the ROW, as well as the mass of this landslide, trying to deal with it with earthwork, it becomes almost infeasible. We looked at other alternatives for this too, as far as realigning the road further, trying to do some stabilization of the roadbed from the bottom up. But, those become even more expensive than this, especially when you start talking about ROW. And some of those might not even be buildable—trying to keep our footprint within the ROW that we have from the NPS. Formal Response: The proposed anchored, drilled shaft structure has an estimated cost of \$9 million. The bridge option identified as part of the Preferred Alternative has an estimated cost of \$36 million.
Morris Tarnavsky	Comment G.2.0.9.	It's been moving for years [referring to the slump]. It's taken out a gasline that used to run and was built in the early '80s that went across the river, right where the bridge is at, and then went north up the hill. The slumps have taken that line out. So, it's not in service anymore, and right now, there's a proposal to use an existing oil pipeline to move gas, as well—changing the product in there periodically to move gas or move oil. When they built that pipeline, they used a little different process. They did a horizontal boring that went down under the slipping plates and across the river and went up the other side, the north side, to do the same thing there. It was a mile-long bore, almost. But it's an approach to making it work across that geological, mobile piece of country.	Geological Resources	Formal Response: Comment noted.
Morris Tarnavsky	Comment G.2.0.10.	Are they going to leave a boat under the bridge for the people on this trail to continue south? Back in years past, they used to have a ferry crossing the bridge right where the campground in the TRNP is at—on the Long X Trail—a travel route way back there in the early days of settling in this territory. I'm not old enough to have seen the ferry, but, I've read about the ferry.	Recreation/ Tourism Trail	We had considered proposals to continue the trail all the way both to the entrance of the TRNP, as well as all the way across the Little Missouri River. Based on trying to eliminate the conflict of people and wildlife crossing in the river, as well as some considerations with the overall footprint that we were going to have going through the TRNP, at this point, we're proposing to end the trail short of the park boundary. Formal Response: An alternative carrying the trail across the Long X Bridge was considered early on in project development. Through coordination with the NDGF, it was determined that the trail needed to end at the entrance to the TRNP –North Unit (as opposed to the southern side of the Long X Bridge) to avoid potential human-wildlife conflicts, particularly for bighorn sheep during the lambing period. Following additional coordination with the NPS, it was determined that the trail needed to end outside of NPS-managed lands to minimize impacts on the TRNP –North Unit.
Peggy Wanner	Comment G.2.0.11.	What are our approaches going to look like going out onto the highway? We live on the west side of the highway. How would I get out to go north?	Property Access	In the divided roadway section, where you have that divided depressed roadway, we will maintain access to all residences and properties. There will be a median crossover to get across that median ditch. And that's very similar to what you would see on Highway 2 or Highway 83, from Bismarck to Minot. We didn't go into the level of detail of drawing and designing every single one of those out, because those are still at a preliminary level of engineering. When funding is actually identified for those segments of projects, we would get more into the engineering details. That's when we would come and work on the details with all of the landowners along the roadway on where their access needs to be; how it has to look to make sure we give you the access that you need. Formal Response: Under the Preferred Alternative discussed in the Draft EIS, median crossovers would be installed at access points to facilitate full access. In places where it is determined unreasonable to consolidate or remove an access point, consideration would be given to create a right-in/right-out access without installing a median crossover.

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Morris Tarnavsky	Comment G.2.0.12.	Have you got any timeline on which sections are going to be dealt with in what year? It looked like you've got a project here coming down the hill to the TRNP on the north side of the river. And then, the bridge: Whether you was indicating the bridge is going to be the first needed element in that highway. And then, from there, obviously, it's not going to happen in one year. Not with what's been laid out here before us.	Timeframe and Cost	The Long X Bridge is the priority segment, and there's money available to build that segment of the project. There's no other money identified for any of the other segments of the project at this point. And there's no projects in the NDDOT four-year plan that have any segments, other than Long X Bridge. Formal Response: The Long X Bridge is the only segment of the project corridor for which funding has currently been identified. Length of other project segments and timeframe to construct them would be determined once/if funding becomes available.
Qwain Malkowski	Comment G.2.0.13.	Regardless, that bridge would be a four-lane bridge?	Long X Bridge Options	Yes. Formal Response: The Long X Bridge is the only segment of the project corridor for which funding has currently been identified. This bridge would be constructed to accommodate four lanes of traffic, regardless of funding or schedule of the remaining segments.
Vonne Tarnavsky	Comment G.2.0.14.	Good Job.	General Project Question/ Statement	Formal Response: Comment noted.
Merle Jost	Comment G.2.0.15.	I was just wondering if you identified where the ROW is and how many acres in each spot?	ROW	Yes, we have. Formal Response: ROW impacts are identified in Appendix C of the Draft EIS.
Roger Chinn	Comment G.2.0.16.	The water lines and pipelines: That's what's impacted. But, you're also going to impact that much more when they got to be moved wherever they got to go. Is that a correct statement? Maybe they could rebuild all that.	Utilities	That is a correct statement. And it depends on where they would be relocated to. We looked at the impacts of relocating those utilities, but also the impacts of the footprint adjacent. Formal Response: Utilities would typically be relocated back within the newly acquired NDDOT ROW or in a utility easement acquired by the utility company adjacent to the ROW. The utility companies typically would try to share an easement if they are compatible to be located within the easement. Estimated utility easement impacts are identified in Appendix C of the Draft EIS.
Roger Chinn	Comment G.2.0.17.	So, they [utilities] will be pushed out onto private land? More impact on private land?	Utilities	Not necessarily. Maybe in some cases, depending on the utility and what room they need or what they spec. But, when we worked with utility companies, some of them that are in our ROW now wanted to be back in the ROW again. When the USFS or NPS grants an easement to the NDDOT, it's for highway purposes only, and we don't have any control over what permits—or, what utilities get permitted in there. Formal Response: Utilities would typically be relocated back within the newly acquired NDDOT ROW or in a utility easement acquired by the utility company adjacent to the ROW. The utility companies typically would try to share an easement if they are compatible to be located within the easement. Estimated utility easement impacts are identified in Appendix C of the Draft EIS.

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Teresa Kessel	Comment G.2.0.18.	If there's no one adopting the bridge, are you going to totally destroy it, then?	Long X Bridge Options	<p>Yes. Since it's a historic bridge, we have worked with the State Historic Preservation Office (SHPO) on a mitigation plan for this alternative. It's a two-phased approach—the first phase is: It's up for adoption. If we can find a good home for it with an owner that's willing to take on the structure and preserve some of the shape of that truss, it could just sit there as an example of a Warren through-truss. If that happens, we'll do some minimal documentation to meet historic documentation requirements, and that would be our mitigation plan. In the event that nobody adopts a segment of this bridge, we have a more robust documentation process that we're going to go through. We're going to do a full professional document on the Long X Bridge, as well as the Roosevelt Bridge, and probably incorporate some of the old crossings—the ferries—in one comprehensive report.</p> <p>Formal Response: As part of the Preferred Alternative identified in the Draft EIS, the Long X Bridge would be removed and replaced. Any portions of the bridge that are not adopted would be removed and disposed of by the contractor.</p>
Julie Reis	Comment G.2.0.19.	I noticed on your NPS and USFS lands, there was a notation about mitigating and lessening the effects of the noxious weeds. It was a bullet up there. So, is there efforts, though, as far as the entire project in making sure we minimize that kind of impact? There's a lot of leafy spurge where you're going to be working, and I don't think there's private landowners who are going to want that.	Vegetation	<p>That's something that we're going to take into consideration. The federal agencies have very specific requirements on equipment hygiene. They basically say that you can't bring in equipment that's got any dirt that has any potential to be carrying seed-bearing material on it. You have to have it pressure-washed and cleaned before you bring it onto federal land. We typically haven't had that requirement on private land in the past.</p> <p>Formal Response: As stated in Chapter 5 (Vegetation) of the Draft EIS, the contractor would be required to control noxious weeds during construction in accordance with a noxious weed management plan that would be developed for the project. This plan would apply to both public and private lands. The NDDOT would be responsible for the control of noxious weeds within NDDOT ROW/easements after construction of the project.</p>
Julie Reis	Comment G.2.0.20.	Maybe the source of some of the materials can be—I know that there was a certain area where we had gotten it before. So, I'm not sure where your sources come from, but if there's any checking into—seeing what materials can come from a pretty healthy source of material.	Construction and Maintenance	<p>That's something that the federal agencies require as well, is that you do an inspection of your materials source site, whether that's gravel or borrowed material or whatever. But, that makes a lot of sense: To have those types of precautions on private land, as well.</p> <p>Formal Response: Borrow sites, waste sites, gravel source locations, and staging areas would be determined by the contractor and approved through the NDDOT Material Source Approval Process. This process is followed to obtain environmental clearance on these sites to comply with all federal and state laws and regulations that govern the protection of wetlands and threatened and endangered species.</p>
Julie Reis	Comment G.2.0.21.	We've got a lot of leafy spurge in our state. You need to talk to your weed sprayers.	Vegetation	<p>I see that they sprayed some out by Painted Canyon, so that's good.</p> <p>Formal Response: Comment noted.</p>
Morris Tarnavsky	Comment G.2.0.22.	If I adopted that bridge, and you'll haul it for 100 miles, that's within the distance of a scrap yard in Dickinson. The thought occurred to me, unless you've got some preconditions and so forth—in doing a process like that. And then, another point is possibly—just in recognition of the bridge having a history, you could do a historical thing, right by the TRNP entrance. They've got a little historical thing on one of the early pioneers in the area that got in a wreck on a horse. And, a thing like that could be done as a recognition without the cost of doing what you're saying.	Long X Bridge Options Timeframe and Cost	<p>That's a good point. If someone is willing to adopt it—other than the costs that I outlined before—they also would have to enter into an agreement with the NDDOT, FHWA, and SHPO committing to preserving that truss for use. You can't adopt it and take it to the scrapyard.</p> <p>Formal Response: As part of the adoption process, adopters would be required to enter into an MOA containing stipulations with regards to what can and cannot happen with the bridge.</p>
Vonne Tarnavsky	Comment G.2.0.23.	But somebody has to adopt it.	Long X Bridge Options	<p>Formal Response: Comment noted.</p>

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Morris Tarnavsky	Comment G.2.0.24.	Somebody would have to adopt that, too.	Long X Bridge Options	Formal Response: Comment noted.
Stacey Swanson	Comment G.2.0.25.	Could the bridge be reused—maybe on the county road system—or has it been hit too many times for it to be reused?	Long X Bridge Options	Yes, it could be. As it comes apart, you've got to take the deck off of it, you'd have to have new foundations put in place, and put a new deck back on it. We've had some conversations with some other cities and counties that have had some interest. Most people have been looking at it from a trail perspective rather than a highway one. But it could be reused as a highway bridge again. Formal Response: The bridge has no structural deficiencies that would prohibit it from being used on a county road system.
Stacey Swanson	Comment G.2.0.26.	How expensive [referring to reusing the Long X Bridge]?	Long X Bridge Options	It depends on how the use would be. If you want to put traffic on it, then you're actually looking at putting a foundation; the abutments, depending on what kind of span you want; what modifications you would have to it; how long you want it; putting a concrete deck back on it. You're on the scale of millions of dollars, I guess, is the point. Formal Response: The cost of adoption would be highly dependent upon the intended use.
Merle Jost	Comment G.2.0.27.	Have you identified a policy as far as hay in the ditches goes?	ROW Agricultural Resources	We would follow the same policy that we use on the other divided highways. The adjacent landowner has the haying rights for the ROW in those areas. It wouldn't be like the interstate; it would be like exactly how US Highway 85 is now today. Formal Response: The grass or hay growing upon or within the right of way may be cut for hay by any owner or tenant of lands adjoining the ROW.
Merle Jost	Comment G.2.0.28.	Does that include the median [referring to haying rights]?	Agricultural Resources	I don't think they allow haying in the median. Formal Response: NDDOT does not allow haying in medians of four-lane highways.
G.3. WATFORD CITY PUBLIC HEARING				
Rob Sand	Comment G.3.0.1.	Is anyone going to talk about that Chandler monument right by the park entrance that would be impacted?	Cultural Resources	It wouldn't be impacted. It's far enough away from the roadway, and it can remain as it is in-tact. Formal Response: The monument would not be impacted by construction.
Rob Sand	Comment G.3.0.2.	With access to it [referring to the Chandler monument]?	Cultural Resources	Yes. Formal Response: Access to the monument would be maintained.
Jan Swenson	Comment G.3.0.3.	Could you tell us a bit more about the construction of those retaining walls in the Badlands section: Like, what your expectation is; what kind of materials?	Roadway Alternatives (Badlands)	The details of what material it would be and what they would look like: That would be something we'd work on during final design. Formal Response: As stated in Chapter 3 (Section 3.3.4) of the Draft EIS, the retaining walls would consist of colored concrete to allow them to blend into the natural landscape. The exact size and dimensions would be determined during final design.
Jan Swenson	Comment G.3.0.4.	There's going to be some sizeable things that go on in that seven-mile stretch, with cutting back on the buttes and all of that. I would like to have a pretty clear idea of the extent of the impacts: the physical/mechanical impacts that have to go into play in order to expand this to a four-lane.	Roadway Alternatives (Badlands) Construction and Maintenance	One thing I think that we have available right here tonight that we can point you to is the books on the table in the back. And through the Badlands—well, for the whole project, there's the maps there that show the limits of the construction of the project, as well as the proposed ROW and the existing ROW out there. Formal Response: A description of the proposed improvements through the Badlands segment of the project corridor are discussed in Chapter 3 of the Draft EIS. Potential impacts resulting from the proposed improvements through the Badlands segment of the project corridor are discussed in Chapter 5 of the Draft EIS.

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Jan Swenson	Comment G.3.0.5.	They show these little blue lines [referring to the maps provided during the public hearing]. That doesn't tell us a whole lot about their character. Will there be rumble strips in those medians, the 12 and 20? Are you thinking there's going to be rumble strips along all of those?	Roadway Alternatives (Badlands)	Yes. Formal Response: Rumble strips will be installed within the center flush median and along the outside edges of the highway.
Jan Swenson	Comment G.3.0.6.	When you did the sound studies that you have, did you take that into consideration: The hit-or-miss? Because, I know from where I lay my head some nights, from two miles away, you can hear them hit that rumble strip frequently. I was just wondering if that was included.	Noise	We did two different types of sound analysis. The FHWA methodology for doing noise analysis: I don't think that it accounts for rumble strips. I don't believe that the model takes into account—there's no way to build that into the model. One thing to note is that, that noise is already there. There's going to be a continuation of that rumble strip noise. The way the FHWA TNM 2.5 model works is that you use actual monitoring data from the field. That's your baseline. That would include hitting rumble strips on that baseline. And then there's a projection that's done based on a model to extrapolate what the future noise condition would be. On the point source noise study, we could also take a look at that to say that it's already taking this max amount of noise. It's pretty conservative in the fact that we use a pretty high number of saying what the traffic is generating at a point source. So, it might have already accounted for rumble strips in that because it's already a pretty high number. Formal Response: A separate analysis of impulse noise (e.g., engine brakes, vehicles driving over rumble strips) is not specifically required under 23 CFR 772. The FHWA standard traffic noise model (i.e., TNM 2.5) completed for the project accounts for impulse noise during field data collection and factors it into the overall model.
Eugene Fedorenko	Comment G.3.0.7.	In your design, why not follow the design of the Interstate 29 (I-29) or Interstate 94 (I-94), where you don't have to slow down to 45 or 60 mph going through?	Roadway Alternatives (Entire Corridor)	The main difference is, an interstate is a controlled access facility. It has a higher set of design standards, and we control how people get on by having interchanges. This is more the goal or the classification of this roadway as an interregional roadway. It's a divided highway, so we provide that access point. So, there's those things that have to be considered rather than shutting out access. That type of design takes a whole other set of considerations, then, is how you're going to provide access to all of the adjacent landowners with interchanges and frontage roads and things like that. Formal Response: A controlled access facility such as an interstate would not be appropriate in this situation due to the number of residences, access points and arterial roads along the project corridor.
Eugene Fedorenko	Comment G.3.0.8.	If this is a road that's going to go all the way from Canada to Mexico, don't you think that that would be a better design?	Roadway Alternatives (Entire Corridor) Regional Transportation Network	We have to use the infrastructure we have in place, and we have to make reasonable decisions on the financial impacts of that. Something like that, you're talking about doubling, tripling the cost of this project. Formal Response: A controlled access facility such as an interstate would not be appropriate in this situation due to the number of residences, access points and arterial roads along the project corridor.
Doug Nordby	Comment G.3.0.9.	I have a question about the roadbeds going on both sides. Are they going to be pavement? Cement? Are the intersections going to be cement?	Roadway Alternatives (Entire Corridor)	Since we're in the environmental phase, everything is based on a preliminary level of engineering, so we're not at final design. But, the concept would be that it would be an asphalt—a hot mix asphalt type of roadway, not concrete. There could be potential for concrete if there's areas—like at the roundabout or other areas—where we need concrete intersections. Those decisions will be made during final design. We're going to use the existing roadway. We'd also put an asphalt-type overlay on the top of that, too. Formal Response: During final design, the roadway surface material used throughout the entire corridor would be determined.

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Doug Nordby	Comment G.3.0.10.	We have a lot of tracking problems right now north of Grassy Butte on that stretch going up there. There's severe traction problems. We've got some very severe accidents when there's hydroplaning with heavy rain. And then, more importantly, when it's icy out, if you end up on the top and you come across and you slide down through that valley up to the next one, we've had some severe head-on collisions as a result of those things. If it is pavement, do you have any ideas on how to make that last longer and be less dangerous?	Construction and Maintenance Safety	We have techniques to help restore some of the skid resistance by using chip seals and what we call the microsurfacing technique to restore that friction on the roadway. Formal Response: During final design, the roadway surface material used throughout the entire corridor would be determined.
Marina Carrillo	Comment G.3.0.11.	I'm interested in anything that has to do with the economic side of the state. But, my only concern with this plan is that option there on the intersection on US Highway 85: The roundabout. You mentioned that it will be not much in the favor for the truck drivers. Is there any other option with that intersection, or is that what it's going to be like?	Economy US Highway 85/ND-200 Intersection Options	The other option that we were looking at is just your standard 'T' intersection-type project or design. Without getting into a ton of detail at this point, there's many things we can do to make sure that it accommodates the loads that go through there: The freight movement. This internal truck apron has a low mountable curb so long loads, if they need to cut the corner tighter, can ramp up on that. We'd make sure the cross slope is correct, so as they come through the roadway, if it's a big, oversized load or a low load like on a lowboy, that it doesn't scrape bottom. We've learned from some other roundabouts that we've built on how to address some of those issues. Formal Response: A standard intersection design was also analyzed as an option at the ND Highway 200 intersection; however, the roundabout has been identified as part of the Preferred Alternative. The roundabout design would take into account industry and trucking needs and would be designed to accommodate long and oversized loads.
Michael Jones	Comment G.3.0.12.	My question is on the three high-traffic oilfield roads from the TRNP – North Unit into Watford City, both into County Road 34 and County Road 30, which is a major one. Both of these impact me where I live and where I work, as well. Is there going to be any difference between the exit and entrance onto the highway at these high-traffic areas? Because, they're very high-traffic oilfield roads, so you're going to have the big, long, heavy, slow-turning loads.	Traffic Volume/ Operations Roadway Alternatives (Entire Corridor)	The traffic study that was done as part of this project did identify some of those intersections. Things have changed even in the last couple years. So, when we go to final design, we would re-look at some of those things. Especially in the roadway sections where we have this center median. It's a very easy thing to put a turn lane in here. It's, kind of, built in. And that's what you see between Watford City and Williston, too. At County Road 30, in a future condition, we thought, at some point, it would be warranting a traffic signal. So, between turn lanes and, maybe, one signalized intersection, it is, where it is at this point. Things change by the time we build the project. We re-look at all of these things when we get to final design. Formal Response: Under the Preferred Alternative identified in the Draft EIS, at County Road 30, the intersection would maintain its current function and configuration. At County Road 34, the roadway would consist of a four-lane highway with a depressed center median. A center median crossover would likely be installed at this location. Potential turn lanes and signalized intersections would be finalized during final design.
Michael Jones	Comment G.3.0.13.	I just had one more question on the Badlands area: What grade is going to be on the north and south sides?	Roadway Alternatives (Badlands)	It would be very similar to the grades that are out there now, because changing the grade would require substantial amounts of earthwork, and we're already having a pretty good amount of it just to widen the roadway out. When we have the truck-climbing lanes that go up out of there, those would be extended down to the bridge. Since the concept is a four-lane structure, we would build that structure first; and then, we would extend those lanes. That's how it would look in the interim before the actual four-lane roadway project would be built to meet it. Formal Response: The grades through the Badlands would not change and would match the existing grades.

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Rob Sand	Comment G.3.0.14.	I'm concerned about the speeds on that—I know it's been slowed down somewhat to go through the Badlands. But, when you get snow and ice—I would assume that you're going to have to do almost like what they do on the freeways, which is two or three plows at times. And then, there's the slush lanes and all of that stuff. It seems like there should be at least some warning signs before you exit those areas to alert people to those conditions and slow them down further. In other words, have a relative speed limit. But I would recommend getting down closer to 55 for the whole area, partially because of the park. That's a real big issue. But, the safety issue is you've got people who don't know how to drive on these things. When they go barreling down the hill and stuff, it can get pretty tricky, and most people know that.	Safety Roadway Alternatives (Badlands)	Sure, yeah. That's a good point. So, maybe what you're asking or proposing is that there's a message sign. Like, a changeable message sign to alert drivers to weather conditions or roadway conditions? Formal Response: Comment noted.
Rob Sand	Comment G.3.0.15.	Yeah. With the speed limit electronically—	Roadway Alternatives (Badlands)	Sure. The other thing is, as it would be expanded to a four-lane-type facility, the snow and ice control and maintenance costs go up with that. And the approach to snow removal would have to be done a little bit differently. In our district, we adjust for that. We have a fleet of toe plows now that can take a wider pass; take a gang-type approach to get those areas plowed off. Formal Response: Comment noted.
Dan Richmond	Comment G.3.0.16.	Just on the Long X Bridge there, I didn't see it in the study, but in the proposed option, turning it into a walk bridge or anything like that was not acceptable to maintain that? Leaving it as a walk bridge? Like, most historic bridges get decommissioned and then are just maintained for a walk bridge. Especially since there's biking trails and access on each side of that bridge, make it into a walk bridge instead of tearing down an historical site?	Long X Bridge Options Recreation/ Tourism	Leaving it as-is? We did look at that. With the bridge alternatives, there was three alternatives. One was the rehab. That was Option LX-1. Option LX-2 was the alternative use option. We started at that point, to say, "Could this be used as a walking bridge or a trail? Or could it even be used as a plaza that people could drive to and then get on and enjoy the river and things like that?" Through that process, there were some conflicts with the way that we wanted the wildlife crossing system to work, as well as trying to minimize the amount of impacts we have on the TRNP—North Unit. The trail and the plaza-type ideas didn't come through the screening process because of the conflicts—because of those other goals of the project. So, the only alternative use—and there's still that option—was for the bridge to just be there to stand as an example of a Warren truss bridge, and it wouldn't have been allowed for any public use. Formal Response: An option carrying the trail across the Long X Bridge was considered early on in project development. Through coordination with the NDGF, it was determined that the trail needed to end at the entrance to the TRNP—North Unit (as opposed to the southern side of the Long X Bridge) to avoid potential human-wildlife conflicts, particularly for bighorn sheep during the lambing period. Following additional coordination with the NPS, it was determined that the trail needed to end outside of NPS-managed lands to minimize impacts on the TRNP—North Unit.
Steve Stenehjem	Comment G.3.0.17.	I think you guys have done a great job. And obviously, you've been listening to a lot of stakeholders for a long time on the design that you've made.	Public Involvement General Project Question/ Statement	Appreciate those comments. Formal Response: Comment noted.

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Steve Stenehjem	Comment G.3.0.18.	As far as the economics go, you're starting at the right place with that bridge, because that's a choke point that's been a problem for many years. It's going to be 60 years old next year. You might call it "historic," but it's outlived its time and its usefulness. When that bridge gets shut down for when people run into it—it's not only what happens in that day or two of people not being able to get between here and the interstate; but when they're repairing it, it shuts it down, too. If you have to go to Dickinson or Belfield or Bismarck and try to catch a plane or something, and you head down there, the traffic will go to the top of the hill on both sides. It's miles long when only one lane is open. That creates a huge economic impact for our community and our whole area. Plus, it's so horribly inconvenient. I have friends that have missed flights and all kinds of problems like that. So, I think getting that bridge fixed: that's a number one priority and a great idea.	Timeframe and Cost Traffic Volume/Operations Economy	Formal Response: Comment noted.
Steve Stenehjem	Comment G.3.0.19.	Your design with the depressed median, more like Highway 2 than between here and Williston, is a great thing. Just from a safety standpoint, I think that that's a wonderful thing.	Safety Preferred Alternative	Formal Response: Comment noted.
Steve Stenehjem	Comment G.3.0.20.	Having a bike path between here and the park: That's a wonderful thing, too.	Trail	Formal Response: Comment noted.
Steve Stenehjem	Comment G.3.0.21.	In the last 10 years, my wife and I—we actually came across a fatality just north of the bridge where people wrecked. They only had one choice and that was hit the ditch, because cars and trucks were coming up. It was a couple of brothers from Mayville hauling a pick-up on a fifth-wheel. They had to turn; the thing jackknifed; one of them got killed. Terrible experience. We've had two close friends killed on that road in the last 10 years: One just north of Grassy Butte, and one just south of town. Having a median where they didn't smack into somebody in the other lane or get hit by a truck when they're bicycling down the shoulder: that's a big deal.	Safety	Formal Response: Comment noted.
Steve Stenehjem	Comment G.3.0.22.	It's been too long. We've been waiting for this for a terribly long time. Just the economic impact to our state of that oilfield traffic—and I'm sure some of you will bring it up—but the overload permits that go on US Highway 85 dwarf any other road in our state. That's a big deal. And to connect Canada to Mexico on this US Highway 85 corridor, we have to do our part to make it the highway that it should be. And you guys have a great design that will help out a great deal, so thank you.	Economy Load Limits Regional Transportation Network Preferred Alternative	Formal Response: Comment noted.

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Mike Kopp	Comment G.3.0.23.	What has to be done before construction of the bridge begins?	Timeframe and Cost	<p>We need to finish this environmental process. I laid out in the schedule, we're still working on that. We've done some preliminary engineering, so we have some idea. We have the surveys done; all the studies are done. So, we've started working on some of the design, based on the concepts of the Preferred Alternative. But, the main thing that we want to do is get through this environmental process.</p> <p>Formal Response: The next step in the process is completion of the Final EIS/ROD. Once environmental clearance has been obtained for the project, the project would move into the final design, permitting, and ROW acquisition phase. The final details of the roadway design, drainage design, construction traffic control/phasing, and final ROW and easement needs would then be determined. Coordination with the necessary utilities regarding the movement of utility lines or pipelines would be conducted, and applicable permits would be acquired. ROW and temporary easements would be acquired as needed for the project.</p>
Mike Kopp	Comment G.3.0.24.	And then, let contracts go—or, happen?	Timeframe and Cost	<p>Once we get a final environmental decision, then we would finish our final design. Once we made our Preferred Alternative public, we started engaging with the landowners in that area, just to make sure that—well, we tried to time everything so we could talk to them at the same time that the Draft EIS came out. We've been having conversations with the landowners to let them know that we're going to have some ROW needs to get that project built. So, final design; ROW; and then, we'll need some permits. The US Army Corps of Engineers (USACE) is a cooperating agency on this project. We'll need a permit from them. So, the final design package would have to be put together, and then, we would advertise that for bids. We would take bids; and then, award a contract; and then construction.</p> <p>Formal Response: Once environmental clearance has been obtained for the project and funding has been authorized for one or more project segments, the project(s) would move into the final design, permitting, and ROW acquisition phase. The final details of the roadway design, drainage design, construction traffic control/phasing, and final ROW and easement needs would then be determined. Coordination with the necessary utilities regarding the movement of utility lines or pipelines would be conducted, and applicable permits would be acquired. ROW and temporary easements would be acquired as needed for the project.</p>
Mike Kopp	Comment G.3.0.25.	And that will be done between now and when? Beginning? End of the year? Middle of the year?	Timeframe and Cost	<p>Given that, if everything follows the schedule appropriately, we'd like to start construction in the Spring of 2019. There's a lot of things that have to fall into place to keep that schedule, so we're doing our best to work towards that.</p> <p>Formal Response: Construction of the Long X Bridge segment of the project is anticipated to commence in 2019.</p>
Cal Klewin	Comment G.3.0.26.	I want to thank you for your efforts so far in moving the Draft EIS forward. Hopefully, this project will come to fruition as soon as we can get funding; that type of thing.	Timeframe and Cost	<p>Thank you.</p> <p>Formal Response: Comment noted.</p>
Cal Klewin	Comment G.3.0.27.	This is a main artery for this community in western North Dakota. We have a world-class oil and gas industry moving forward; we have tourism efforts that significantly enhance the economic opportunities of this region.	Economy Regional Transportation Network Recreation/ Tourism	Formal Response: Comment noted.

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Cal Klewin	Comment G.3.0.28.	One of the things that I want to point out that the people living out here and working out here have been dealing with is that this highway leads all other corridors in North Dakota—which are four-lane—leads them two and three times in oversized, over-width permits. So that's what we're dealing with out here, and that's something that we need. We show that we have to have some type of corridor that moves the people safely, and the efficient moving of freight. I have those numbers here. I can submit it electronically, but these are numbers that I get every quarter from the highway patrol. So, I think it's something that probably will build the case that this is something that needs to be taken care of as soon as possible for the safety of the people and the enjoyment of the traveling public.	Regional Transportation Network Load Limits Safety	Yup, we would definitely be interested in your information. Formal Response: Comment noted.
Aaron Pelton	Comment G.3.0.29.	I want to thank you guys for everything that you've done for the public's safety out here. I can't imagine getting into Williston right now without the four-lane highway; getting to Minot without the bridge that we have over there, with the traffic the way it is. Thank you guys very much.	General Project Question/ Statement Safety	Thank you. Formal Response: Comment noted.
Aaron Pelton	Comment G.3.0.30.	We have over 200 employees in our company, and we do a lot of recruiting around the country to get people to come here from other states. The Badlands are a major, major recruitment tool and a big reason that people want to move here. You'd be hard-pressed to find anybody who loved the Badlands more than the citizens of Watford City. With that being said, we've become landlocked without that bridge. That bridge needs to be practical, and it needs to be well done, and it needs to be done right. Because, without that bridge, we've, essentially, become an island in McKenzie County.	Recreation/ Tourism Long X Bridge Options	Formal Response: Comment noted.
Aaron Pelton	Comment G.3.0.31.	This is all a very, very beautiful project. I love it a lot. We're not exactly swimming with a lot of tourism opportunities in North Dakota, but the Maah Daah Hey is a really, really important one, and the Maah Daah Hey is the one that's—I think we've just hit the tip of the iceberg. If we do find a way to get a bike trail down there, that would just be the starting point for that. So, thank you guys very much.	Recreation/ Tourism Trail	Formal Response: Comment noted.
Dan Richmond	Comment G.3.0.32.	Just a question on this trail: I've been talking to people about this for a long time and hearing it's coming. How serious is this?	Trail	Formal Response: The trail has been identified as part of the preferred alternative in the Draft EIS. As discussed in Chapter 4 of the Draft EIS, grading operations for the trail could occur concurrently with the grading operations of the new roadway. The surfacing of the trail could occur the following construction season when the roadway is surfaced or at a later date depending on when funding for the trail is received.

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U.S. HIGHWAY 85

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)
 Project 9-085(085)075 PCN 20046
 Stark, Billings and McKenzie Counties, North Dakota

Name/ Entity ^(a)	Comment Number	Comment Received	Theme	Response ^(b)
Dan Richmond	Comment G.3.0.33.	I'd love to see this project move forward. If you look at the maps, you don't see any access points; any public parking; you don't see where the trailheads are going to be. You really don't see anything in the documentation right now showing where that stretch is going to be, and where the access points are going to be in that.	Trail	<p>On the north end of the project, it would tie into the plan that McKenzie County and Watford City have for their trail network, wanting to connect to this. They already show that in their long-range plan. There's been some talk about connecting to the county road. The county is looking at their plan on how they would get people on and off and have trailheads to go with it. We've been working with the county on this concept, and we wanted to make sure that we get all of the studies necessary to clear the path environmentally so that it could be built. The county has committed to the long-term maintenance and ownership of that trail. We still have to figure out how we're going to fund the construction of it. We talk about phase construction along the length of the project; there might also be phase construction across the width of the project. And what I mean by that is that the trail, maybe, comes later than the roadway would if the roadway were ever built. Or, the drilled shaft structure: That might have to come before the roadway expansion ever came. It all depends on the needs and where the funding comes from. The path will be cleared environmentally for it; then, it comes down to finding money to build it.</p> <p>Formal Response: As discussed in Chapter 3 of the Draft EIS, the trail would span from the northern project terminus, south to McKenzie County Road 34, where a trailhead may be constructed. At the northern end, the trail would connect to the Watford City trail system at McKenzie County Road 30 (in the future as planned) or a future trailhead may be developed near this intersection if a connection to the Watford City trail system isn't yet built.</p>
Dan Richmond	Comment G.3.0.34.	I'd love to see this come forward. I think it's going to be a great tie-in to the Maah Daah Hey Trail. Especially for me, since it's going right in front of my house. I can just ride there all the time.	Trail	Formal Response: Comment noted.
Dan Richmond	Comment G.3.0.35.	Are they taking any precautions—and I fight this all the time with four-wheelers, snowmobiles—any kind of plan to keep motorized vehicles off of that trail?	Trail	<p>With the all-terrain vehicles: We've had that comment at previous public meetings, too, and we thought about that a little bit. The best answer that we have would be signing to do that. By signing and having a county ordinance to go with it, that would give law enforcement an opportunity to, then, enforce those for keeping motorized vehicles off of the trail.</p> <p>Formal Response: Signs restricting the use of motor vehicles would be installed.</p>
Roger Chinn	Comment G.3.0.36.	As a landowner and a resident on US Highway 85, I fully support the project, especially the bridge. That has been a thorn. I had to come to Watford a lot of years ago, and I don't know how many times I would drive over 20 miles north and the bridge was shut down, and I had to go around by Killdeer to get to Watford City.	General Project Question/Statement	Formal Response: Comment noted.
Roger Chinn	Comment G.3.0.37.	On the design of the road, I fully support the divided highway with the depression in the middle, with one caveat: I would like to see the whole road built that way. I'm concerned that we're going to build a \$400 million, almost \$500 million—that's half of \$1 billion, I believe—road. And then, we're going to have a choke point when we get there.	Preferred Alternative Roadway Alternatives (Badlands) Timeframe and Cost	<p>At the beginning of the project, when we were still looking at concepts, we looked at both of those. As we went through the input process—both the public input, as well as working with our agency partners—it became very clear to us that we needed to set some goals to minimize that footprint.</p> <p>Formal Response: Roadway design standards allow for flexibility in application in order to reduce project related impacts and allow engineers the ability to design projects in a manner that best addresses the needs of the project. The US Highway 85 project team has taken advantage of these design standard flexibilities and incorporated several flexible design options through the Badlands segment of the project corridor; for example, reduced speeds, retaining walls, and varying median widths. The intent of these design modifications is to reduce the roadway footprint to the extent practicable to minimize environmental and socioeconomic impacts, as well as minimize impacts on the TRNP—North Unit, while still addressing the project's purpose and need.</p>

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Roger Chinn	Comment G.3.0.38.	We hear a lot about impacts. On a section of land, if you own a mile of the highway—it's going to be right at 12 acres. Well, that is 1.87 percent of that section that that individual owns. I think it's going to take land from me. I know that. It's farmland. But I still support the project. It's hard to build a road if you don't have any property to put it on.	ROW	Formal Response: Comment noted.
Roger Chinn	Comment G.3.0.39.	When you did the design, did you design through the Badlands a little wider divided highway with the depression? How much more land are we talking would be impacted?	Roadway Alternatives (Badlands) ROW	The land area—what happens is, when you get wider, you add quite a bit of property, because it chases down or up the hill, depending on how you're cutting. So, it makes it a lot more than just another 10 feet. That 10 feet might turn into another 200 feet by the time you chase it—before you're tied down very close. You get 10 feet wider; now, you've got to tie down, 200 feet below where you're at. That was the main problem. So, that made those impacts a lot greater a lot faster. Formal Response: Through the Badlands segment of the project corridor, the roadway footprint has been reduced to the extent practicable to minimize environmental and socioeconomic impacts, as well as minimize impacts on the TRNP—North Unit.
Roger Chinn	Comment G.3.0.40.	Did it raise the costs significantly? Did you do any work on that?	Roadway Alternatives (Badlands)	At the point of scoping and getting the input, we thought that our best approach to get this project approved and moved forward fast is I don't think we did go into the level of detailed analysis that we did for the alternatives as—that we presented today. Formal Response: As discussed in Chapter 3 of the Draft EIS, a full range of reasonable alternatives was developed for all segments of the project. A four-lane roadway section with a depressed median through the Badlands segment of the project corridor was considered, but eliminated due to geotechnical and engineering issues.
Roger Chinn	Comment G.3.0.41.	Well, using the 12 acres a mile, the map I have shows three and a half miles of federal land managed in the national grasslands that's impacted in that seven-mile stretch. Well, that's 42, if you take the three and a half. Our federal neighbors have over a half a million acres in McKenzie County. I don't know if it's too much to ask them to give up 40 or 50 acres so that we can have a safe highway. I mean, the percent is so small. The same way with our friends at the NPS. I hate to see us spend that kind of money and still have a bottleneck. I can see that, as tourism picks up and more people drive this road, there will be more traffic turning into that park. And you're coming downhill, turning on a slope. If people don't know for sure where they're going, there will be wrecks there, just like, as Steve mentioned, there were wrecks along the bridge.	ROW TRNP/Public Lands Recreation/ Tourism Roadway Alternatives (Badlands)	Thanks for the comment. We see your point. The one thing is that it isn't just a straight-line relationship as far as going to that wider roadway section, that it was just going to be another 100 feet wide. The problem with the Badlands is you have to get another 200, 300, 400 feet wide to be able to do it. And so, your point being, "Well, that's a small percentage of the federal land." Even at those widths, it still would be. But, looking at it in the scale of the impacts of what our project was and trying to keep that footprint down—because some of the other things it would have impacted was a lot more: The drainage features; wetlands; trying to stay away from the cultural resources in the area. By using the footprint we did, we really didn't have to deal with a lot of that because we avoided a lot of those impacts. So, it helped us move the project forward, and it gives us a lot more confidence that we can get it permitted and get the easements we need with that kind of design. Formal Response: Comment noted.
Roger Chinn	Comment G.3.0.42.	I commend you guys and the State of North Dakota for finally recognizing that this is a problem in western North Dakota, and I'll be like Larry the Cable Guy: "Git-R-Done."	General Project Question/ Statement	Formal Response: Comment noted.

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G.1. Belfield Public Hearing

5/29/2018

<p style="text-align: right;">Page 2</p> <p style="text-align: center;">A P P E A R A N C E S</p> <p>1</p> <p>2</p> <p>3</p> <p>4 PRESENTERS:</p> <p>5 MATT LINNEMAN</p> <p>6 JEN TURNBOW</p> <p>7</p> <p>8</p> <p>9</p> <p>10 PUBLIC COMMENTERS:</p> <p>11 JAN SWENSON</p> <p>12 BRAD BEKKEDAHL</p> <p>13 CURTIS GLASOE</p> <p>14 ROGER ASHLEY</p> <p>15 MIKE McENROE</p> <p>16 CAL KLEWIN</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p style="text-align: right;">Page 4</p> <p>1 series of public hearings starting tonight.</p> <p>2 Tomorrow night is in Fairfield, and the</p> <p>3 night after that is in Watford City. So we're</p> <p>4 looking for public comment, public input on that</p> <p>5 document.</p> <p>6 So as I said, thanks, everybody, for</p> <p>7 coming. My name is Matt Linneman. I'm with the</p> <p>8 North Dakota DOT, and I'm the project manager for</p> <p>9 this Highway 85 project.</p> <p>10 The DOT is developing this project and</p> <p>11 this environmental document in partnership with</p> <p>12 Federal Highway being our lead federal agency.</p> <p>13 And the DOT has contracted with KLJ</p> <p>14 Engineering to, you know, develop the -- write the</p> <p>15 document and do all of the studies for the</p> <p>16 project.</p> <p>17 One thing: As you all came in, we had a</p> <p>18 sign-in table. Please make sure that you get your</p> <p>19 name on the sign-in sheet.</p> <p>20 We also have some public participation</p> <p>21 surveys that are available. We definitely</p> <p>22 encourage you to fill those out.</p> <p>23 Those are optional, but those are an</p> <p>24 important part of our program to make sure we're</p> <p>25 complying with federal regulations.</p>
<p style="text-align: right;">Page 3</p> <p>1 WHEREUPON,</p> <p>2 the following proceedings were had at</p> <p>3 5:34 p.m., to wit:</p> <p>4 MATT LINNEMAN: Welcome, everybody.</p> <p>5 We'll get the presentation started in the next</p> <p>6 couple minutes, so if you want to find your seats</p> <p>7 or remain standing -- okay.</p> <p>8 How does -- can everybody hear me fine,</p> <p>9 or do you need the PA system? If for some reason</p> <p>10 you can't pick it up or can't hear -- how are you</p> <p>11 hearing?</p> <p>12 Is this loud enough? Okay. I would</p> <p>13 rather not have to talk into this mic if I don't</p> <p>14 have to.</p> <p>15 So welcome, everybody. Thanks for</p> <p>16 coming to our public hearing for the U.S.</p> <p>17 Highway 85 project.</p> <p>18 The project is from I-94 to the Watford</p> <p>19 City Bypass. We've been working on this project</p> <p>20 for a couple years now.</p> <p>21 We're at the point where we have a draft</p> <p>22 EIS that's been published and out for public</p> <p>23 review and comment.</p> <p>24 There's a 45-day comment period on that</p> <p>25 that runs until June 25th, and we're holding a</p>	<p style="text-align: right;">Page 5</p> <p>1 And it gives us good information on if</p> <p>2 we're reaching out to the public and reaching out</p> <p>3 to all demographic groups.</p> <p>4 So you can leave those surveys on the</p> <p>5 table. There's a sheet -- or, a spot to drop</p> <p>6 those in, or there's the address on there, too, if</p> <p>7 you'd like to mail those in at a later date. I</p> <p>8 appreciate your effort in filling those out.</p> <p>9 So our objectives of the meeting here</p> <p>10 today: We want to review -- we'll touch briefly</p> <p>11 on the purpose and need of the project: Why we're</p> <p>12 doing the project and what are the reasons for</p> <p>13 that.</p> <p>14 We're going to go through in detail what</p> <p>15 has been identified in the draft environmental</p> <p>16 impact statement as a preferred alternative for</p> <p>17 the project.</p> <p>18 There were several different</p> <p>19 alternatives and options for the project that were</p> <p>20 studied, and we'll spend some time going through</p> <p>21 what's been identified as the preferred.</p> <p>22 We'll discuss the impacts that are</p> <p>23 associated with those alternatives. And then,</p> <p>24 we'll spend a little bit more time talking about</p> <p>25 the Long X Bridge project itself.</p>

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<p style="text-align: right;">Page 6</p> <p>1 And then, we'll have time for, 2 obviously, comments or questions. And, you know, 3 we have a presentation. Jen Turnbow from KLJ will 4 be helping me give this presentation today. 5 It's probably going to be about an 6 hour's worth of presentation time, so if you have 7 questions, feel free to speak up at any time. 8 You don't have to wait until the end. 9 We can have a conversation here and provide your 10 input as you see fit. 11 Logistically, if you do have questions 12 or comments, please make sure that you state your 13 name. 14 We'll probably set the mic up at the end 15 to do it, or we can bring it around to make sure 16 we get it. 17 We have a court reporter here today -- 18 Liz is her name -- and she'll be, you know, 19 transcribing the presentation here today, as well 20 as your comments and questions. So like I said, 21 make sure you state your name so we know who you 22 are. 23 So a little bit on the project's purpose 24 and need: The proposed project, like we talked 25 about, is a proposed expansion of U.S. Highway 85</p>	<p style="text-align: right;">Page 8</p> <p>1 area. 2 So we have, you know, developments of 3 oil and gas industry in the area, in western North 4 Dakota. 5 We have agricultural users in the area. 6 We have a population increase due to that 7 development, as well as the recreational use and 8 the tourism aspect of western North Dakota. 9 So we have several different users all 10 wanting to use the same area. So we have 11 different-sized loads; different speeds of loads; 12 different familiarity with the area. 13 And so, we have this mix of users on the 14 roadway. And so, we're trying to accommodate them 15 in a safe and efficient manner. 16 We're also looking at the overall 17 highway system and looking at the system linkage 18 component of this project. 19 You know, we have a four-lane network in 20 the state that's highlighted in the map here in 21 yellow, Highway 85 being a link to the four-lane 22 facility at I-94 to the four-lane that starts, 23 basically, at Watford City and then continues up 24 to U.S. Highway 2. 25 Safety: The safety aspect of this</p>
<p style="text-align: right;">Page 7</p> <p>1 from I-94 to Watford City and the Watford City 2 Bypass. 3 You know, the proposal was to 4 rehabilitate or replace the Long X Bridge, as well 5 as along with that expansion. 6 And like I said, an EIS -- an 7 environmental impact statement -- process is being 8 followed. 9 Like I said, Federal Highway is our lead 10 federal agency. We also have three cooperating 11 agencies that have either permitting or land use 12 as part of the project. 13 So that's the U.S. Army Corps of 14 Engineers, the National Park Service, and the U.S. 15 Forest Service. 16 So the purpose and need for the project. 17 So as we've come to the public in a series of 18 meetings through the scoping process and getting 19 your input on that, we've taken that in with the 20 agency input. 21 And so, here's, kind of, the 22 bulletpoints of what the purpose of this project 23 is. 24 One is to meet the social demands and 25 the economic development that's happening in the</p>	<p style="text-align: right;">Page 9</p> <p>1 project is something we've gotten a lot of input 2 from the public as we've gone through the scoping 3 and the alternatives development of the public. 4 So what we're trying to account for is 5 having a safely traversable roadway with adequate 6 widths to handle vehicle breakdowns. 7 Make sure we have proper clear roadway 8 areas adjacent to the edge of the roadway; that we 9 provide passing opportunities for trucks and for 10 people getting around those mix of users that we 11 previously discussed, which ties right into the 12 capacity of the roadway segment. There's not a 13 lot of great passing opportunities on this segment 14 of Highway 85. 15 So the idea is, you know, that the 16 four-lane facility helps provide those passing 17 opportunities, and it helps increase -- so the 18 term we use, from a traffic engineering 19 standpoint, is "level of service." 20 But basically, not having to spend so 21 much time following a vehicle, so reducing your 22 time spent following. 23 The transportation demand and the 24 roadway classification: Highway 85, through this 25 segment, is on the National Highway System.</p>

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<p style="text-align: right;">Page 10</p> <p>1 It's what we classify as an 2 "interregional corridor" in the state of North 3 Dakota, so a high level of interconnectivity in 4 the region for moving goods and people. 5 We also classify this segment of roadway 6 as a freight level one category. The DOT has 7 recently come out with a strategic freight plan, 8 so this roadway is on the highest tier of freight 9 network. 10 It's also, from the last legislative 11 session, been designated as a 129,000-pound route, 12 so we have a new higher gross vehicle weight for 13 freight that can move through this corridor, as 14 well as being part of the Ports-to-Plains Alliance 15 in the Theodore Roosevelt Expressway as having a 16 connection from Canada to Mexico. 17 Some of the other issues we have, 18 especially in the Badlands area, is just the slope 19 stability issues of the land formations out there. 20 Being able to have a reliable roadway 21 from the aspect of landslides having to close the 22 roadway, as well as some of the issues of 23 reliability that we've had with the Long X Bridge 24 with some of the overhead restrictions and 25 oversized -- we'll call them, maybe, "extra-legal"</p>	<p style="text-align: right;">Page 12</p> <p>1 methodology, an alternatives screening process 2 where we, kind of, based on input as we came to 3 the public through our previous process of scoping 4 and alternatives methodology, taking into account 5 all the different ideas and reasonable range of -- 6 well, I don't want to say "reasonable" -- a wide 7 range of alternatives to be considered and 8 studied. 9 So we went through that. We went 10 through a screening process and methodology that 11 we had consulted with our agency partners on, on 12 that methodology. 13 We screened through those and came up 14 with a range of alternatives that were studied in 15 detail in the environmental document. 16 So alternatives we used were, kind of, 17 the overall project consideration; "options" being 18 a term for the more discrete elements of the 19 project. 20 So the ones that have been studied in 21 the environmental document have a name; have an 22 alternative; have an option. 23 And we're not going to spend hardly any 24 time talking about those today; rather, just what 25 we've set forth -- the DOT and Federal Highway --</p>
<p style="text-align: right;">Page 11</p> <p>1 loads going through there and striking the cross 2 members, closing that down. 3 And so, stability of the roadway and not 4 having a closure, since we don't have a detour 5 route for this segment when it's closed. The 6 traffic is 50 miles of indirection. There's no 7 good, you know, local routes around. 8 And the other thing we'll talk about, 9 you know, is ecological connectivity. We have 10 some beautiful landscapes out in western North 11 Dakota with the prairies and the plains and the 12 Badlands areas. 13 And, you know, working with our agency 14 partners on some connectivity of some of those 15 habitat formations, habitat and landscapes. 16 We're trying to, you know, not unduly 17 sever -- save the habitat of some of the wildlife 18 out there, as well as trying to reduce 19 animal-vehicle collisions. So that's the safety 20 aspect that we get from that approach, as well. 21 So that's the purposes of the project as 22 we've set those forth. So to meet that purpose, 23 we've studied many different alternatives for the 24 project. 25 We went through an alternatives</p>	<p style="text-align: right;">Page 13</p> <p>1 as the preferred alternative. 2 So we'll be talking about what those 3 preferred alternatives are; what the impacts are 4 that are associated with those. 5 So first of all, talking about the 6 roadway section itself -- we've talked about this 7 a little bit before. 8 But the preferred alternative is 9 Alternative B, which Alternative B is the 10 four-lane divided highway with a depressed roadway 11 median. 12 So this is similar to what you would see 13 in North Dakota with Highway 83 or U.S. Highway 2. 14 The speed limit for this type of section will be 15 70 miles an hour. 16 The intent here would be that we would 17 use the existing roadway for one direction of 18 travel and build a new roadbed alongside of it. 19 Depending on where we're at, we would 20 move back and forth on which side of the road it 21 will be built on. 22 And that was in an effort to minimize 23 our impacts to natural resources, cultural 24 resources, as well as residences and businesses. 25 So that's the overall -- we'll call it the</p>

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<p style="text-align: right;">Page 14</p> <p>1 62 miles general option. 2 Now, there's some variances to that 3 because, like I mentioned a little bit at the 4 beginning, we tried to use flexible design options 5 to minimize our impacts to different areas. And 6 I'll get into that in a little bit more detail as 7 we go through the slides. 8 So even though this is the overall 9 concept, we have to deviate from this in several 10 areas to make sure that we're doing the best job 11 we can to meet the purpose of the project, but -- 12 as well as minimize our impacts. 13 So starting at the south end of the 14 project, the I-94 interchange is where the project 15 starts. 16 Basically, the way the four-lane would 17 start and stop is just at the north ramps of the 18 interstate. 19 As you would exit I-94 going westbound, 20 if you take a right turn, that's where your lane 21 would pick up going northbound. 22 Same if you were coming southbound and 23 you were going to exit the ramp, it'll just turn 24 into a right-turn lane. 25 So this also shows some striping. It</p>	<p style="text-align: right;">Page 16</p> <p>1 So by having an urban roadway section, 2 we add curb and gutter. That allows us to drop 3 the roadway down a little bit and keep our 4 footprint smaller. So that minimizes our impacts 5 to any businesses there. 6 You know, we had looked at alternatives 7 that also go around or bypass Fairfield. But 8 working through some of the stakeholder meetings 9 we had with the community of Fairfield, as well as 10 working with the Billings County Commission as the 11 officials with jurisdiction on this project, 12 Billings County had taken all of that input, and 13 they had made an official recommendation that this 14 would be the preferred alternative. And so, we 15 have agreed with that and are proposing that as 16 the preferred alternative. 17 So as you came into this section, you 18 would slow down to 45 miles an hour, which is the 19 current speed limit through Fairfield. 20 The junction of Highway 200, working our 21 way north: We had a couple options. One was 22 just, kind of, the standard intersection, as well 23 as this roundabout-type intersection. 24 So the preferred alternative being the 25 roundabout. A couple reasons for that. Safety:</p>
<p style="text-align: right;">Page 15</p> <p>1 might be a little hard to see, but we've got some 2 boards in the back that detail all of these slides 3 out. 4 So if you have any questions, we can 5 talk about those in more detail; or we can go back 6 to the boards and look at them, too. 7 So this is, essentially, then, with a 8 three-lane section across the interstate with turn 9 lanes. 10 It's, basically, striped that way 11 already from a previous project from a year or two 12 ago. 13 This is a blowup. So this is just, kind 14 of, a blowup of the interstate interchange there. 15 So three lanes across the interchange. The 16 four-lane section will pick up going north. 17 So as I said, in certain areas, that 18 divided, depressed, wide roadway doesn't quite fit 19 everywhere that we want to put it. 20 So at Fairfield, one of the first areas 21 we looked at, there are several different 22 alternatives. 23 One -- or, I should say, options. One 24 of those: Staying on the line and turning it into 25 an urban roadway section.</p>	<p style="text-align: right;">Page 17</p> <p>1 The roundabout -- although this one being a little 2 bit unique from the other ones that are built in 3 North Dakota because we have a four-lane facility 4 that's going through north and south, and just a 5 two-lane coming in from the east, Highway 200 -- 6 what it does is it eliminates the severe crashes. 7 You may have the potential, especially 8 starting out, for, maybe, a few more crashes. But 9 they're all going to be, kind of, the merging, 10 intersecting types, so the less severe crash type. 11 But you eliminate the more serious 12 injury and fatality-type crashes because you take 13 away the head-to-head or the T-bone type crashes. 14 So safety being a major element of why 15 it's the preferred alternatives, as well as the 16 operational aspects of the intersection. 17 It allows traffic to keep moving. You 18 know, a standard intersection, where you just have 19 a normal "T": That would work, let's say, you 20 know, if this was built sometime in the next five 21 years. It would function fine. 22 But at some point in the future, as we 23 get closer to 2040 -- 2040 was our projection year 24 for traffic -- it would require a signalized 25 intersection, so it would require a traffic</p>

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<p style="text-align: right;">Page 18</p> <p>1 signal.</p> <p>2 And so, you know, operationally, it</p> <p>3 would be preferred to have a roundabout versus a</p> <p>4 traffic signal.</p> <p>5 Through the Badlands section of the</p> <p>6 project, again, trying to meet the purpose of our</p> <p>7 project as well as using some flexible design</p> <p>8 options to minimize our footprint.</p> <p>9 On the landscape is we would get rid of</p> <p>10 that wide, divided, depressed median ditch between</p> <p>11 the roadways but have a 20-foot-wide flush median</p> <p>12 design to make our footprint smaller; to make our</p> <p>13 impacts less.</p> <p>14 You can see a picture up in the</p> <p>15 left-hand -- in the corner here. This is the same</p> <p>16 section that we have.</p> <p>17 This is a picture between Watford City</p> <p>18 and Williston, so it's that same section that we</p> <p>19 have between there.</p> <p>20 As you would go through the Badlands,</p> <p>21 we're departing from the roadway section a little</p> <p>22 bit.</p> <p>23 Scenic overlooks. There's three scenic</p> <p>24 overlooks along the project now: Two south of</p> <p>25 Long X and one just north.</p>	<p style="text-align: right;">Page 20</p> <p>1 say, there are three wildlife crossings proposed</p> <p>2 in that area:</p> <p>3 One in the southern Badlands as an</p> <p>4 under-the-roadway; another one closer, about a</p> <p>5 mile or so south of Long X Bridge; and then, Long</p> <p>6 X Bridge itself would serve as a wildlife crossing</p> <p>7 along the Little Missouri River.</p> <p>8 So here is a simulation of the wildlife</p> <p>9 underpass at Reference Point 122.5. So "reference</p> <p>10 point" being our way, at the DOT, of telling you</p> <p>11 where we are along the roadway.</p> <p>12 So it's the same as a milepoint or a</p> <p>13 mile marker. So basically, you're a half a mile</p> <p>14 past mile marker 122, so in the southern Badlands</p> <p>15 area.</p> <p>16 This is, kind of, a square, rectangular</p> <p>17 opening under the roadway, with wildlife fencing</p> <p>18 funneling wildlife to that location.</p> <p>19 At 126.1: Like I said, this area would</p> <p>20 be -- yeah, we'll call it about a mile south of</p> <p>21 Long X Bridge.</p> <p>22 There's, kind of, two different concepts</p> <p>23 on the table. It's still an underpass-type of</p> <p>24 crossing, but we're still working on the design</p> <p>25 details here.</p>
<p style="text-align: right;">Page 19</p> <p>1 We would maintain those scenic</p> <p>2 overlooks. The overall width might be a little</p> <p>3 bit narrower because we're going to be, kind of,</p> <p>4 maintaining this outside edge so our footprint</p> <p>5 doesn't get any bigger.</p> <p>6 But there's plenty of width on those</p> <p>7 scenic overlooks now to provide room for, you</p> <p>8 know, cars entering; cars parking; as well as some</p> <p>9 other areas.</p> <p>10 So we would add some striping to it, as</p> <p>11 well, to try to delineate where the traffic should</p> <p>12 be.</p> <p>13 Wildlife crossings. As we get into the</p> <p>14 Badlands, as I had talked about in the purpose</p> <p>15 statement, looking at, kind of, a -- we tried to</p> <p>16 look at this as a system from the wildlife</p> <p>17 perspective to say, "There's some valuable habitat</p> <p>18 here. How can we help maintain some connectivity</p> <p>19 and eliminate animal-vehicle collisions?"</p> <p>20 So we're looking, basically, at a</p> <p>21 fencing. In the ultimate development here, there</p> <p>22 would be a wildlife fencing system that goes</p> <p>23 through here along both sides of the roadway, and</p> <p>24 it would funnel animals to wildlife crossings.</p> <p>25 And so, four wildlife -- or, I should</p>	<p style="text-align: right;">Page 21</p> <p>1 Whether that would be a bridge-type</p> <p>2 structure, which you see on the top picture --</p> <p>3 which, that's a picture of the crossing up south</p> <p>4 of the Lewis and Clark Bridge at Williston, the</p> <p>5 Lewis and Clark Wildlife Management Area; versus</p> <p>6 a, kind of, concrete -- pre-cast, concrete,</p> <p>7 arch-style structure.</p> <p>8 So looking at that, this would be a</p> <p>9 little bit bigger. The previous one that I showed</p> <p>10 you: This would probably be a 10 feet tall by</p> <p>11 20 feet wide; in that ballpark.</p> <p>12 This one would be a lot larger. It</p> <p>13 would be at least 15 feet of clearance and</p> <p>14 probably 40 to 60 feet wide. So a much larger</p> <p>15 opening area.</p> <p>16 The system would have a series of</p> <p>17 jump-outs, too. If animals get caught inside the</p> <p>18 wildlife fencing, we have to have ways to get them</p> <p>19 back out, because it's inevitable that that'll</p> <p>20 happen.</p> <p>21 So a series of jump-outs will get put in</p> <p>22 place. And this is an area where an animal -- so</p> <p>23 this is the outside of the fence.</p> <p>24 So if you're an animal standing on this</p> <p>25 side of the picture, this is funneling you to a</p>

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<p style="text-align: right;">Page 22</p> <p>1 crossing.</p> <p>2 The highway is up at the top of the</p> <p>3 picture here. So the idea is, if an animal is</p> <p>4 trapped inside, they can walk along the fence.</p> <p>5 This cross fence here will stop them and</p> <p>6 then allow them to jump back out, out of the</p> <p>7 highway right-of-way. So a series of those in</p> <p>8 there to get animals out if they're getting</p> <p>9 caught.</p> <p>10 Okay. The long X Bridge part of the</p> <p>11 project: There were three different alternatives</p> <p>12 that were studied -- three different options that</p> <p>13 were studied for that.</p> <p>14 The preferred alternative is to build a</p> <p>15 new bridge alongside the existing one; and then,</p> <p>16 remove the existing bridge.</p> <p>17 So as I click here, this is going to</p> <p>18 flip forward. So here, we have a picture looking</p> <p>19 off to the northeast of Long X Bridge.</p> <p>20 And then, I click here. We have a</p> <p>21 rendering showing what a new structure would look</p> <p>22 like with the old one gone.</p> <p>23 So that's -- that's, kind of, a</p> <p>24 rendering of a new structure built alongside of</p> <p>25 where the old one is.</p>	<p style="text-align: right;">Page 24</p> <p>1 median.</p> <p>2 We'll slow traffic down to a</p> <p>3 60-miles-an-hour speed. And that, with a few</p> <p>4 retaining walls put in place, as well, will keep</p> <p>5 our footprint really tight.</p> <p>6 So we have a rendering here again. Now,</p> <p>7 this is, basically, near the north edge of</p> <p>8 Theodore Roosevelt Park looking south, back into</p> <p>9 the park.</p> <p>10 This is the existing roadway as you're</p> <p>11 coming up the hill. So flipping forward here, we</p> <p>12 have a rendering of the expanded roadway and how</p> <p>13 that would look.</p> <p>14 So it might be kind of hard to see, but</p> <p>15 you have two lanes here, and this is a 12-foot</p> <p>16 median here with strike-out.</p> <p>17 I'll talk a little bit more about the</p> <p>18 area north of Long X Bridge and inside the</p> <p>19 national park area of Theodore Roosevelt National</p> <p>20 Park.</p> <p>21 One of the issues we had -- back to that</p> <p>22 landslide stability issue -- one of our main areas</p> <p>23 that we've focused on is where we have some</p> <p>24 instability on the roadway itself.</p> <p>25 And right in this area you can, kind of,</p>
<p style="text-align: right;">Page 23</p> <p>1 This is built east of the existing</p> <p>2 structure with the -- you know, the construction</p> <p>3 phasing of that would be: Build the new bridge;</p> <p>4 move -- keep bridge on the existing -- keep</p> <p>5 traffic on the existing bridge; build a new one;</p> <p>6 move traffic over; take the old bridge down.</p> <p>7 We'll talk more about the demolition of</p> <p>8 Long X and its status as a historic bridge in a</p> <p>9 little bit.</p> <p>10 Once again, this is looking south to</p> <p>11 north at the existing Long X Bridge. And as we</p> <p>12 flip forward here, we'd have a rendering of what</p> <p>13 it looks like in the build -- proposed build</p> <p>14 condition, with the new bridge built alongside.</p> <p>15 I'll flip through that. So that's LX3, the</p> <p>16 preferred alternative.</p> <p>17 Going north of Long X Bridge, as you</p> <p>18 enter Theodore Roosevelt National Park, we took</p> <p>19 some further steps to minimize our footprint.</p> <p>20 And our goal that we had was to try to</p> <p>21 utilize the existing highway easement that we have</p> <p>22 from the national park without having to expand</p> <p>23 that all to fit this roadway segment in there.</p> <p>24 So we found a way to do that. We had to</p> <p>25 narrow the median another 8 feet down to a 12-foot</p>	<p style="text-align: right;">Page 25</p> <p>1 see -- we'll call this thing the Horseshoe Bend</p> <p>2 slide.</p> <p>3 The Highway 85 alignment used to, kind</p> <p>4 of, make a big bend out through the Badlands</p> <p>5 there. That was realigned in about 1983 because</p> <p>6 of landslide issues.</p> <p>7 And you've probably seen, if you've</p> <p>8 driven through here over time, we had some repairs</p> <p>9 we had to do in 2011, and we followed through with</p> <p>10 some a couple years later because we didn't get</p> <p>11 everything fixed.</p> <p>12 But there's still a bump out there.</p> <p>13 There's still things that we're monitoring out</p> <p>14 there.</p> <p>15 But the proposed solution -- kind of, a</p> <p>16 long-term fix for that area would be an anchor</p> <p>17 drill shaft structural solution.</p> <p>18 So what does that mean? Essentially,</p> <p>19 what that means is, along this yellow line --</p> <p>20 you're downhill from the roadway -- is there would</p> <p>21 be a line of concrete shafts.</p> <p>22 You know, it would have to be designed,</p> <p>23 but for conversation's sake, it would probably be</p> <p>24 about 5 feet in diameter and about 100 feet long.</p> <p>25 Basically, you drill a hole into the</p>

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<p style="text-align: right;">Page 26</p> <p>1 earth and fill it with reinforced concrete to hold 2 the roadbed in place. 3 And then, from there -- this diagram, 4 essentially, is what it would look like. But all 5 of that is underground. 6 And there would be a structural concrete 7 cap beam to tie all of those together across the 8 top. 9 And then, there would be anchors that 10 would go back into the roadway -- back in like 11 this -- that would help hold the top of that in 12 place. 13 So that system would be, like I said, a 14 structural-type fix to hold the earth in place. 15 It would all be mostly very -- this is a picture 16 of our drill shaft stabilization that's on I-94, 17 near the Painted Canyon Visitor Center and 18 Theodore Roosevelt National Park. 19 So this cap beam is potentially the only 20 thing sticking out of the ground, but we can 21 either look at burying that or even coloring the 22 concrete to blend into the landscape so it appears 23 like you wouldn't see much there. 24 So we'll think about this plan, whether 25 this -- this is somewhat of an independent</p>	<p style="text-align: right;">Page 28</p> <p>1 an eight-foot-wide trail -- potentially paved 2 trail. 3 As you get flatter areas of the roadway, 4 we'd push the trail farther out from the road, 5 where it best fits. 6 JAN SWENSON: Where does it go from 7 there, Matt? Jan Swenson. You said I could just 8 ask questions. 9 MATT LINNEMAN: Yup, absolutely. Yup. 10 The trail ends here at County Road 34. So the 11 County -- not to speak for them too much, but what 12 they've considered is looking at putting some sort 13 of trailhead in that area, or a destination or a 14 small park, something like that, so that there 15 would be a destination location at that area. 16 JAN SWENSON: Is there any future plan 17 to connect it with any existing trails, or is this 18 a trail onto itself? I'm just trying to 19 understand. Is it a trail onto itself? 20 MATT LINNEMAN: Well, the one thing that 21 I can say for sure is that the City of Watford 22 City, in their comprehensive plan, has a trail -- 23 network trail plan. 24 And they've worked with the county to 25 put that as part of their plan of connecting to</p> <p style="text-align: right;">Comment G.1.0.1.</p> <p style="text-align: right;">Comment G.1.0.2.</p>
<p style="text-align: right;">Page 27</p> <p>1 solution of the four-lane proposal. 2 This might be something we have to move 3 forward before we ever even move forward with the 4 four-lane because of the issues here. 5 So like I said, we monitor that slide 6 very closely. We have instrumentation out there 7 so that we know how much it's moving and where 8 it's at. 9 But someday, this project may come to 10 fruition before -- potentially before there's ever 11 a four-lane project. 12 Trail: There's -- working with McKenzie 13 County, we've looked at a trail on the northern 14 end of the project. 15 It would start at the northern limit of 16 the project, and it would eventually tie into the 17 McKenzie County and the Watford City Trail 18 Network. 19 It would be on the east side of the 20 roadway, coming down and stopping here at 21 Mackenzie County Road 34. 22 That trail would look something like 23 this. Depending on where it is, if it's on a fill 24 slope -- basically, an eight-foot wide -- you 25 know, ultimate development would look -- be like</p>	<p style="text-align: right;">Page 29</p> <p>1 this segment -- at least, on the Watford City end 2 of it. 3 So it has been acknowledged in some 4 planning documents from that aspect. I think the 5 county -- I think the county might be working on 6 their comprehensive plan. 7 And at some point in the future, they've 8 been talking about having a county-wide trail 9 plan. I don't think that that has been done yet, 10 and it may be very early in those stages. 11 JAN SWENSON: Okay. 12 MATT LINNEMAN: But I think, you know, 13 in conversations with the county, one of the 14 things they've talked about is just having a place 15 for people to go, you know. 16 In some of the earlier concepts, we have 17 looked at, you know, connecting this farther down 18 or potentially across even the Little Missouri 19 River. But we've, kind of, ruled a lot of those 20 out. 21 And so, the county still felt it was 22 valuable to have a place for people to get off the 23 road and be able to put miles on their trail -- on 24 their bike, whatever. 25 And maybe that's down and back. But I</p>

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<p style="text-align: right;">Page 30</p> <p>1 still think they want to have a -- some sort of a 2 destination. And I think they're very, very early 3 in developing anything like that.</p> <p>Comment G.1.0.3. CURTIS GLASOE: Is there going to be any recreation for bikes on the four-lane? 6 MATT LINNEMAN: Please state your name. 7 CURTIS GLASOE: Curt Glasoe from 8 Dickinson. 9 MATT LINNEMAN: The question was 10 accommodation for users on the roadway itself. 11 There's no plan at this point, as far as 12 designating a bike lane or anything like that. 13 The roadway section itself is going to 14 have eight-foot-wide shoulders, so there would be 15 some potential, depending on how you would like to 16 do that.</p> <p>Comment G.1.0.4. CURTIS GLASOE: Continue on, on the bridge itself, too, that's going into -- is there 19 extra paths going along the north, or -- an extra 20 bike path or not, or -- 21 MATT LINNEMAN: Nope. There's no 22 proposal for any pedestrian facilities at the Long 23 X Bridge. 24 CURTIS GLASOE: Because the CCC 25 campground is headquartered right there.</p>	<p style="text-align: right;">Page 32</p> <p>1 alignment shift of about 30 feet, 40 feet, I 2 think, is the way that it worked out in final 3 design to, basically, eliminate -- I shouldn't say 4 that. To minimize the amount of impacts we have 5 in this area to utilities. 6 There's a lot of development south of 7 Watford City, as well as a lot of major utility 8 infrastructure. 9 So by shifting the alignment and staying 10 narrow, it helps minimize the amount of impact in 11 that area, as well, to utilities. 12 So anytime we get to the 20-foot-wide 13 median, we'll be at 65 miles an hour. And then, 14 this takes us to the north end of the project, and 15 it ties right into the same roadway section that 16 exists at the north end of the project at Watford 17 City. 18 So that's a summary of the preferred 19 alternative within the -- as laid out in the draft 20 environmental impact statement. 21 Jen's going to spend some time walking 22 through the impacts that are associated with those 23 preferred options and alternatives. 24 But maybe this is a good time to stop 25 and ask if there's any other specific questions on</p>
<p style="text-align: right;">Page 31</p> <p>1 MATT LINNEMAN: Right, right. And so, 2 some of the -- you know, there's several things as 3 we've consulted on the project in the alternatives 4 that we've brought forth before. 5 Some of them being conflicts with the 6 wildlife crossing purposes and having people on a 7 trail in that area. 8 As well as trying to, kind of, minimize 9 our footprint as we go through Theodore Roosevelt 10 National Park. 11 So we've had a lot of different 12 concepts. We've tried to minimize our roadway 13 footprint the best we can. 14 And, you know, through some of our 15 consultations, we've thought it best to just 16 minimize the amount of development, period. 17 Anything that was, maybe, extraneous: 18 That we would eliminate that from development in 19 this area. 20 So any more questions about the trail? 21 So back to the roadway section: Once again, we 22 have another area for about three miles south of 23 Watford City where we would go back to this 24 narrow, 20-foot-wide median section. 25 This would also be coupled with an</p>	<p style="text-align: right;">Page 33</p> <p>1 those proposals. Yes, sir? 2 BRAD BEKKEDAHL: Brad Bekkedahl from 3 Williston. So the four-lane from Williston to 4 Watford City and south would continue to be a 5 65-mile-an-hour segment; and then, when you get to 6 the divided is when you go to 70 miles an hour? 7 Is that correct? 8 MATT LINNEMAN: Yes. 9 BRAD BEKKEDAHL: And there's no thoughts 10 of revisiting the 65 up to 70? I drive it all the 11 time, and they're driving 70 now. That's why I'm 12 asking. 13 MATT LINNEMAN: Sure. I would say -- I 14 can't speak to that. 15 BRAD BEKKEDAHL: Okay. 16 MATT LINNEMAN: Yup. So in the scheme 17 of this project, our plan has been that -- you 18 know, we made the decision to this point, as a 19 department, that 65 is an appropriate speed for 20 that section, so we're matching that with this 21 project. 22 CURTIS GLASOE: Curt Glasoe from 23 Dickinson. What about the access to the west side 24 of 85 for people going north? 25 The Forest Service has got a lot of</p> <p>Comment G.1.0.5.</p> <p>Comment G.1.0.6.</p>

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<p style="text-align: right;">Page 34</p> <p>1 recreation sites. There's a lot of roads going 2 off to the west side. 3 Is there -- what is the plan for those 4 accesses from -- coming from the -- going north 5 from the south? You've got to cross over the two 6 lanes and -- 7 MATT LINNEMAN: Right, right. So every 8 access point that's there -- every landowner will 9 still have access the same way that they do -- I 10 shouldn't say the same way that they do, but they 11 will maintain access. 12 So, yeah. There would be -- if you're 13 in this roadway type, if it happens to be in this 14 section, just like it is from Watford City to 15 Williston, this becomes the area where a turn lane 16 is built. 17 CURTIS GLASOE: Yup, yup. 18 MATT LINNEMAN: So this is built right 19 in, so all you have to do is stripe for a turn 20 lane. 21 If you have the other roadway section, 22 the divided, you know, you would have a center 23 median. To get across the median, there would be 24 a median roadway to get across. 25 And depending on the amount of</p>	<p style="text-align: right;">Page 36</p> <p>1 maybe, you ask the next one. 2 I don't think we have -- there's 3 definitely none of those in the national park 4 area. 5 And I don't think there's any of those 6 in the Badlands area, either. Those are outside 7 of that area. 8 JAN SWENSON: And they're shielded, 9 downward-pointing -- 10 MATT LINNEMAN: They can be designed 11 that way. I got to think about that for 12 destination lighting, though. 13 JEN TURNBOW: I don't believe -- there's 14 no lighting on the bridge. 15 MATT LINNEMAN: Right. 16 JEN TURNBOW: And there is no, kind of, 17 intersections in that area, so there would be no 18 lighting near the park. 19 As for construction, when we get to 20 that, working through the National Park Service, 21 there is a commitment that, all during 22 construction, they have to have the downcasted 23 lighting for construction for the Long X Bridge. 24 JAN SWENSON: It's just amazing how far 25 one can see light, you know. I mean, Belfield is</p>
<p style="text-align: right;">Page 35</p> <p>1 traffic -- you know, there's several intersections 2 that have been identified for turn lanes, as well. 3 Not every access would have a turn lane. 4 Yeah. So in this area, like I said, there would 5 be a median crossover built in -- 6 CURTIS GLASOE: Mm-hmm. 7 MATT LINNEMAN: -- to get across so you 8 can turn left in either direction. 9 JAN SWENSON: There's -- Jan Swenson. 10 There's talk of lighting at ten intersections, I 11 believe it was, up and down this section of the 12 roadway. Can you tell me what those locations 13 are? 14 MATT LINNEMAN: Not exactly, off the top 15 of my head. But I think what we had was more like 16 full-type intersection lighting at 200. 17 And then, I think, several of the 18 intersections were just destination lighting 19 where, essentially, there's one or two light poles 20 there. 21 So it's something, as you approach that 22 intersection, you can see you're heading towards 23 something at night. 24 There's -- well, that's my first answer. 25 I think, maybe, I'll answer your question before,</p>	<p style="text-align: right;">Page 37</p> <p>1 easily visible -- 2 MATT LINNEMAN: Oh, sure. 3 JAN SWENSON: -- from the south unit. 4 There's a great deal of industrial light 5 available -- 6 MATT LINNEMAN: Mm-hmm. 7 JAN SWENSON: -- or, visible in the 8 north unit of the park. And I would hope that -- 9 well, even if it's not in the Badlands, in the 10 Little Missouri River Valley, that consideration 11 would be pretty strong. 12 JEN TURNBOW: Yeah. We do -- during 13 construction, there would be lighting. It's 14 temporary in nature. And so, the commitment is to 15 have the downcasted lighting, so -- 16 MATT LINNEMAN: Yeah. I'd have to look 17 into that a little bit, too. Because, you know, 18 part of the purpose of destination lighting is so 19 you can see it from a distance, so you know you're 20 coming up on an intersection. But it's not like 21 we're -- 22 JAN SWENSON: But most of that is pretty 23 flat. 24 MATT LINNEMAN: Yeah. 25 JAN SWENSON: If there's any type of</p>

Comment G.1.0.8.

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<p style="text-align: right;">Page 38</p> <p>1 lighting, you're going to see it from quite a 2 distance, you know. 3 MATT LINNEMAN: Sure. 4 JAN SWENSON: So -- 5 MATT LINNEMAN: Yeah, I think there can 6 definitely be -- 7 JAN SWENSON: You know, it used to be 8 that, when you drove to Highway 200 and came to 9 that T-bone, that there was just nothing there 10 until you came to a rumble strip, you know. So it 11 can be done without a lot of disturbance. 12 JEN TURNBOW: Mm-hmm. 13 MATT LINNEMAN: Yeah. I think, 14 especially, like you said, intersection lighting 15 is even more applicable, I think, to that 16 downcast-type of lighting. 17 You're going to have more light when 18 your intent is to light up the pavement. That's a 19 lot easier to -- 20 JAN SWENSON: Well, it decreases glare, 21 too, if it's downward-pointing. 22 MATT LINNEMAN: Mm-hmm. 23 BRAD BEKKEDAHL: Brad Bekkedahl from 24 Williston. I serve on the City Commission, and 25 we've transitioned all of our sodium lights and</p>	<p style="text-align: right;">Page 40</p> <p>1 JAN SWENSON: Sound is a big deal to the 2 folks that I represent. I'm with the Badlands 3 Conservation Alliance. And I appreciate that you 4 did those studies, but I don't feel that they're 5 complete. 6 And I'm wondering if you did broader 7 analysis than what you did that may be available 8 for me to look at that isn't represented in what I 9 saw looking at the draft EIS in your appendices. 10 I mean, you barely touched on 11 low-frequency noise -- which, I'm a layperson, but 12 I'm willing to do research. 13 And what I find is that low-frequency 14 noise is the noise that is most often not 15 considered. 16 In fact, your methodology with DBA, with 17 that "A" weighting (phonetic), pretty well 18 muffles, ignores low-frequency noise. 19 And low-frequency noise is the noise 20 that comes along with big trucks. And that 21 propagates well into a landscape, much farther 22 than higher frequency noise. 23 And, you know, you mentioned animals: 24 That you did these studies because sound also 25 impacts animals.</p>
<p style="text-align: right;">Page 39</p> <p>1 our mercury lights in our system to LEDs. 2 And I can tell you, in response to your 3 question, that the LED lights are very focused 4 down. 5 And there is none of the glare up into 6 the atmosphere that you see with the mercury or 7 sodiums. 8 They're a much better fixture for light 9 oversplashing like that. It's been much better 10 for us in town, I can tell you. 11 So as long as it's an LED fixture, they 12 make them where you can keep the focus on the 13 surface and not going up above, you know. 14 JAN SWENSON: Mm-hmm. 15 MATT LINNEMAN: Yeah, that's a good 16 point. That's a good consideration. Thank you 17 very much. 18 That's definitely something we can look 19 at, especially when we get into the design level 20 of detail on these segments. 21 JAN SWENSON: I got a lot of questions. 22 Can I just go ahead and ask them? 23 MATT LINNEMAN: Yeah, fire away. I was 24 just trying to get back to where I can leave it 25 for Jen here.</p>	<p style="text-align: right;">Page 41</p> <p>1 Well, you know, I'm willing to say I'm 2 an animal, too. And one of my big concerns about 3 this is how that propagation -- not just that I 4 can hear, but that I can feel -- that I can 5 feel -- will propagate out into the park, whether 6 it's a third of a mile; or a half of a mile; or 7 five miles. 8 Because that is where they are finding 9 that -- I mean, I'm not talking about losing our 10 hearing because of loud noises. 11 You know, that's, sort of, the frequency 12 range that you were looking at. I'm looking at 13 that low-frequency noise that impacts health, 14 whether it's my health or a deer's health. 15 Or, you know, I'm just -- because that 16 has -- those kind of subtle impacts have a large, 17 magnified impact on visitor experience, if you 18 want to use that word. 19 And this visitor goes to the park to get 20 away from that. And this visitor goes to the 21 park -- again, real quick. 22 There's a -- Randy Morgenson -- a 23 book -- he was a park ranger. He talked about 24 going to wilderness. 25 The questions that are in our head,</p>

Comment G.1.0.11.

Comment G.1.0.12.

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Comment G.1.0.15.

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<p style="text-align: right;">Page 42</p> <p>1 bouncing around all day: That you go into 2 wilderness, and they just disappear. 3 That's what I want. That's what I need. 4 And I don't just need it every three and a half 5 years, when I can go to Bryce Canyon or Glacier. 6 I need it frequently in order to be 7 healthy; to be the best I can be. And I'm not 8 alone in that. 9 10 And as western North Dakota becomes more 11 impacted and more and more impacted by industry, 12 the value of those limited places where we can get 13 away from some of that -- you know, whether it's 14 the north unit of the park or along the east 15 divide or Lone Butte that are all right there -- 16 the more important they become, you know. 17 18 And who is to say, you know. You're 19 forecasting out to 2040, you know: Almost 20 25 years from now. 21 22 Who's to say what energy will be? Who's 23 to say how we do ag? Who's to say how goods are 24 transported? 25 26 You can use your numbers now and 27 forecast that out and predict it, but I don't see 28 any consideration given in this draft EIS for the 29 increase in value -- whether it's subjective or</p>	<p style="text-align: right;">Page 44</p> <p>1 I mean, they're endless. It's 2 endless -- the amount of impacts -- on a daily 3 basis. 4 5 And this is one more. And the biggest 6 problem I have with your draft EIS is that you 7 will not acknowledge that. 8 9 You will not acknowledge that. Whether 10 you build this project or not, you owe it -- you 11 owe it -- to the people that care in the way that 12 I care. You owe it to us to say, "This project 13 will have impacts." 14 15 So I guess that wasn't a question. I 16 didn't mean to preach at you. You know, I'm not 17 even sure where my question started. 18 19 MATT LINNEMAN: Well, we're here for 20 you, Jan. Just to try and answer a couple of your 21 questions as I heard them in there. 22 23 And one started with -- maybe I'll go 24 backwards. You know what? We do recognize, with 25 any infrastructure project, there's going to be 26 impacts; right? 27 28 And that's what we've tried to disclose 29 in our environmental document, you know. We have 30 direct impacts from the construction itself. 31 32 We have cumulative impacts from this</p>
<p style="text-align: right;">Page 43</p> <p>1 economic -- that those areas will have in 2040, 2 not just for the State of North Dakota, but 3 nationally; globally. 4 5 They will become more and more and more 6 and more rare. So every time we, as people, do 7 something that impacts that, they, ultimately, are 8 diminished. 9 10 And I don't think that we take into high 11 enough consideration what it is we are doing. 12 13 What it is we are doing. 14 15 This is a treasure. We are so lucky we 16 have this. Sixty thousand more wells from now, I 17 hope we still have it. Even a diminished -- I 18 hope we still have it. 19 20 But every time we add -- we can't say, 21 "Well, it's just a road. It's just rock. We'll 22 just pave that," because that's not how it works, 23 you know. 24 25 We are not made of pieces. When you 26 look at the cumulative impacts on that north unit 27 of the park in the last 10, 15 years, they're 28 huge. 29 30 We can't just look at, in your draft 31 EIS, at prairie dog town management -- or, prairie 32 dog management with the U.S. Forest Service.</p>	<p style="text-align: right;">Page 45</p> <p>1 adding to all the other things that you've talked 2 about. So we've tried to do our best to analyze 3 and disclose those impacts. 4 5 And so, we're here to hear input like 6 yours today to see where, maybe, we have gaps or 7 haven't fully addressed that. 8 9 One of the things that you talked about 10 was noise and how we look at that. And so, 11 obviously, the draft environmental impact 12 statement itself is quite a beast of a document. 13 14 And all of the studies -- or, most of 15 the studies, I should say -- are appended by 16 reference. 17 18 So every section in there that talks 19 about impacts is just a summary of the actual 20 detailed study that was done to support those 21 major findings and conclusions; right? 22 23 And so, we have a full -- and we did two 24 different studies to address noise. One is the 25 Federal Highway-mandated approach, which, like you 26 said, mainly, is focused on the human user. 27 28 And they're, you know, making some, you 29 know, basically, policy decisions by Federal 30 Highway on what "noise" is. 31 32 And so, we also have a DOT policy that</p>

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<p style="text-align: right;">Page 46</p> <p>1 piggybacks off of that. So that's done with a 2 very specific framework to meet regulatory 3 requirements. 4 But we felt, as you did, that that was 5 not sufficient -- especially in the Badlands 6 area -- to capture what the potential noise 7 impacts were. 8 And Jen will talk about some of this, so 9 I'm stealing some of her thunder here. But just 10 to answer your question, so that's what we used, 11 you know. 12 There's another methodology out there 13 that uses a different weighting scale, and it was 14 developed primarily for trying to quantify the 15 effects on wildlife. 16 But we thought it was a good surrogate 17 for how does it affect user experience in a 18 wilderness area. 19 And it's, kind of, the only other 20 methodology that's out there that we -- that we 21 came across. 22 So, you know, the results of that show 23 what those different frequency ranges -- you know, 24 where the sound that we could expect from this 25 project in future years -- build condition --</p>	<p style="text-align: right;">Page 48</p> <p>1 MATT LINNEMAN: -- that's something that 2 I can provide to you, Jan. 3 JAN SWENSON: Okay, thank you. 4 MATT LINNEMAN: Any other questions on 5 this? With that, I'm going to turn it over to 6 Jen -- 7 JEN TURNBOW: All right. 8 MATT LINNEMAN: -- and she's going to 9 talk about some more of the impacts. 10 JEN TURNBOW: So we're going to go 11 through some of the impacts. And as Matt said, 12 the impact section is just basically going to be 13 revolving around the preferred alternative and the 14 options. 15 Definitely in Chapter 5 and Chapter 6 16 and 7 and 8, you can definitely read about the 17 whole summary of impacts from the baseline; the 18 "do nothing"; the build alternatives; and all of 19 the options. 20 And so, I just wanted to, kind of, 21 summarize from the preferred alternative and the 22 options today. 23 And that's -- so -- and I'm also not 24 going to go through every resource category. Like 25 Matt said, that EIS is fairly large and</p>
<p style="text-align: right;">Page 47</p> <p>1 where it would propagate to, you know. 2 And then, where it would propagate to 3 and be above what the current ambient noise is on 4 the landscape. 5 So it was a different methodology meant 6 to try to target some of what you're talking 7 about. 8 And so, we can definitely share -- I 9 guess, that's, maybe, something that does get 10 lost. 11 You know, if you're looking at this huge 12 document, there's a lot of information in there. 13 But like I said, there's -- we have those two full 14 noise studies that, anyone who wants it, it's 15 available to. 16 You just need to contact me. And for 17 the most part, most of the studies are all 18 publicly available. 19 Some of the studies have sensitive 20 information, so they have some redacted 21 information if we want to give it out. 22 But I don't think there's anything in 23 the noise analysis that would be in that category, 24 so -- 25 JEN TURNBOW: I don't think so.</p>	<p style="text-align: right;">Page 49</p> <p>1 voluminous. 2 And so, we just wanted to highlight some 3 of these -- some of the impacts, and we're going 4 to start with land use. 5 Basically, with the preferred 6 alternative, we will need right-of-way from 7 private landowners; from businesses; along with 8 from our federal partners, the U.S. Forest Service 9 and the National Park Service. 10 And one thing I'd like to just highlight 11 is that Fed Highway and the DOT do have an 12 existing easement for Highway 85, and we would be 13 staying within that easement. 14 And so, no additional acreage would be 15 needed for this project for the north unit of 16 Theodore Roosevelt National Park. 17 And as you read through the document, 18 you'll see this little asterisk with the National 19 Park Service, and I just wanted to explain that a 20 little bit. 21 There would be 0.2 acres that would be 22 added to the new highway easement deed with Fed 23 Highway and DOT and the National Park Service 24 because there was a previous project done a couple 25 years ago.</p>

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<p style="text-align: right;">Page 50</p> <p>1 It was an emergency project. It was an 2 emergency landslide project, I believe. And that 3 0.2 acres needs to be added to the overall highway 4 easement deed, but it is not for this particular 5 U.S. Highway 85 project. 6 I just wanted to discuss a little bit 7 some of the social impacts of what we call -- Fed 8 Highway has a category for social impacts. 9 It goes through many different types of 10 things: Communities; emergency services; it goes 11 through businesses and schools and travel 12 patterns. 13 So I just, kind of, wanted to do a quick 14 summation of the social impacts. And throughout 15 this whole project, we started with the public 16 scoping; moving to the alternatives public 17 workshop; we also had stakeholder meetings; and 18 now, here we are today. 19 And one of the number one kinds of 20 comments that we received from the public was 21 about safety. 22 They felt that the current U.S. 23 Highway 85 project -- they would like the roadway 24 to be safer. 25 And most of the folks, kind of, cited</p>	<p style="text-align: right;">Page 52</p> <p>1 Also, with expanding the highway, we would also 2 expand the shoulder widths. 3 And that way, traffic enforcement laws 4 could be maintained at a higher level. One of the 5 things is the lack of shoulders. 6 Being able to pull people over to 7 enforce those traffic laws doesn't exist today. 8 And so, with the expanded highway, we will be able 9 to do that. 10 Also with this project, there would be 11 two highway patrol turnout areas on each side of 12 the roadway with the proposed alternative and 13 options, as well. 14 There is just a ton of recreation out in 15 this corridor. We have the Little Missouri 16 National Grasslands; we have the north unit of 17 Theodore Roosevelt National Park; we have the Maah 18 Daah Hey Trail; we have campgrounds throughout 19 this area. 20 And recreation is very important and 21 access to the recreation. And during 22 construction, there will be some temporary, you 23 know, noise; visual; all those concerns that 24 happen during construction. 25 And I have a couple other slides, so I'm</p>
<p style="text-align: right;">Page 51</p> <p>1 those -- the lacking of just passing 2 opportunities. 3 And also with that, the overall 4 reliability of the roadway and also in regards to 5 the Long X Bridge. 6 At times, the bridge has been hit, and 7 that would have repairs that needed to be done. 8 Sometimes, there's closures or detours, and that 9 takes away from that overall reliability of the 10 roadway. 11 So moving through that, and with safety 12 in mind, working through some of the 13 communities -- there's been communities along this 14 roadway -- working through Fairfield, as Matt 15 pointed out earlier -- basically, the preferred is 16 to stay on alignment. 17 And so, the community won't probably see 18 very many changes. They would be minor in nature. 19 And that way, we are not having as much 20 right-of-way concerns. 21 We're not bypassing the community. And 22 the speed limit would slow down to 45 in this 23 area. 24 For emergency services, expanding the 25 roadway would increase the overall response time.</p>	<p style="text-align: right;">Page 53</p> <p>1 not going to dive in too deep right now about 2 recreation because we have some discussion later 3 on. 4 And then, overall for construction, what 5 happens just in construction -- and it is 6 temporary in nature -- but a lot of times, we will 7 maintain two lanes of traffic. 8 And at that time, there would be 9 construction access to property that would be 10 maintained. 11 There may be some detour routes that 12 might be needed, in addition to just overall 13 traffic and travel times are going to increase 14 during construction, as well. 15 So the next two slides talk a little bit 16 about the U.S. Forest Service-managed lands and 17 also the national park. 18 And just, kind of, going through some of 19 the different managers, this graphic shows all the 20 different management areas in the Little Missouri 21 National Grasslands in regard to the Highway 85 22 project. 23 An additional easement would be needed 24 from the Forest Service. The Forest Service and 25 Fed Highway and DOT: They do have an existing</p>

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<p style="text-align: right;">Page 54</p> <p>1 easement for Highway 85. 2 And then, this graphic just -- we 3 thought that it was really important because of 4 the significance of the national park is: What is 5 all going to happen to the park? 6 Through this area, the roadway, as Matt 7 said, will be reduced to the maximum extent 8 possible. 9 So there would be four lanes; there 10 would be a reduced median; and the speed limit 11 would change, as well. 12 And so, moving through: Long X is 13 outside of those boundaries of the national park, 14 but we did take into consideration some 15 commitments during construction to help with the 16 visual and the noise during construction of the 17 new bridge. 18 And then, moving through this area is -- 19 here is the entrance to the park. And there is an 20 existing sign that welcomes you to the north unit 21 of Theodore Roosevelt National Park. 22 And because of the construction that 23 needs to happen, we worked with the National Park 24 Service along with the State Historic Preservation 25 Office.</p>	<p style="text-align: right;">Page 56</p> <p>1 north unit of Theodore Roosevelt National Park. 2 And basically, Jan, kind of, segued 3 perfectly into the noise and the visual and the 4 commitments. 5 So I'm not going to probably reiterate 6 exactly what Matt just said. He just said it. So 7 we did do a couple different studies on that 8 traffic noise study, along with the spread 9 analysis. 10 And just to, I guess, quickly summarize 11 that is -- you know, Matt's 100 percent right. 12 With Fed Highway and DOT, their noise policy looks 13 at the existing traffic; and then, the future 14 modeled traffic approximately about 25 years into 15 the future. 16 And then, the different land uses: They 17 have noise abatement criteria. And then, 18 basically, those decibel levels are looked at to 19 see if they either approach; meet; or exceed. 20 And that's all regulatory, and it does 21 measure just that traffic noise. And there are no 22 receptors, basically, that either approach; meet; 23 or exceed. 24 And so, we knew that, with the concerns 25 that we had received from the public through our</p>
<p style="text-align: right;">Page 55</p> <p>1 And we will have to, basically, pick 2 that sign up and move it slightly into a different 3 location. 4 As you can see, here is the existing 5 sign location, and here's the proposed. So 6 virtually in the same spot, but that sign would 7 need to be relocated. 8 And then, as Matt had said earlier about 9 the Horseshoe Bend: This is where that anchor 10 drill shaft is also located in the park, and we 11 would need some temporary easement for that 12 structure. 13 And then, there would also be some 14 retaining walls in order to keep that footprint of 15 the roadway minimized as well as, eventually, 16 there would be wildlife fencing and some 17 jump-outs. 18 At this time, it is not within these 19 project limits. So in the future, when there is 20 funding for the next segments of the project, that 21 fencing may be installed at that time. 22 So we just discussed a lot of -- we did 23 receive quite a few comments in regard to the 24 overall Badlands; two of the impacts to the Little 25 Missouri National Grasslands; as well as to the</p>	<p style="text-align: right;">Page 57</p> <p>1 whole process, that we needed to take a little bit 2 deeper dive into, basically, what else could we do 3 to see if there are other noise impacts in this 4 area. 5 And that's when we did the spread 6 analysis. And as Matt said, it's from a point 7 source. 8 And I think, in the EIS, it does 9 categorize that, in the worst-case scenario, you 10 may see an increase in some of the far eastern 11 boundaries of those wilderness areas. 12 Another thing that we did is we looked 13 at quiet pavement. There's been a lot of research 14 done about quiet pavement, and if those 15 applications could be used in the Badlands area. 16 So through that research, basically, at 17 the first couple years, when you install the quiet 18 pavement, it does reduce noise and it works. 19 But what happens after a couple years is 20 that, whatever technique that it uses kind of 21 degrades. 22 And basically, then, you start having 23 noise levels as you did prior to that technique. 24 So it only lasts for a couple of years. So we did 25 look at that, as well.</p>

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<p style="text-align: right;">Page 58</p> <p>1 We also did a visual assessment, and we 2 worked with our agency partners -- the U.S. Forest 3 Service and the National Park Service -- and we 4 looked at areas in the different management areas 5 along with the different parts of Theodore 6 Roosevelt National Park. 7 And we looked at those areas; and then, 8 we did some simulations to see what sort of visual 9 impact we would have. 10 And I'll show some slides here in just a 11 second on just some of those simulations in one of 12 the appendices of the draft EIS. 13 You can go through, definitely, all of 14 the different simulations and renderings that we 15 have. 16 Some of the commitments, though, I just 17 wanted to point out is -- and I should say -- back 18 up. 19 We also did a spread analysis for just 20 the pile driving of the new bridge, just because 21 we know that that sound definitely travels. 22 And so, we worked some commitments in 23 regard to that because, definitely, for the 24 visitors' point of view; but also, for all the 25 employees that live and work in the north unit, as</p>	<p style="text-align: right;">Page 60</p> <p>1 noxious -- or, a lot of leafy spurge. 2 MATT LINNEMAN: Sure. Yeah, I think the 3 main -- I would agree with you. You are correct. 4 I think the main difference is that this is 5 something we commit to as far as making sure, on 6 the federal lands, that we don't bring anything 7 onto the landscape at all. 8 So the control is, maybe, a little bit 9 different. But I think you bring up a good point. 10 Why not apply that to the whole project; right? 11 ROGER ASHLEY: Right. 12 MATT LINNEMAN: Right. I think -- 13 traditionally, I think the way our approach was, 14 maybe we didn't pay as much attention to that. 15 And then, it's something that we deal with after 16 the fact; right? 17 Whether -- you know, working with our 18 County Weed Control Board to control the weeds 19 that grow in the right-of-way. 20 But that's a good point. Maybe that's 21 something we can apply to the entire project: 22 Those requirements. 23 JEN TURNBOW: So now, we'll, kind of, go 24 through some different visual simulations and 25 renderings.</p>
<p style="text-align: right;">Page 59</p> <p>1 well. 2 So between those two things, we came up 3 with a list of commitments that would be in the 4 construction plans and carried forth for the Long 5 X Bridge replacement project. 6 And those are on that side of the 7 screen. There are also quite a few places in the 8 draft EIS, as well. 9 But it does cover some time 10 restrictions; it also covers visual screening. 11 Long-term lighting will be downcast and shielded. 12 And definitely, all of the equipment 13 would be pressure-washed so they're free of 14 noxious weeds. So those are, kind of, the list of 15 additional commitments that we had. Yes, sir? 16 ROGER ASHLEY: Yeah, my name's Roger 17 Ashley. What -- you know, you have that for 18 control or keeping noxious weeds from spreading 19 onto Forest Service and Park Service lands. 20 What about the rest of the lands? Isn't 21 it state law that you're supposed to keep from 22 spreading noxious weeds to the other areas? 23 I don't think leafy spurge is a state 24 weed, is it? It's a noxious weed. And we see a 25 lot of that along I-94. We see a lot of</p>	<p style="text-align: right;">Page 61</p> <p>1 And this is -- basically, the top photo 2 is the existing condition. And this is a view 3 from the river overlook within the north unit. 4 And this also shows, then -- we can see, 5 basically, that this would be a viable affected 6 area. 7 This is what we -- we, basically, 8 rendered the project into these photos for the 9 simulations. 10 And in these, I know -- I think we 11 showed a couple of these in previous meetings, 12 whether those were the stakeholder group meetings 13 or possibly in the alternatives public workshop. 14 But again, here are some existing photos 15 of what is out today. This is from the Maah Daah 16 Hey Trail. 17 The bottom view is from the temporary 18 visitor center in the north unit. And then, on 19 the other side is the simulation. 20 And in these photos, you can see that 21 some of the bluffs will be changing, and there 22 will be some visual impacts. 23 So switching to water resources, there 24 will be permanent and temporary wetland impacts 25 throughout the corridor.</p>

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<p style="text-align: right;">Page 62</p> <p>1 We did -- we tried to design what we 2 could to minimize those impacts. As we go further 3 through final design, we will be mitigating for 4 wetland impacts, as required by Section 404 and 5 Executive Order 11990. 6 And I just wanted to just touch on piers 7 to the existing Long X Bridge. And here would be 8 the new four-lane bridge. 9 And the existing bridge is a three-span, 10 and it has one pier within the river channel. And 11 the new bridge would be a five-span bridge, and 12 there would be two piers within the river channel. 13 I wanted to touch on utility impacts, as 14 well. With this project, we knew that there was 15 just going to be a large -- there's, existing, a 16 large amount of utilities out throughout this 17 corridor. 18 And so, what we did is we did the 19 process slightly different for this project. So 20 what we had done is we actually had all of the 21 utilities mapped. 22 And then, we had utility coordination 23 meetings which, typically, don't usually happen 24 until in the final design phase. 25 But we felt it was really important in</p>	<p style="text-align: right;">Page 64</p> <p>1 And so, again, working through 2 mitigation, we will work to get this through the 3 no adverse effect, as well. 4 And then, the last property is actually 5 the Long X Bridge. It's a historic bridge. It 6 was built in 1959. 7 And with that, in the preferred 8 alternative of replacing the bridge, it would have 9 an adverse affect to the bridge. 10 So switching to Section 4(F): Section 11 4(F) is a law that's just under the U.S. 12 Department of Transportation. 13 So it affects Federal Highway, the FAA, 14 Federal Transit, and Federal Rail. Those are the 15 only agencies that Section 4(F) relates to. 16 And basically, it protects land that is 17 from publicly owned parks; recreation areas; 18 wildlife and waterfowl refuges; and historical 19 sites, as well. 20 And with 4(F), you basically have to 21 have no feasible or prudent alternative, and you 22 need -- or, excuse me. 23 No feasible or prudent avoidance 24 alternative. And it basically includes that you 25 have to have all minimization in your planning.</p>
<p style="text-align: right;">Page 63</p> <p>1 this phase to just let the utilities know, 2 basically, that this proposal was coming up and 3 if -- just working through them, what we could do 4 different and the impacts. 5 And so, we had quite a few utility 6 coordination meetings. And basically, throughout 7 this whole process, there is a total of about 8 120 miles of utility impacts, whether that is, you 9 know, oil and gas pipelines; communication or 10 fiber lines; and power lines, et cetera. 11 And we did a cultural resource and an 12 architectural survey throughout the whole project 13 area. 14 And basically, at the end of the day, 15 there's three different properties that will be 16 impacted by the project. 17 The homestead here. This is a picture 18 of the homestead. This will be permanently 19 impacted with the project. 20 But working through the North Dakota 21 State Historic Preservation Office and through the 22 mitigation, it would have no adverse effect. 23 Also, as I had mentioned previously on 24 one of the slides, the sign for the north unit 25 entrance has to be relocated slightly.</p>	<p style="text-align: right;">Page 65</p> <p>1 And there's three different types of 2 uses under Section 4(F). The first is permanent. 3 And permanent is basically where if I had, let's 4 say, a public park, and I am taking permanent 5 easement from that park. That would be a 6 permanent impact. 7 Or maybe, it's a historic site that 8 you're going to have to be completely impacting. 9 That is a permanent use. 10 Temporary use is basically where you 11 just maybe need some temporary easement for 12 construction. That's temporary occupancy, which 13 is use. 14 And then, the final use is constructive. 15 And constructive use is a very high measure and 16 high bar to reach. 17 So I'm going to do my best here to 18 explain constructive use. So as you see, there is 19 this photo here, and you have an amphitheater, and 20 you have a two-lane highway. 21 And this is the classic example. This 22 is actually taken from Fed Highway's Section 4(F) 23 on their website. 24 And basically, what that means is, to 25 meet that test, you have to completely diminish,</p>

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<p style="text-align: right;">Page 66</p> <p>1 basically, the use of that property. 2 So if you had an amphitheater and you 3 had a two-lane highway and you had to expand the 4 roadway to, let's say, four lanes, and that 5 encroaches and abuts right up to that 6 amphitheater, and that amphitheater could no 7 longer function as an amphitheater, that is 8 constructive use. 9 But it has to completely diminish the 10 use of that property so it can no longer function 11 as that -- whatever it was functioning at. 12 So we went through. And throughout the 13 whole project corridor, we worked with our agency 14 partners to see what properties may meet the test 15 of 4(F), and what properties did not meet the test 16 of Section 4(F). 17 And just a couple of things to highlight 18 is that the scenic outlooks are there for 19 transportation facility use. And so, those did 20 not meet the test of 4(F). 21 Also, the existing easement for the 22 U.S. Forest Service. Fed Highway and DOT has an 23 existing easement for the highway. That existing 24 easement is not considered 4(F). 25 And also, with the existing easement</p>	<p style="text-align: right;">Page 68</p> <p>1 programmatic form that DOT and Fed Highway has for 2 historic bridges. 3 And the last is the homestead, and that 4 also has a permanent use. And we will be using de 5 minimis determination because we'd work through 6 the mitigation with that. 7 So just to, kind of, touch on the Long X 8 Bridge and how we got to the preferred 9 alternative. 10 And basically, we looked at quite a few 11 different other options for the bridge, and one of 12 those was: Is there any way that we could, 13 basically, raise those portals? 14 Right now, there's an existing height 15 clearance, I think, of 16 feet. And could we 16 raise them up to 28.6 feet? 17 And we could. We would have to raise 18 about, I think, 20 different members up. And 19 actually, here is a picture of the existing, and 20 what it would look like if those portals were 21 raised. 22 In 2017, the legislature: They raised 23 and increased the gross vehicle weight. And so, 24 with that, we would have to do a full deck 25 replacement.</p>
<p style="text-align: right;">Page 67</p> <p>1 that travels through the National Park Service, 2 that also is not a Section 4(F) property because 3 it is there specifically for transportation 4 facilities. 5 So there were also some 4(F) properties 6 that were throughout the corridor -- such as Maah 7 Daah Hey Trail; some of the campgrounds -- that 8 did meet the test of 4(F). But there is no 9 permanent, temporary, or constructive use. 10 And so, basically, at the end of the 11 day, we had four different types of 4(F) 12 properties, and that included the National Park 13 Service-managed lands. 14 And we would need some temporary 15 easements just for that anchor drill shaft. And 16 so, we would have a temporary use, and it would be 17 what Fed Highway calls an exception for temporary 18 occupancy. 19 We also have the north unit entry sign. 20 There would be a relocation of that sign. And so, 21 we would have a de minimis use. 22 And the Long X Bridge: The preferred 23 alternative is to replace that bridge, so we have 24 an adverse affect. 25 And we are going to use a 4(F)</p>	<p style="text-align: right;">Page 69</p> <p>1 And under those requirements is 2 basically, then, under the DOT's design manual, 3 that would lead to reconstruction. 4 And once you're into reconstruction, 5 then you would actually have to widen that bridge. 6 Working with SHPO, widening that bridge would be 7 an adverse effect. And so, we, kind of, worked 8 through each of these alternatives. 9 The Long X Bridge is also fracture 10 critical. And this bridge has been hit seven 11 different times and has been closed either 12 temporarily or a couple days in a row continuously 13 for a couple times. 14 And so, with that, if -- and there's 15 examples. This is an actual picture of a crane. 16 And if it would hit a specific tension member, the 17 bridge, since it is fracture critical, it could 18 fail. 19 And this did happen here in -- this is a 20 picture taken from Washington State, where that 21 scenario did happen. 22 So through that, all of the coordination 23 and going through, we also looked at an 24 alternative use for the bridge. 25 And as Matt alluded to, there was</p>

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<p style="text-align: right;">Page 70</p> <p>1 just -- wildlife and people weren't mixing in that 2 area. 3 And so, what -- I hope that most of you 4 have seen that the Long X Bridge is up for 5 adoption -- and either one or more segments -- 6 until June 14th. 7 And DOT will fund the disassembly of and 8 transport one segment up to 100 miles. And there 9 is a preference that's given to public entities, 10 as well. 11 But we've had some requests. And so, 12 we're hoping to see more for the adoption of 13 either a segment or the Long X Bridge. 14 So now, Matt's going to go through, kind 15 of, the schedule and the next steps of the 16 project. 17 MATT LINNEMAN: So here's a cost 18 estimate. Based on that preferred alternative, 19 kind of, broken out by each of the alternatives 20 and options, we're looking at about a \$480 million 21 project for the whole 62 miles. 22 Those numbers came down a little bit 23 since, probably, the last time we were out to the 24 public. I think we had a range of about 25 \$800 million to \$1 trillion dollars.</p>	<p style="text-align: right;">Page 72</p> <p>1 But priorities-wise, Priority 1 being 2 that Long X Bridge portion of the project; 3 priority 2 being the segment for North Dakota 200 4 North to Watford City; and then, the third 5 priority being from I-94 to Highway 200. 6 So to blow this up, like I said, 7 Priority 1 will be the replacement of the Long X 8 Bridge, including the roadways leading up to it 9 and including a wildlife crossing. 10 This graph is probably a little bit hard 11 to see. I think we have it on a board back here, 12 so you can take a closer look at it. 13 This, kind of, details out about 14 1.7 miles of roadway that comes into it, as we 15 have to re-align the road to fit where the new 16 bridge will be. 17 So as we talked about, the new -- under 18 the LX3 alternative, the new bridge will be built 19 alongside the existing one, parallel to the east. 20 It'll be built -- put in place, 21 basically, since we have curve -- horizontal 22 curves coming in and out, we need to get that 23 alignment to work out and be a safe amount of 24 curvature. 25 And so, it ends up, like I said, being</p>
<p style="text-align: right;">Page 71</p> <p>1 But a couple things: As we've developed 2 the project further along, we've gotten into more 3 detail of actually knowing what the costs are; 4 knowing what the impacts are. 5 And we've seen some of our construction 6 costs come down, as well. So that's, kind of, a 7 more refined estimate. 8 And it seems -- you know, compared to 9 other projects that we've built in the past, it 10 fits that same kind of scale and scope of cost. 11 Of all of those dollars, the only 12 dollars that are actually out there and available 13 for construction are for the Long X Bridge -- LX3: 14 That probably \$36 million, \$38 million -- because 15 there's a few other features that need to be 16 incorporated into that, including the approach 17 roadways. We'll talk a little bit more about 18 that. 19 But that's the only project that has any 20 money dedicated to it or associated with it. 21 There's no dollars, essentially, on the horizon at 22 this point to build any of the other segments. 23 Our anticipated construction schedule: 24 Well, it's hard to have a schedule if you don't 25 have any money identified.</p>	<p style="text-align: right;">Page 73</p> <p>1 about 1.7 miles long. And that project: We're 2 working on some of the development now. 3 Like I said, in our long-range state 4 transportation improvement plan, we have that 5 money set aside and planned for, like, a 2019 6 construction project. 7 But that's -- obviously, we're still 8 working through the environmental process at this 9 point. 10 So it's pending. There's lots of 11 project development activity that still needs to 12 move forward before that's a for-sure thing. 13 Next steps: This is, kind of, our chart 14 of where we started back at the beginning. Our 15 official kick-off for this project was in 16 October 2015. 17 There was a notice of intent to proceed 18 with the environmental impact statement and work 19 through coordinating with agencies; having -- 20 holding our scoping meetings; public meetings; 21 alternatives, methodology, and development; 22 alternatives workshops; writing the document; 23 publishing the draft environmental impact 24 statement; and now, we're here, down here at the 25 public hearing stage.</p>

19 (Pages 70 to 73)

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<p style="text-align: right;">Page 74</p> <p>1 Like I said, we're having the meeting 2 here today; tomorrow night, in Fairfield; the 3 following night, in Watford City. 4 But the comment period is open until 5 June 25th for everyone to provide comments into 6 this process. 7 And we'll take all of those comments and 8 give them consideration and wrap them into the 9 project development as we have and into the 10 environmental document. 11 And then, our goal is to, then, produce 12 a final environmental document that we would then 13 put in front of Federal Highway for their 14 decision-making. So that will probably be 15 sometime this fall when we get to that point. 16 So gathering input and hearing your 17 questions or comments: That's part of what we're 18 here for. 19 Obviously, we have this public comment 20 period open until June 25th, so there's many ways 21 to comment. 22 One of those is right here today: To 23 make your comments public. And we can have a 24 discussion in this forum. 25 You can ask us questions after we're</p>	<p style="text-align: right;">Page 76</p> <p>1 Dakota Wildlife Federation. Matt, do you see -- 2 is this the final environmental statement for the 3 entire 62 miles of the project, even though your 4 focus right now is for the 1.7 miles on the 5 bridge? 6 If we have any comments to make on the 7 other 60 miles, they'd better be made now, because 8 we won't be opening things up for the other 9 segments. 10 MATT LINNEMAN: Yes, yup. The whole 11 project. So like I said, I can't speak to when 12 funding may become available, you know. 13 There's different ways to fund projects. 14 But as of now, we don't have anything in the works 15 anywhere in our four-year plan for any other 16 segments at this point. 17 So to, maybe, expand my answer to your 18 question is that this process takes a long time, 19 you know. 20 By the time we're done, we're going to 21 have over three years into just writing the 22 environmental document. 23 So I think the goal is that we wanted to 24 make sure that we were out ahead of that, not 25 knowing where funding might ever come from.</p> <p style="text-align: right;">Comment G.1.0.20.</p>
<p style="text-align: right;">Page 75</p> <p>1 done with the formal presentation. We can answer 2 any questions and take your comments. 3 You should have all, as you walked -- 4 when you came in, got a public hearing flyer as 5 well as a comment form. You can mail that back to 6 me. You could send me e-mail at dotus85@nd.gov. 7 Our project website has all the project 8 information: The draft EIS; all of the -- most of 9 the public hearing materials that have been made 10 available prior to this; other project 11 information. 12 There's also a comment box on that 13 webpage, as well. You can type comments in and 14 those will come to me, as well. 15 So lots of ways to make comments. We 16 encourage you to make those comments now and/or 17 take some of this information home; think about 18 it; write us your comments. We very much 19 appreciate that. That's what we're here for. 20 So, kind of, like we've already 21 established, speaker guidelines: If you have any 22 questions or comments, just make sure you're clear 23 and you state your name, and we can go from there. 24 Yes? 25 MIKE McENROE: Mike McEnroe, North</p>	<p style="text-align: right;">Page 77</p> <p>1 And the way that we will handle that is 2 that we will keep -- try to keep this document 3 fresh as we go forward, too. 4 So let's say we finalize the 5 environmental document; we move forward with, 6 maybe, one segment of the project; it's, maybe, 7 ten years before we see funding for other 8 segments. 9 What we'll have to do is go along, 10 probably, every three, four, or five years, 11 depending on where everything is at, and go back 12 and do a re-evaluation of the EIS and bring it up 13 to current standards. 14 So when I say that, what has changed? 15 Has the regulatory environment changed? Are 16 there -- you know, a good example is: Are there 17 any new endangered species that might be listed? 18 Or has our project proposal, maybe, 19 changed, based on new technology or new 20 information? 21 So we will have to -- this is something 22 that, since it takes so long to, kind of, write 23 the initial document, it's something we'll put 24 effort into maintaining over time so it's always 25 ready in case funding becomes available.</p>

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3 MIKE McENROE: But then the follow-up to
4 that is: If new information is learned on any of
5 these things ten years from now, will the public
6 or citizens, anybody, have a chance to comment and
7 influence decisions made then? Or do we speak now
8 or hold our peace until after 2040, or whatever
9 the --
10 MATT LINNEMAN: Right. That's a good
11 question. And so, I think it's a gray area, is
12 the best way I can put it.
13 And I think, the way that it's
14 handled -- and Jen can jump in if I'm
15 characterizing this wrong -- but if it's something
16 that's fairly straightforward, it might be
17 something -- it's something we'd have to consult
18 our partner with: Federal Highway.
19 And so, the way that we always, kind of,
20 talk about it is: Do we have to open the
21 document?
22 And when we say "open the document,"
23 we're typically talking about our formal process
24 where we need to come back to the public and get
25 public input on it.
26 Sometimes, it's just a re-evaluation to
27 say, "Okay, something minor has changed. Did we

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1 properly evaluate the impacts?"
2 Maybe we did; maybe we didn't. And if
3 that's something that can be handled, you know,
4 with -- maybe it's a specific regulatory
5 requirement.
6 Or, like I said, maybe it's a species
7 that got listed. And it's listed, and we consult
8 on it.
9 Maybe we have to supplement and open
10 consultation with the Fish and Wildlife Service
11 again.
12 We may not necessarily have to go back
13 to the public. It, kind of, depends on the amount
14 of change and the level of where Federal Highway
15 comes in.
16 So the Federal Highway -- I guess, to
17 try to -- I probably can't state it enough. This
18 is Federal Highway's document.
19 Even though the DOT is leading this
20 project and developing it, Federal Highway makes
21 the ultimate end decision here.
22 And they would make the ultimate end
23 decision on when we need to re-evaluate and open
24 it up to public comment.
25 But that's something we usually work

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1 very closely with our federal partner on. And so,
2 we try to make sure we're always on the same page
3 on that and head off some of those questions so
4 we're not in conflict on what we think we need to
5 do. I'm sure there's a few more questions out
6 there.
7 CURTIS GLASOE: Curt Glasoe from
8 Dickinson here. I guess I'll just make my three
9 so I can get going here.
10 But roundabouts are the question. You
11 know, if you've been to Paris and you've seen the
12 ones there, they're huge and they're in the big
13 city.
14 And the ones I've seen here now, there's
15 some that are adequate, but I think they could be
16 a little bigger.
17 I don't know where the designs are
18 coming from -- off the sheet somewhere -- I don't
19 know if they're developed in North Dakota or
20 not -- but we have a lot of long trucks.
21 I talked to the highway patrolman, and
22 he said they don't have too many problems. Well,
23 we've had the ones in place.
24 They aren't too much of a problem,
25 except for I can see snow removal problems when we

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1 get a winter that we have snow.
2 We haven't had one yet on them. And the
3 bigger they are, the easier they are for when you
4 get around there and get the volume of traffic
5 into them.
6 The smaller they are, the traffic
7 conflicts if you've got people on all four sides.
8 We've never got the full array; they just keep
9 flowing.
10 But just to consider that. We got a lot
11 of acres in North Dakota. The right-of-ways
12 aren't too big.
13 But there's a lot of area to put
14 roundabouts in there where they're a little bigger
15 so you can use that traffic up.
16 Two hundred twenty-two, it's going to be
17 there through there on Sunday, and there's traffic
18 coming through.
19 Good thing you have a stop sign there,
20 because there's trucks and traffic and whatever
21 through there.
22 Access to the recreation sites, I think,
23 is pretty important. The problem with the proper
24 signing is what's there.
25 But if you have a split median with a

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<p style="text-align: right;">Page 82</p> <p>1 divided whatever to make sure people are going 2 with the signing and everything, it's pretty 3 important coming from the south. 4 A lot of people come from the south, and 5 they're going to go west. And those accesses have 6 to be proper, or else you're going to get t-boned 7 there going across the four lanes with the two 8 lanes on either side. 9 One of the last bugaboos of mine is the 10 culverts on the road approaches. So you got 11 60 miles. 12 You got 120 on each side. That's 13 240 culverts under those approaches. You're an 14 engineer. How much is that? Five thousand per 15 approach -- 16 MATT LINNEMAN: Right. 17 CURTIS GLASOE: -- to put those culverts 18 in there. And the biggest thing those culverts -- 19 a lot of them, you can move dirt for three bucks a 20 yard. 21 You move 100 yards of dirt and get it to 22 drain away -- still keep the water in the 23 right-of-way -- but your culvert doesn't have to 24 maintain forever. 25 And the thing is that moisture -- skunks</p>	<p style="text-align: right;">Page 84</p> <p>1 But if you get a flat approach, in a lot 2 of places, you don't need them on the 3 quarter-mile, or you don't need them in those 4 places. Where you need them is at those high 5 spots, obviously. 6 MATT LINNEMAN: Mm-hmm. 7 CURTIS GLASOE: So those are my 8 comments. 9 MATT LINNEMAN: Sure, sure. Yeah. On 10 the roundabout: The concept -- you know, that -- 11 those -- the theory, I would say, behind the 12 roundabouts and what radius they should be is kind 13 of -- there's still research going on, and that 14 keeps evolving. 15 CURTIS GLASOE: Yup, yup. 16 MATT LINNEMAN: I think we've been 17 trying to learn from what other states are doing 18 and what some of the research is telling us about 19 what the proper radius is. 20 We stopped a little bit and talked to 21 some people before the meeting here. We did have 22 a fair amount of input from the trucking industry 23 on the roundabout at Carrington because there's a 24 lot of oversized loads that come through there. 25 And they had a lot of concerns with --</p>
<p style="text-align: right;">Page 83</p> <p>1 and badgers and whatever don't need a bathroom out 2 there. 3 That's the only moisture they're going 4 to get in. A good share -- even on the Killdeer 5 road, there's four in there. 6 It just bugs me that the culverts got 7 put in, and it's completely flat on each side. 8 They can run away and just grate it away and keep 9 it in the right-of-way. 10 And I don't know if anybody checks that, 11 but you've got 240 of them. If they all had a 12 culvert in there, you could save \$1 million bucks 13 easy when you're designing. 14 I know it's \$418 million, but 15 \$419 million, big deal, but just look at that. If 16 you can get the designers to look at that, I've 17 talked to people over there before. 18 MATT LINNEMAN: Sure. 19 CURTIS GLASOE: And somehow, they still 20 creep in there. 21 MATT LINNEMAN: Right. 22 CURTIS GLASOE: A lot of times, you need 23 them if you got a grade on your approach. You 24 need them, no question. If you've got flare in 25 there, same thing.</p>	<p style="text-align: right;">Page 85</p> <p>1 especially coming through with lowboys and having 2 their ground clearance because of the cross slope 3 of the roundabout as it ties into the roadway, as 4 well as having enough turning radius to get there. 5 So there's a lot of design details that 6 went into that one, and a lot of input from 7 industry. 8 And I think, at the end of the day, it 9 was a success because, you know, at the beginning, 10 they were very much against it. 11 And I think, you know, based on all the 12 reasons that they had being against it, we were 13 able to design around that. 14 So I think that's something we learned 15 from, and more of that's coming. So I think we'll 16 definitely incorporate those things into this 17 design. 18 Although this one is unique because we 19 do have the two lanes -- two through lanes in each 20 direction. So it will be the first one like that 21 in North Dakota. 22 CURTIS GLASOE: Yeah. 23 MATT LINNEMAN: And the culverts: 24 Usually, on a project of this scale and scope, we 25 would be doing a full-blown hydraulics study when</p>

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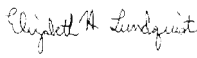

<p style="text-align: right;">Page 86</p> <p>1 we get to the design phase. 2 And, yeah. Sometimes it does seem like 3 we, maybe, have more culverts than are necessary. 4 But we usually try to take a very strict stance 5 that we're trying to maintain the water flow in 6 the direction that it came. 7 So if it naturally was going to sheet 8 flow (phonetic) and head some directions before 9 the highway was there, we want to make sure that 10 that water gets to the same point that it would 11 have, rather than diverting it into a different 12 watershed. 13 So we're very sensitive to that -- that 14 aspect. So -- but sometimes, it does seem like, 15 maybe, overkill on what we're doing. 16 But we're trying to make sure the 17 water's getting where it needs to go -- or where 18 it originally wanted to get to -- in the end. 19 Yup? 20 CAL KLEWIN: Cal Klewin, Theodore 21 Roosevelt Expressway Association. In traveling 22 U.S. Highway 85 and visiting with some of the 23 folks with concerns of when it's going to happen 24 or how it's even going to work and so forth, one 25 of the things I haven't heard yet:</p>	<p style="text-align: right;">Page 88</p> <p>1 what we've been doing is taking an inventory of 2 everything that's out there. 3 All the comments that we've gotten, 4 we've prepared a document to, kind of, go over 5 this environmental document as, kind of, a 6 recordation of all of those conversations and 7 concerns that landowners had. 8 And what we'll have to do is, when we 9 pick up the pieces to view the final design -- 10 because that's when we actually get into the 11 right-of-way negotiations. 12 It's something we have to work with 13 those landowners on and say, "Okay, are you still 14 the owner on both sides?" 15 "Or do you have a Forest Service 16 allotment on one side and land on the other? And 17 do you have needs for that connectivity," and what 18 we can work out with them. 19 We also have, essentially, a policy at 20 the DOT of how we determine if we're going to put 21 in a cattle crossing: Like, an underpass. 22 And what -- depending on, you know, the 23 amount of acreages; the amount of traffic; the 24 amount of cattle, what needs they have on each 25 side of the road.</p>
<p style="text-align: right;">Page 87</p> <p>1 What have been the discussions with the 2 ranch communities as far as moving the livestock 3 on two sides of the highway? 4 I know there's been several concerns 5 from ranchers that have asked me, "How is that 6 going to work?" 7 MATT LINNEMAN: Right, right. We had a 8 lot of comments on that when we came through the 9 public scoping process and the alternatives public 10 meetings, as well. 11 And what it, kind of, boils down to is 12 it's something we need to get into a lot more 13 detail as far as providing a stock pass or 14 undercrossing through the roadway. 15 You know, our typical opening size is a 16 5x7 stock crossing, and there's a few of those 17 already that exist along the roadway. 18 And, you know, I think some of the 19 comments we got was requesting more. The problem 20 is, with an expansion project, it becomes a lot 21 longer crossing, so it doesn't even become 22 effective. You can't even get your cows to move 23 through there. 24 And so, I think that's something we 25 would have to, when we get to those segments --</p>	<p style="text-align: right;">Page 89</p> <p>1 We would come up with a formula of, 2 maybe, whether it was warranted to put in or not; 3 or, if it is, maybe we'll enter it in as a cost 4 participation piece of that, too. But that 5 becomes part of the right-of-way discussion with 6 that landowner, too. 7 So it's a roundabout way of saying that 8 that's something we have to get into detail with 9 each landowner and see what their needs are. 10 And we don't really address it in this 11 environmental document other than to note that 12 there's a need out there, and that that's 13 something that we need to commit ourselves to and 14 work with the landowners on in the future. 15 Well, I'm here for comments. Obviously, 16 we have a team here from KLJ, as well as from the 17 DOT, representing the project. 18 We'll be here until 8:00 p.m. if anyone 19 wants to come talk to us or offer any other 20 comments. 21 I'll probably give this as my last call 22 for questions or comments to the general audience. 23 Well, thank you, everybody, for coming and sitting 24 through our presentation today. 25 We really appreciate your input. Please</p>

Comment G.1.0.26.

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<p style="text-align: right;">Page 90</p> <p>1 provide comments. Again, we'll be here until 2 8:00 p.m. 3 (Whereupon, the public input hearing 4 concluded at 8:00 p.m.) 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>	
<p style="text-align: right;">Page 91</p> <p>1 REPORTER'S CERTIFICATE 2 3 I, Elizabeth H. Lundquist, a general 4 shorthand reporter, 51 Broadway, Suite 130, Fargo, 5 North Dakota, do hereby certify that the foregoing 6 ninety (90) pages of typewritten material 7 constitute a full, true, and correct transcript of 8 my original stenotype notes, as they purport to 9 contain, of the public input hearing reported by 10 me at the time and place hereinbefore mentioned. 11 12 13 14  15 16 Elizabeth H. Lundquist 17 51 Broadway 18 Suite 130 19 Fargo, North Dakota 58102 20 21 Dated this 9th day of July, 2018. 22 23 THE FOREGOING CERTIFICATION OF THIS TRANSCRIPT 24 DOES NOT APPLY TO THE REPRODUCTION OF THE SAME BY 25 ANY MEANS, UNLESS UNDER THE DIRECT CONTROL AND/OR DIRECTION OF THE CERTIFYING COURT REPORTER.</p> 	

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G.2. Fairfield Public Hearing

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<p style="text-align: right;">Page 2</p> <p style="text-align: center;">A P P E A R A N C E S</p> <p>1 2 3 4 PRESENTERS: 5 MATT LINNEMAN 6 JEN TURNBOW 7 8 9 10 PUBLIC COMMENTERS: 11 ROGER CHINN 12 TERESA KESSEL 13 MORRIS TARNAVSKY 14 GUS TARNAVSKY 15 PEGGY WANNER 16 QWAIN MALKOWSKI 17 MERLE JOST 18 JULIE REIS 19 STACEY SWANSON 20 21 22 23 24 25</p>	<p style="text-align: right;">Page 4</p> <p>1 this project for a few years now, developing the 2 environmental document and studies and engineering 3 analyses. 4 So we have published a draft 5 environmental impact statement. It's out for 6 public viewing and comment. 7 And so, we want you all to be aware that 8 it's out there for your review and your comment, 9 and we're looking for your input here tonight, as 10 well, at our public hearing. 11 So my name is Matt Linneman. I'm with 12 the North Dakota DOT, and I'm the project manager 13 for this project. 14 And the DOT has contracted with KLJ 15 Engineering to do a lot of the report writing and 16 studies for us. And so, Jen Turnbow will be 17 helping me present today. 18 A couple of housekeeping things: As you 19 came in, we have some sign-in tables. You should 20 have seen -- we please encourage you to sign up on 21 the sign-in sheet and as well as participate in 22 our public participation survey. 23 And it asks a lot of questions and it 24 might be a little bit of work to do, but it's an 25 important document for the DOT and for Federal</p>
<p style="text-align: right;">Page 3</p> <p>1 WHEREUPON, 2 the following proceedings were had at 3 5:26 p.m., to wit: 4 MATT LINNEMAN: All right. We'll 5 probably get started here in a few minutes. So 6 thank you, everybody, for coming. 7 Okay. Can everybody hear okay? All 8 right. How about without a mic? Is that loud 9 enough for everyone or not? 10 Well, I don't want to shortchange 11 anyone, either. I want to make sure you can hear, 12 so -- but sometimes, I have a hard time tying 13 myself to this microphone, too. So we'll try it 14 with the mic just for a while and see if I can 15 stand still long enough. 16 Anyway, thanks, everybody, for coming 17 tonight. We're happy to have you here to talk 18 about the U.S. Highway 85 project between I-94 and 19 the Watford City bypass. 20 We're here for a public hearing. And 21 the reason for the public hearing: Obviously, 22 we've been working on an environmental document, 23 an environmental impact statement with Federal 24 Highway being our lead federal agency. 25 The North Dakota DOT has been working on</p>	<p style="text-align: right;">Page 5</p> <p>1 Highway to make sure we're complying with all of 2 our regulatory requirements to make sure we're 3 reaching out to a broad public cross-section and 4 we're getting our message out to everyone. 5 So this helps us determine if we're 6 doing that and meeting our goals, and it helps us 7 maintain our eligibility for federal aid. 8 So please take the time to fill one of 9 those out, if you're available to do that. And 10 you can leave those your participation surveys in 11 the inbox. 12 There's also a flyer, a handout that 13 came with information about the project, and 14 there's a comment sheet in there. 15 We welcome your comments. Written 16 comments: You can drop those off or mail them to 17 us. 18 We'll talk more about how you can 19 provide input on the project, other than just this 20 meeting here today. 21 So what do we want to do today? So our 22 objectives of this meeting relate to -- we'll 23 recap a little bit of what we've talked about in 24 previous public meetings and talk about the 25 purpose and need for this project.</p>

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<p style="text-align: right;">Page 6</p> <p>1 We'll talk a little bit more about 2 exactly what we've done. You know, we've had some 3 public input meetings; we've had some stakeholder 4 group meetings here in Fairfield. 5 And we've taken all of that input, as 6 well as all of our environmental and cultural and 7 engineering studies, and tried to take all of that 8 information and all of that input and draft it 9 into a different -- a bunch of different 10 alternatives and options that we studied on the 11 project. 12 And then, we've come out -- in this 13 draft environmental impact statement -- with our 14 preferred alternative. 15 So we're going to spend most of the time 16 tonight talking about the preferred alternative: 17 What it actually is, what we're proposing, and 18 what the impacts are that are associated with that 19 alternative. 20 We'll talk a little bit about, also, the 21 Long X Bridge project in and of itself and some of 22 the impacts and details of that specific project; 23 and then, make sure that we have time to hear from 24 all of you that have questions, comments, or input 25 that you'd like to offer.</p>	<p style="text-align: right;">Page 8</p> <p>1 that document. 2 We also have three cooperating agencies 3 on this project that will have some sort of 4 approval interest in the project in its full 5 ultimate development form, and that's the National 6 Park Service; the U.S. Forest Service; and the 7 U.S. Army Corps of Engineers. 8 So why are we even proposing a project? 9 What needs are out there, and what purpose are we 10 trying to fulfill? 11 So a quick recap of, kind of, what we 12 talked about in the past at meetings. We want to 13 meet some of the social demands and economic 14 development of the area. 15 A lot of development happening with oil 16 and gas; industry development in this area; 17 agricultural industry that's been here for many 18 years, and the moving their loads for the ag 19 industry and commodities. 20 More people. More population in the 21 area to meet the demands of that increase in oil 22 and gas development, as well as all of the 23 recreational opportunities with the federal lands 24 and the Badlands areas that are available out 25 here.</p>
<p style="text-align: right;">Page 7</p> <p>1 So that's one thing I would say, is: We 2 have a presentation here. Jen and I have got 3 about an hour's worth of material here to go 4 through. 5 But we have plenty of time here tonight, 6 so I want this to be an open conversation. As you 7 have comments or ideas or questions, please bring 8 them forward as we go. 9 We don't have to wait until the end. 10 Let's have a conversation. We can talk about the 11 project as we go. 12 So a little bit of a recap of the 13 project: Like I said, we're here talking about 14 Highway 85 from I-94 north to the Watford City 15 bypass, which also corresponds with County 16 Road 30. 17 The main goal of the project is looking 18 at an expansion project for the Highway 85 highway 19 itself, as well as looking at options for 20 rehabilitation or replacement of the Long X 21 Bridge. 22 And like I previously stated, we're 23 undertaking an environmental impact study process 24 with Federal Highway as our lead agency and 25 following their guidelines for the development of</p>	<p style="text-align: right;">Page 9</p> <p>1 So you have a diverse group of people 2 all trying to use this highway for different 3 purposes. 4 So you have a different mix of traffic 5 and truck and agricultural traffic types all 6 trying to share the roadways. 7 So we're trying to provide a roadway 8 that meets all of their needs and can move them 9 all safely through the corridor. 10 We also have the Long X Bridge itself 11 being one of those -- one of the main features of 12 the project. 13 And, you know, having an over-height and 14 with having it being a through-truss-type bridge 15 and having an over-height -- or, a height 16 restriction as well as a width restriction going 17 across the Little Missouri River, some of those 18 loads, obviously, have hit that bridge over time 19 and have had us to close the roadway. 20 And so, we lose some of the reliability 21 when the road -- when the bridge gets struck and 22 we have to close it, and the indirection there is 23 about 50 miles. 24 This is the linkage and connectivity of 25 the project. We have a four-lane network in the</p>

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<p style="text-align: center;">Page 10</p> <p>1 state consisting of I-94, I-29, U.S. Highway 2, 2 U.S. Highway 83, and part of U.S. Highway 85. 3 So we're looking at this as a connecting 4 link to that four-lane system to connect the 5 four-lane facility at I-94 with the 6 already-existing four-lane facility at Watford 7 City that connects up to U.S. Highway 2. 8 Safety. That's -- we've got a lot of 9 input from the public on the safety aspects of the 10 project. 11 And having a wide roadway; having wide 12 shoulders to -- for salt vehicles or for emergency 13 services or law enforcement, traffic enforcement; 14 as well as having, you know, clearance from 15 obstructions along the roadway; and providing safe 16 passing areas for that mix of traffic, that mix of 17 users that we just talked about. 18 That leads into the -- very much on the 19 capacity of the traffic volume aspect of the 20 project. 21 And, you know, that mix of users out 22 there: That creates a lot of time spent following 23 with not a lot of good passing opportunities on 24 the roadway, on the corridor. 25 So, you know, providing a facility like</p>	<p style="text-align: center;">Page 12</p> <p>1 the movement of commerce and for mobility and 2 having a high level of reliability to be able to 3 move those goods and people. 4 It's also designated by the DOT in our 5 freight -- we have a strategic freight plan that's 6 fairly new at the DOT now. 7 And so, it's considered a freight level 8 one corridor, so giving it a high level of 9 priority to be able to move goods through the 10 corridor. 11 It's also part of, you know, legislation 12 that was passed during the last session on a 13 129,000-pound gross vehicle weight network, so it 14 allows for that higher gross vehicle weight. 15 And it's also a piece of the 16 Ports-to-Plains Alliance and the Theodore 17 Roosevelt Expressway with a coalition and an 18 initiative nationwide to have a good connecting 19 route between Canada and Mexico. 20 Some of the other things that we're 21 trying to address is some of the reliability of 22 the roadway. 23 We talked a little bit about that with 24 the Long X Bridge and it being closed at times; 25 but also, because of the landslides and the</p>
<p style="text-align: center;">Page 11</p> <p>1 this, this expansion project, would help to do 2 that. 3 It would help -- you know, as times go 4 on, we're projecting an increase in traffic. The 5 more traffic that we have, the more congestion 6 you're going to have; the more time spent 7 following. 8 And, you know, I'm sure many of you have 9 all seen the types of driver behaviors that are 10 out there that, maybe, get frustrated with that 11 and take maneuvers that are not safe and don't 12 make you feel safe when you're on the roadways. 13 So we're trying to, you know, provide that -- meet 14 that need. 15 Transportation demand and the roadway 16 classification. U.S. Highway 85 has several 17 different classifications and designations. It's 18 on the National Highway System. 19 The National Highway System is, you 20 know, a network that's designated by the U.S. DOT 21 and Federal Highway as important for mobility and 22 defense and economic growth, so it has a high 23 degree of that. 24 The North Dakota DOT: We consider this 25 an interregional corridor, so it's important for</p>	<p style="text-align: center;">Page 13</p> <p>1 instabilities, you know, mainly through the 2 Badlands areas. 3 So to provide a roadway that can be 4 reliable, and that landslides or debris that flows 5 onto the roadway don't restrict the use or the 6 service or having to close a lane or close a 7 roadway because of issues with that. So we want 8 to address those issues, as well. 9 And then, ecological connectivity, which 10 also plays into just the overall environmental 11 setting of the project, and that there's some very 12 unique and special habitat types along this 13 roadway -- some on federal lands; some on private 14 lands -- and with the Badlands, kind of, being at 15 the center point of that discussion. 16 That we want to make sure that we can, 17 you know, try to prevent animal-vehicle 18 collisions, from a safety standpoint; and provide 19 some wildlife crossings to also connect the 20 habitat where that habitat is important and makes 21 sense to be connected. 22 So how do we meet all of those needs? 23 That's what the meat, here, of what we're talking 24 about. 25 So the way that we've approached this</p>

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<p style="text-align: right;">Page 14</p> <p>1 project: You know, we've done many, like I said, 2 studies' engineering analyses; surveys. 3 We've been to the public several times, 4 getting input on what are the needs that are out 5 there that the public has and that the users of 6 the roadway, the users of this area have. How do 7 we meet those needs? 8 So we looked at all types of 9 alternatives, a complete range of reasonable 10 alternatives -- or, all the ones we could think 11 of -- basically starting from a brainstorming 12 session of what are all the possible ideas that we 13 can even come up with. 14 We narrowed those down through a 15 screening process, through a public input process, 16 and came up with a set of alternatives and 17 options. 18 So "alternatives" referring to the 19 overall, kind of, roadway corridor; and "options" 20 detailing more specific areas of the project. 21 So a couple of alternatives and several 22 options for different features were all studied in 23 detail in the draft environmental impact 24 statement. 25 And the other thing that was identified</p>	<p style="text-align: right;">Page 16</p> <p>1 lanes of traffic. 2 More separation and, you know, 3 discourage travelers from, you know, encroaching 4 too much on that other direction of travel. 5 So the speed limit for that type of 6 roadway would be 70 miles an hour. And that's, 7 like I said, very similar to U.S. Highway 2, U.S. 8 Highway 83. 9 Now, this roadway section doesn't work 10 everywhere in the 62 miles of the corridor. 11 There's -- we have some special areas that we knew 12 we needed to address differently. 13 We've always had the mindset that we 14 were going to use flexible design alternatives to 15 try to minimize our impacts to environmental 16 resources; cultural resources; and, I'll call 17 them, social human environment resources such as 18 residences and businesses. 19 So we've tried to do that by how we've 20 shifted the alignment back and forth -- which side 21 of the roadway we're on -- and then, also having 22 to bring the roadway together in certain areas. 23 And I'll talk in a little bit more 24 detail about that as we go on our travel through 25 the corridor here.</p>
<p style="text-align: right;">Page 15</p> <p>1 in this public document that's out there for your 2 review right now is: What is the preferred 3 alternative? 4 So based on all of that analysis, what 5 do we think? What's our recommendation to all of 6 you as a preferred alternative to be built? 7 So that's what we are going to talk 8 about today, and that's what we are looking for 9 input on. 10 So getting into those, starting with the 11 roadway section: The overall alternative is 12 Alternative B that's the preferred alternative, 13 which would be the divided, depressed roadway. 14 So this would be -- look a lot like what 15 you would see on U.S. Highway 2 or U.S. 16 Highway 83. 17 We would use the existing roadway that's 18 out there for one of the bounds, one of the 19 directions of travel. 20 And then, build a new roadbed 84 feet 21 center line to center line away on either the east 22 or west side of the road, depending on where 23 you're at in the corridor, to provide some 24 distance between the -- you know, where it's 25 feasible to provide that distance between the two</p>	<p style="text-align: right;">Page 17</p> <p>1 We're, kind of, starting south to north. 2 So at I-94, this is where the four-lane proposal 3 would begin. 4 The north ramps of the interchange would 5 be -- the north terminals of those north ramps 6 would be where the lanes would pick up, so I'll 7 zoom in on that. 8 If you're exiting I-94 westbound and 9 you're taking a right turn to come north, you can 10 turn right free into a new lane that would be 11 added. 12 Same for the southbound traffic that 13 would want to exit and go -- continue westbound on 14 I-94: That would be a -- turn into a dedicated 15 right-turn lane. 16 So in the striping and layout shown here 17 with turn lanes, a three-lane section across the 18 interstate: That's, pretty much, the existing 19 roadway that's out there from a previous project. 20 In Fairfield, as we've worked with all 21 of you, having some stakeholder meetings here; as 22 well as working with Billings County and the 23 Commission there, we had different alternatives. 24 A couple were looking at bypassing 25 Fairfield, but the Billings County Commission had</p>

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<p style="text-align: right;">Page 18</p> <p>1 made their official recommendation that the FF1 -- 2 we call it "FF1" for Fairfield 1 -- is staying on 3 alignment with an urban roadway section that 4 allows us to minimize our impacts not having to go 5 around town. 6 The urban section allows us to drop the 7 grade of the roadway a little bit, add curb and 8 gutter, and further minimize the impacts to 9 adjacent homes and businesses. 10 And so, the current speed limit that you 11 have here today through town of 45 miles an hour 12 would be maintained. 13 And hopefully, we can also -- by having 14 curb and gutter, we might provide a different look 15 and feel for the drivers' experience so that, 16 maybe, they feel more like they have to slow down, 17 too. 18 It's not always a foolproof thing, 19 especially when there's no curvature to help 20 control that speed. 21 But hopefully, that goes toward helping 22 to meet that goal of a 45-mile-an-hour speed 23 limit. 24 The intersection of U.S. 2 and -- or, 25 sorry, North Dakota Highway 200 and 85 will be a</p>	<p style="text-align: right;">Page 20</p> <p>1 comments -- both yesterday and today already -- 2 about, you know, making sure that the loads that I 3 talked about previously -- the agricultural loads 4 and oil and gas loads -- can, you know, safely 5 navigate that roundabout, too. 6 So I think there's lots of things we can 7 work on in the design details of the roundabout to 8 make sure that it works for all the users that 9 need to go through there. 10 So traversing north along the project 11 corridor, as you get to the Badlands area, like I 12 said, we'll be employing some of those flexible 13 design alternatives to try to minimize our 14 footprint and impact on that section. 15 We're looking at bringing the highway 16 closer together: Going to, basically, a 20-foot 17 median design -- "flush median," we call it -- 18 versus the divided, depressed, which is the 19 overall alternative. 20 This is a -- it's still a divided 21 highway, but it has a 20-foot-wide flush median. 22 So this is the same roadway section that you see 23 between Watford City and Williston. 24 That allows us, like I said, to 25 eliminate that -- I shouldn't say "eliminate" --</p>
<p style="text-align: right;">Page 19</p> <p>1 roundabout. 2 We looked at a couple alternatives 3 there. Basically, we studied two alternatives in 4 the environmental document: Just the standard 5 "T"-type intersection and the roundabout. 6 A couple reasons for the roundabout, 7 safety being the main reason. The roundabout 8 eliminates the head-on and the T-bone-type crashes 9 at the intersection, so we have more of a merging 10 or a deflecting type of crash if we do have a 11 crash at a roundabout. So safety: Eliminating 12 the fatality and serious-injury crashes. 13 The other main benefit of the roundabout 14 is operational capacity, or keeping traffic 15 moving. 16 One thing about a standard "T" 17 intersection: Looking at the future, forecasted 18 traffic, at some point in the future, that would 19 eventually need a traffic signal to control the 20 traffic there. 21 Rather than having a traffic signal and 22 having to stop people, we'd rather just keep them 23 moving, and using a roundabout helps allow for 24 that. 25 So I think we've gotten a lot of good</p>	<p style="text-align: right;">Page 21</p> <p>1 to minimize our footprint through the Badlands 2 area. 3 And in some areas, we'll have to also 4 employ some retaining walls to try to hold it in 5 place and not have our footprint just go way out 6 into the Badlands. So it'll be a 65-mile-an-hour 7 design through when the roadway section looks like 8 that. 9 Scenic overlooks. There's three scenic 10 overlooks on the project, and those will be 11 maintained with the new project. 12 We're not proposing that the outside 13 edge goes any farther out into the Badlands 14 because there's plenty of width there today for 15 those scenic overlooks. 16 So it would just be putting some 17 striping in place to, kind of, help channelize and 18 direct both the people pulling in and the people 19 parking to, kind of, put them in a more orderly 20 fashion, if they're willing to do so. 21 Wildlife crossing system: Talking back 22 about that ecological connectivity in the Badlands 23 area. 24 We're proposing a system for wildlife 25 crossing through that about, approximately, seven</p>

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<p style="text-align: right;">Page 22</p> <p>1 miles through the Badlands. 2 So there would be an exclusionary 3 fencing that would go through that whole segment, 4 trying to keep wildlife off the roadway and 5 eliminate those animal-vehicle collisions. 6 And then, a series of wildlife 7 underpasses under the highway to, then, allow the 8 connection of the habitat. 9 So three different crossings are 10 proposed, one in the southern Badlands. I think, 11 if you look at the slide, it shows RP 120.9. 12 What "RP" means is it's a "reference 13 point," so it's the same as the milepoint or the 14 mile marker. 15 So it's about nine-tenths of a mile past 16 mile marker 120. And so, it's in the southern 17 Badlands. 18 The other one's at 126.1, which is 19 about -- oh, about a mile -- it's less than -- 20 it's about a half of a mile south of Long X 21 Bridge. 22 And then, Long X Bridge itself would 23 serve as a wildlife crossing. Just naturally, 24 it's a setting for where wildlife wants to cross, 25 and we just want to make sure that we provide that</p>	<p style="text-align: right;">Page 24</p> <p>1 MATT LINNEMAN: The short answer to your 2 question is "yes." So about three years ago, the 3 DOT started a pilot project, knowing that we were 4 going to eventually come through with a project 5 through here. 6 So we have been tracking carcass data. 7 You know, you no longer have to report 8 animal-vehicle collisions to the highway patrol. 9 That used to be a way in the past that we would 10 track that. 11 So since that's no longer a tool for us, 12 we implemented a pilot program with the DOT where 13 we have our maintenance sections outfitted with a 14 Smart phone. 15 And every time they pick a carcass up 16 off the roadway, they record that point; what type 17 of animal it is; the direction; like I said, 18 location. 19 And so, we have a database that we've 20 been building, and we used that information. Now, 21 granted, we only had about two years' worth of 22 data when we did our studies to go with that. But 23 we did use that data in trying to help pinpoint 24 these. 25 And we're hoping that, by keeping that</p>
<p style="text-align: right;">Page 23</p> <p>1 opportunity underneath the bridge. 2 So a little bit more detail of those. 3 Here's a rendering or a simulation of one. We're 4 talking about 122.5 here. 5 This is, roughly, that same location. 6 Yeah, the fencing turn is at 122.9, and the 7 wildlife underpass at 122.5. Yup, sorry. Go 8 ahead. 9 ROGER CHINN: Do I dare ask a question 10 now? 11 MATT LINNEMAN: Sorry, you bet. One 12 thing I forgot to mention, if you have a question, 13 please interrupt, and we'll talk about it. 14 But we do have a court reporter -- her 15 name is Liz -- here today, so please state your 16 name, and then ask your question. 17 ROGER CHINN: Okay. Roger Chinn, Grassy 18 Butte. Just a question on the wildlife 19 collisions -- or, car-vehicle -- or, 20 vehicle-wildlife collisions. 21 As somebody that lives along that road 22 and drives it, have you kept track of the amount 23 of collisions, say, three or four miles on each 24 side of Grassy Butte, compared to the collisions 25 up in what we call the Badlands?</p>	<p style="text-align: right;">Page 25</p> <p>1 program going and growing that, after we install 2 some of these, that we can also show a reduction 3 in those crashes. 4 ROGER CHINN: So about two years' worth 5 of data, you have? And it shows a need for it in 6 the Badlands more than either side of Grassy 7 Butte? 8 MATT LINNEMAN: I would say, with two 9 years' worth of data, that we didn't have any 10 conclusive data to go on. 11 And I would agree with you. I know of 12 some very specific -- some elk strikes, right, 13 very close to Grassy Butte -- 14 ROGER CHINN: Yeah. 15 MATT LINNEMAN: -- where a single truck 16 hit three, four, five elk at one swath. 17 ROGER CHINN: Yeah, and there's one 18 laying on Six Mile Hill right now. 19 MATT LINNEMAN: Yeah? 20 ROGER CHINN: You guys ain't don't very 21 good picking them up. 22 MATT LINNEMAN: Well, hopefully, it 23 stays there so they can collect the data about it 24 so we can get that into our information. 25 ROGER CHINN: But I think it would be</p>

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<p style="text-align: right;">Page 26</p> <p>1 something worth looking at. 2 MATT LINNEMAN: Sure, sure. One of the 3 things we did, we did look at -- we did have some 4 consideration with our agency partners about 5 wildlife crossings in the -- more of the prairie 6 area of the project. 7 And it's just -- it's a lot harder to, 8 kind of, pinpoint locations to put those -- 9 whether it's for antelope or whatever else it 10 might be -- because it's such a much broader, 11 wider landscape. 12 ROGER CHINN: Mm-hmm. 13 MATT LINNEMAN: And so, it gets a lot 14 harder to really pinpoint something that's going 15 to be justifiable, based on the expenditure that 16 it takes to build one of these structures. 17 But it is something that -- one thing I 18 would say is we have -- even though we don't have 19 any proposals for wildlife crossings south of the 20 Badlands, Grassy Butte area, we have committed 21 ourselves to re-looking at that when we would 22 build that stretch of roadway. 23 That's one thing: Because we couldn't 24 come to any good conclusions at the time of the 25 study, that doesn't mean that the data wouldn't be</p>	<p style="text-align: right;">Page 28</p> <p>1 would be a ten-foot-tall wildlife exclusionary 2 fence. 3 So about halfway between those, we would 4 transition to the taller fence. And so, this is 5 at 126.1. 6 We're still looking at concepts, here. 7 But essentially, we would provide an opening under 8 the roadway that would be at least 15 feet tall 9 and about 60 feet wide. And so, we're still -- 10 we, kind of, left that open. 11 When we get to that in the final design 12 of the project, we'll determine an actual 13 structure type, whether it's a bridge or some kind 14 of concrete arch type of structure, or whatever 15 seems to work and fit the landscape the best. So 16 that's the example. 17 This top one is a picture -- an actual 18 picture of the wildlife crossing -- as you 19 referred to it, the moose crossing -- south of 20 Lewis and Clark Bridge, south of Williston, on 21 Highway 85. 22 This is what it actually looks like. 23 And this is just a picture -- I think this is from 24 Arizona of a wildlife crossing that they built 25 with -- I'll call it a precast concrete arch-type</p>
<p style="text-align: right;">Page 27</p> <p>1 there three, four, five years from now, when we 2 actually build the project. 3 So we have committed to opening that 4 part of the project back up when -- when we get 5 there. 6 ROGER CHINN: Thank you. 7 MATT LINNEMAN: Yup. Are there some 8 more -- I thought, maybe, I saw another question. 9 Okay. 10 So this is a rendering of the wildlife 11 underpass at 122.5. Essentially, this would be a 12 box culvert, square, rectangular-looking opening, 13 10 feet tall by approximately 20 feet wide, mostly 14 targeting deer species as, kind of, the species of 15 concern there. 16 TERESA KESSEL: How high is that fence? 17 Teresa Kessel. I'm just wondering: How high is 18 that fence? 19 MATT LINNEMAN: Yup. In this area, the 20 areas that are directly adjacent to this wildlife 21 crossing, it would be an eight-foot-tall wildlife 22 fence. 23 As we move down the road here to this 24 one, the species target here is more Big Horn 25 sheep, and the fence has to get taller, so these</p>	<p style="text-align: right;">Page 29</p> <p>1 structure -- that's set under the roadway. And 2 so, it would be a structure. One of those two 3 types. 4 With this fencing system, no matter how 5 foolproof you think it is, animals are going to 6 get inside. 7 They're going to get on the highway 8 side, get in the right-of-way, so you have to 9 provide an opportunity for them to get back out. 10 And so, as you've seen, if you've driven 11 Highway 85 south of Williston, we have a series of 12 these jump-outs along there, as well. 13 So if an animal is trapped inside, 14 they're going to end up, you know, move along the 15 fence, trying to find an opening to get back out. 16 As they go up this hill, there's a cross 17 fence here that would, hopefully, direct them to 18 then jump back over, out of the highway 19 right-of-way side of things. 20 And then, having the face here keeps 21 animals from trying to jump -- jump into the 22 roadway side. 23 So this is -- this, again, is a picture, 24 specifically, of the one that's just south of 25 Williston. There's got to be questions about</p>

Comment G.2.0.5.

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<p style="text-align: right;">Page 30</p> <p>1 wildlife. I'm sure there will be some. 2 So Long X Bridge: We had three 3 alternatives for Long X Bridge, one looking at 4 rehabbing it; raising the portals; and building a 5 new bring alongside. 6 Another alternative was to build a new 7 structure alongside and leaving the old one in 8 place for some sort of alternative use. 9 And then, one where we build the new 10 structure alongside and then get rid of the old 11 bridge. 12 So the preferred alternative has been 13 identified as the remove-and-replace alternative, 14 so a new four-lane structure would be built on the 15 east side of the existing bridge, directly 16 adjacent to it and parallel. 17 Traffic would remain on the existing 18 bridge until that one's ready and built. Traffic 19 would then be switched over. And then, this 20 section would be removed. 21 So we have a rendering. Here is a 22 picture looking at Long X Bridge, looking off to 23 the northeast. 24 And so, I'm going to advance the slide, 25 here, and it'll transition into what a proposed</p>	<p style="text-align: right;">Page 32</p> <p>1 existing easement that we already have from the 2 National Park Service. 3 So that made a good argument for us to 4 say that this is a -- we're not going to take any 5 more easement than we currently have. And that's 6 what we've, kind of, set our goal as: Minimizing 7 our impact. 8 So the speed would slow down to 60 miles 9 an hour through this area for the width, but also 10 for the curvature of the roadway. 11 And this -- as I advance the slide, 12 there will be another rendering, kind of, 13 superimposing that roadway section at this 14 location. 15 So this is looking south, kind of, at 16 the top of the hill as you're looking at the north 17 edge of the national park, looking down into the 18 park. So that's the new roadway section. And 19 so -- 20 MORRIS TARNAVSKY: I have a question 21 here. 22 MATT LINNEMAN: Yes, sir? 23 MORRIS TARNAVSKY: How do you propose to 24 handle -- Morris Tarnavsky from Watford City. 25 Anyhow, how do you propose to handle that big</p> <p style="text-align: right;">Comment G.2.0.6.</p>
<p style="text-align: right;">Page 31</p> <p>1 rendering looks like of the new bridge. 2 So there's -- that's a rendering of what 3 the new structure would look like. From a 4 different perspective, this is looking north at 5 Long X Bridge and its existing configuration. 6 And then, we have a rendering. It'll 7 transition to what the new one will look like. It 8 will shift to the east; and then, the old bridge 9 will be removed. 10 So after I get through all of the, kind 11 of, alternatives here, Jen's going to talk about 12 the impacts. 13 And she'll spend some more time talking 14 about these alternatives and how we reached these 15 decisions on results as far as this alternative 16 for the Long X Bridge. 17 In a further effort to minimize our 18 impacts on the north unit of Theodore Roosevelt 19 National Park, we had to squeeze things down a 20 little bit tighter and move our -- or, send that 21 flush median design from a 20-foot down to a 22 12-foot-wide median. 23 So with that 12-foot median, as well as 24 the help of a few retaining walls, we were able to 25 fit the footprint of this proposed roadway in the</p>	<p style="text-align: right;">Page 33</p> <p>1 slump section that's got the ski jump going over 2 there on that north side, past the bridge? I 3 mean, they're picking on it here yesterday and 4 today. 5 But, you know, there is a plate that is 6 moving to the river. Park entry, park buildings, 7 and everything. 8 MATT LINNEMAN: Mm-hmm. 9 MORRIS TARNAVSKY: Because the reason 10 they abandoned the old Highway 85 and built this 11 new bridge is because the bridge, at that time -- 12 now, I'm born and raised here, so I seen this up 13 and close and personal. 14 MATT LINNEMAN: Mm-hmm. 15 MORRIS TARNAVSKY: That the north pier 16 on the old original Long X Bridge, which was right 17 across from where the residence of the north unit 18 is -- and that pier on the north side is no longer 19 plumb. 20 The bottom was leaned toward the south, 21 you know. So they had to, you know, do something. 22 So that's where the highway ended up. This -- you 23 know, now -- rather than that old route that went 24 down the hill. 25 MATT LINNEMAN: Sure.</p>

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<p style="text-align: right;">Page 34</p> <p>1 MORRIS TARNAVSKY: And that -- like I 2 say, that reason was because that whole piece of 3 ground is moving. 4 As a matter of fact, they built a new 5 visitor center for the park, and they had to tear 6 that down because that moving plate was taking the 7 foundation out from under their visitor center 8 building. 9 Now they got a couple portable ones in 10 there of sorts. I haven't looked at them that 11 close. 12 But anyway, it's one of those things 13 that you've got a geological situation there that 14 I'm not sure how you're going to deal with. 15 MATT LINNEMAN: I agree. That's a great 16 point, and that's a great segue into exactly what 17 I'm going to try to address. 18 MORRIS TARNAVSKY: Okay. 19 MATT LINNEMAN: So just excuse me for 20 one minute. I need some water. Yeah. So, 21 exactly. 22 The question with the landslide: One of 23 the things that we talked about at the beginning, 24 the purpose of the project is to create a reliable 25 roadway, and the landslides being one of the</p>	<p style="text-align: right;">Page 36</p> <p>1 know, they have to be designed, but I'll call them 2 a 5-foot diameter concrete shaft every 10 or so 3 feet, probably about 100 feet deep in this area. 4 And it would be put in a line along -- 5 that's what this yellow line represents. 6 So we would build that in a line across 7 there. So basically, a series of concrete piers, 8 buried in the ground. 9 And then, all those shafts -- like I 10 said, I'll call them drill shafts -- they would be 11 connected across the top of the reinforced 12 concrete cap beam to hold all those together. 13 And then, there would be a series of 14 ground anchors that go through that. So this is, 15 kind of, oriented a little bit. 16 But they would -- so here's where the 17 road and drilled shafts would be. There would be 18 ground anchors that go back and pin the top back 19 into the roadway, into stable ground under the 20 roadway. 21 And so, this is a pretty large 22 structural solution to hold that segment of road 23 in place. So this picture right here is on I-94 24 near the Painted Canyon Visitor Center. 25 MORRIS TARNAVSKY: Oh, yeah.</p>
<p style="text-align: right;">Page 35</p> <p>1 issues. So the location that you just described 2 is exactly what we're looking at here -- 3 MORRIS TARNAVSKY: Oh, okay. 4 MATT LINNEMAN: -- in the north unit of 5 the pack. So right here is that landslide area 6 that you were describing just -- here's the north 7 unit of the park entrance. 8 We've had, you know, some slide repair 9 projects we've done in the past in this area: 10 2011, plus a couple follow-up projects after that, 11 being the most recent. 12 And, yes, you're exactly right. We see 13 distress in the roadway in two spots where this 14 slide mass is crossing the roadway. 15 And everything is wanting to move 16 downhill, down into the river bottom. So what 17 we're proposing to stabilize that area is a 18 structural type of solution. 19 So there would -- this is -- this 20 picture is a rendering of an anchor drill shaft 21 structural solution. 22 And so, what that would consist of -- 23 and this will be -- this would be underground, 24 essentially. 25 So you would have a series of -- you</p>	<p style="text-align: right;">Page 37</p> <p>1 MATT LINNEMAN: So we have -- this is 2 the first one that we ever built in North Dakota, 3 which was built here a couple years ago. And so, 4 it would be a very similar solution to that. 5 So the only thing that you'll see is 6 that cap beam. And that cap beam can be partially 7 buried or even colored concrete so that it will 8 blend right into the Badlands. You might not even 9 notice it's there after it's built. 10 GUS TARNAVSKY: Question. Gus Tarnavsky 11 from Grassy Butte. On that top cap, like, have 12 you ever noticed any shifting in the one that 13 was -- the first one that was built? 14 Are you going to install, like, some 15 sort of, like, sensing devices on there to be able 16 to see if it shifts or not? And then, see if 17 that's -- 18 MATT LINNEMAN: Yes. 19 GUS TARNAVSKY: -- going to work, or -- 20 MATT LINNEMAN: Yes. So that's a good 21 question. The -- whether it's going to -- there's 22 some engineering tools and modeling tools that we 23 can use, based on soils information that we've 24 collected. 25 So we've collected quite a bit of soils</p> <p style="text-align: right;">Comment G.2.0.7.</p>

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<p style="text-align: right;">Page 38</p> <p>1 data. We have a good cross-section of, kind of, 2 the geologic slice of earth through that area. 3 So we can build that into a model and, 4 you know, kind of, mess around with this to 5 optimize our design. 6 So at this point, this is a concept that 7 has had some modeling done with it to prove that 8 it will actually work. 9 But before we get to a final design, it 10 will take a little bit more effort just to make 11 sure that we know that it's going to work. 12 And at that time, that's when you would 13 actually determine diameter; spacing; depth; how 14 many anchors you need across the top; whether you, 15 maybe, need two rows of these. 16 We don't really have room for that, so 17 we have to make it with one row. There's 18 another -- this system's also being installed on 19 Highway 73 this summer, east of Watford City, east 20 of Johnson's Corner. 21 GUS TARNAVSKY: Oh, okay. 22 MORRIS TARNAVSKY: Oh, that one. Yup. 23 MATT LINNEMAN: Yup. So that one's a 24 little different. It's going to have, basically, 25 three rows of drilled shafts and no ground</p>	<p style="text-align: right;">Page 40</p> <p>1 those might not even be buildable. 2 Like I said, back to my comment on 3 trying to keep our footprint within the 4 right-of-way that we have from the National Park 5 Service, so -- 6 MORRIS TARNAVSKY: That's -- when you 7 brought that point out, that's why it made my mind 8 go to this slump, you know. 9 MATT LINNEMAN: Sure. 10 MORRIS TARNAVSKY: And it's been moving 11 for years. You know, it's taken out a gasline 12 that used to run and was built in the early '80s 13 that went across the river, right where the bridge 14 is at, and then went north up the hill. And, you 15 know, the slumps have taken that line out. 16 MATT LINNEMAN: Sure, sure. 17 MORRIS TARNAVSKY: So it's not in 18 service anymore, you know, for -- and right now, 19 there's a proposal to use an existing oil pipeline 20 to move gas, as well. 21 You know, changing the product in there 22 periodically to move gas or move oil. And when 23 they built that pipeline, they used a little 24 different process. 25 They did a horizontal boring that went</p>
<p style="text-align: right;">Page 39</p> <p>1 anchors. 2 So a little bit different design. But 3 that was, kind of, what has worked out to be the 4 optimum design for that. 5 It all depends, kind of, how the earth 6 is moving, too, on what's the best solution there. 7 So what -- 8 MORRIS TARNAVSKY: That structure is 9 probably going to cost almost as much as that 10 bridge down there across the river. 11 MATT LINNEMAN: Yes. This is an 12 expensive solution, and we would rather not have 13 to go there. 14 But, you know, when you're limited like 15 this, both on the right-of-way as well as the mass 16 of this landslide, trying to deal with it with 17 earthwork, it becomes almost infeasible. 18 So we did look at other alternatives for 19 this, too, as far as realigning the road further; 20 trying to do some stabilization of the roadbed 21 from the bottom up. But those become even more 22 expensive than this. 23 MORRIS TARNAVSKY: Oh. Well, maybe. 24 MATT LINNEMAN: Especially when you 25 start talking about right-of-way. And some of</p>	<p style="text-align: right;">Page 41</p> <p>1 down under the slipping plates and across the 2 river and went up the other side, the north side, 3 to do the same thing there. And they -- I mean, 4 it was, like, a mile-long bore, almost. 5 MATT LINNEMAN: Mm-hmm. Right. 6 MORRIS TARNAVSKY: And quite 7 fascinating. But it's an approach to making it 8 work across that geological, mobile piece of 9 country. 10 MATT LINNEMAN: Sure. To get back to 11 your other question, Gus -- was, "Are we going to 12 have anything to tell if it" -- you know, so 13 obviously, the design is part of it. 14 GUS TARNAVSKY: Mm-hmm. 15 MATT LINNEMAN: But then, we'll also 16 have instrumentation. Usually, we have 17 instrumentation in a select few of the shafts -- 18 GUS TARNAVSKY: Oh, okay. 19 MATT LINNEMAN: -- to be able to measure 20 how much movement is happening. 21 MORRIS TARNAVSKY: Well, you've got that 22 now. 23 GUS TARNAVSKY: They've got it now in 24 the little -- 25 MATT LINNEMAN: Yup.</p>

Comment G.2.0.9.

Comment G.2.0.8.

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<p>1 GUS TARNAVSKY: -- yellow pillars out 2 there. 3 MATT LINNEMAN: Yup. 4 GUS TARNAVSKY: Your instruments and -- 5 MATT LINNEMAN: Yup, absolutely. It's 6 the exact same technology. 7 GUS TARNAVSKY: Okay. 8 MATT LINNEMAN: But we would encapsulate 9 one right in the drilled shaft to see how it's 10 moving. 11 As well as, at the end -- the cap end of 12 these anchors, we also can measure the tension in 13 the anchor -- 14 MORRIS TARNAVSKY: Oh, yeah. 15 MATT LINNEMAN: -- to make sure that 16 there's still strength there -- 17 GUS TARNAVSKY: Okay. That's a good 18 idea. 19 MATT LINNEMAN: -- both initially, when 20 they're tensioned; and then, over time, to see how 21 they're performing. 22 GUS TARNAVSKY: Okay. 23 MATT LINNEMAN: So, yeah. That's our 24 landslide mitigation proposal for what we call the 25 Horseshoe Bend area because of the previous</p>	<p>1 MORRIS TARNAVSKY: You know, a travel 2 route way back there in the early days of settling 3 in this territory. 4 MATT LINNEMAN: Right. 5 MORRIS TARNAVSKY: Now, I'm not old 6 enough to have seen the ferry, but, you know, I've 7 read about the ferry. 8 MATT LINNEMAN: Okay. You know, we had 9 considered proposals to continue the trail, you 10 know, all the way both to the entrance of the park 11 as well as all the way across the Little Missouri 12 River. 13 And based on -- because, you know, we 14 have our wildlife crossing and our wildlife 15 system, trying to eliminate the conflict of people 16 and wildlife, you know, crossing in the river; as 17 well as some considerations with just the overall 18 footprint that we were going to have going through 19 the park, at this point, we're proposing to end 20 the trail short of the park boundary. 21 MORRIS TARNAVSKY: Okay. 22 MATT LINNEMAN: A typical section of the 23 trail: When we're in, kind of, a fill-type slope, 24 it would be, you know, on the side of the roadway; 25 a clear area; an eight-foot-wide path.</p>
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<p>1 alignment there. 2 So we'll talk a little bit about the 3 trail. We have a proposal for a trail to connect 4 from Watford City on the north end -- so 5 basically, it goes from the north end of our 6 project limits at County Road 30. 7 The city and the county have been 8 working on their long-range trail plan to connect 9 into the north end of this. 10 And it would be on the east side of the 11 roadway, paralleling Highway 85 and end here at 12 County Road 34. 13 And so, the county has been working on 14 ideas for, maybe, a little destination park, that 15 sort of thing, for people to go to. 16 MORRIS TARNAVSKY: Are they going to 17 leave a boat under the bridge for the people on 18 this trail to continue south, or what? 19 I mean, back in years past, they used to 20 have a ferry crossing the bridge right where the 21 campground in the park is at. 22 MATT LINNEMAN: Okay. 23 MORRIS TARNAVSKY: On the Long X Trail, 24 you know. 25 MATT LINNEMAN: Sure.</p>	<p>1 As we're on flatter ground where you 2 have a roadway where we call a cut section and a 3 natural ditch and a back slope, we'd push that 4 trail farther out, farther away from traffic. 5 So the roadway section near Watford 6 City: There's also impacts there that we were 7 trying to minimize. 8 Those mostly revolve around utility 9 impacts because of all the power lines paralleling 10 the roadway; transmission lines and distribution 11 lines. 12 So about -- for about three miles south 13 of Watford City, the road would get narrower 14 again, back to this 20-foot-wide flush median 15 design. 16 It ties right into this design. This is 17 what the existing roadway section looks like just 18 south at the end of our project limits, just south 19 of Watford City. 20 But this would also have a little bit of 21 a shift of alignment 30 or 40 feet to, kind of, 22 like I said, avoid major impacts to those major 23 utility infrastructure that's paralleling the 24 roadway in that area. 25 And that would be -- you know, back to</p>

Comment G.2.0.10.

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<p style="text-align: right;">Page 46</p> <p>1 that -- anytime you have this type of roadway 2 design, we're looking at a 65-mile-an-hour design. 3 So that's the rundown of the preferred 4 alternatives. I would be open to questions or 5 conversations because, after this, I'm going to 6 turn it over to Jen, and she'll talk about the 7 impacts associated with it. Yes, ma'am? 8 PEGGY WANNER: Peggy Wanner, and I live 9 about six miles south of here. I was just 10 wondering: You didn't have any pictures. Comment G.2.0.11. What are our approaches going to look 11 like going out onto the highway? We live on the 12 west side of the highway. How would I get out to 13 go north? 14 MATT LINNEMAN: Sure. Every -- you 15 know, in the divided roadway section, where you 16 have that divided depressed roadway, you know, we 17 will maintain access to all residences and 18 properties. 19 And there will be a median crossover to 20 get across that median ditch. And that's very 21 similar to what you would see on, like I said, 22 Highway 2 or Highway 83, north of -- you know, 23 from Bismarck to Minot. 24 You know, we didn't go into the level of 25</p>	<p style="text-align: right;">Page 48</p> <p>1 one year. 2 MATT LINNEMAN: Right. 3 MORRIS TARNAVSKY: Not with what's been 4 laid out here before us. 5 MATT LINNEMAN: Right. The short answer 6 is the Long X Bridge is the priority segment, and 7 there's money available to build that segment of 8 the project. 9 There's no other money identified for 10 any of the other segments of the project at this 11 point. 12 MORRIS TARNAVSKY: Okay. 13 MATT LINNEMAN: And there's no projects 14 in the DOT four-year plan that have any segments, 15 other than Long X Bridge. And we can talk more 16 about that at the end, too. 17 MORRIS TARNAVSKY: Okay. 18 MATT LINNEMAN: But that's the short 19 answer is, yes, Long X is what we're going to move 20 forward with because there's funding available for 21 that. 22 QWAIN MALKOWSKI: Regardless, that 23 bridge would be a four-lane bridge? Qwain 24 Malkowski. 25 MATT LINNEMAN: Yes. We'll spend some Comment G.2.0.13.</p>
<p style="text-align: right;">Page 47</p> <p>1 detail of, you know, drawing and designing every 2 single one of those out because this is -- those 3 are still at a preliminary level of engineering. 4 But when the project -- at the end, 5 we'll talk a little bit about funding. When 6 funding is actually identified for those segments 7 of projects, we would get more into the 8 engineering details. 9 And that's when we would come and work 10 on the details with all of the landowners along 11 the roadway on where their access needs to be; how 12 it has to look to make sure we give you the access 13 that you need. Comment G.2.0.12. MORRIS TARNAVSKY: Have you got any 14 timeline on which sections are going to be dealt 15 with in what year? 16 You know, it looked like, okay, you've 17 got a project here coming down the hill to the 18 park, you know, on the north side of the river. 19 Well, that's going to be, "Yikes." And 20 then, the bridge: Whether you was indicating the 21 bridge is going to be the first, you know, needed 22 element in that highway. 23 And then, you know, from there, 24 what's -- obviously, it's not going to happen in 25</p>	<p style="text-align: right;">Page 49</p> <p>1 more time at the end, after Jen walks through, 2 kind of, the overall impacts analysis. 3 We're going to spend a little bit more 4 time talking in detail about the Long X Bridge 5 project and what's going forward in the funding 6 situation in our schedule. Any other comments or 7 questions at this point? 8 VONNE TARNAVSKY: Good job. 9 JEN TURNBOW: All right. So I'm going 10 to walk through the impacts for the preferred 11 alternative and options. 12 And there are many different resource 13 categories that we look at through the 14 Environmental Impact Statement. 15 And I'm not going to go through all of 16 those categories tonight. I'm just going to 17 provide a summary. 18 But I would urge everyone -- we have 19 draft EISs here. It's also on the DOT's website. 20 We also have them at different public viewing 21 locations. 22 And it has a full analysis of the 23 no-build alternative; along with the preferred 24 alternative; along with our other build options, 25 as well. Comment G.2.0.14.</p>

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<p style="text-align: right;">Page 50</p> <p>1 So you have, kind of, a complete summary 2 in that document. Is that better? Yes? All 3 right. 4 So I'll just start out talking a little 5 bit about land use. And this category is very 6 important because it's, basically, what type of 7 right-of-way will be needed from both private 8 landowners; as well as our federal partners, U.S. 9 Forest Service and the National Park Service. 10 And so, this just, kind of, shows that a 11 lot of the right-of-way that would be needed for 12 the preferred alternative would be adjacent on 13 both sides of the highway. 14 Additionally, there would be easements 15 that would be needed from the U.S. Forest Service. 16 And also, with the Park Service, they have an 17 existing highway easement deed -- Fed Highway and 18 DOT does -- for U.S. Highway 85. 19 And through this process, we would have 20 to renew or get or obtain a new highway easement 21 deed, and it would remain the same acreage. 22 So the project is not impacting any 23 additional acreage to the north unit of Theodore 24 Roosevelt National Park. 25 Now, we have an asterisk on this graph</p>	<p style="text-align: right;">Page 52</p> <p>1 Federal Highway Administration, we talk about 2 social impacts and what impacts happen to the 3 social environment and the human environment. 4 And through -- since we started this 5 project, through public scoping and then moving to 6 the alternatives public workshops, we had 7 stakeholder meeting here in Fairfield. 8 And we really wanted to, kind of, zero 9 in on what was important to everyone along the 10 corridor. 11 And the number one item that we got back 12 from the comments was safety. The folks wanted, 13 basically, a much safer highway; they wanted to 14 have more passing opportunities. And that was, 15 probably, the reoccurring theme that we heard the 16 most. 17 And so, kind of, moving through that, in 18 communities such as Fairfield and Grassy Butte, as 19 Matt said, the preferred alternative is to stay on 20 alignment, and the speed limit would also remain 21 the same at 45 miles an hour. 22 So in Fairfield, you won't see much 23 change at all. And through these communities, you 24 wouldn't see a lot of change. 25 Another thing is emergency services.</p>
<p style="text-align: right;">Page 51</p> <p>1 and throughout the EIS, and that's because there 2 are 0.2 acres that would be additional added to 3 the new highway easement deed for the north unit. 4 And that's because, a couple years ago, 5 there was an emergency landslide project that 6 needed to be done, and that additional acreage 7 would be added into this highway easement deed. 8 So it has nothing to do with this 9 particular project, but an earlier project. I 10 wanted to also discuss social. Under the Federal 11 Highway Administration -- oh, yes, sir? 12 Comment G.2.0.15. MERLE JOST: My name is Merle Jost, and 13 I was just wondering if you identified where the 14 right-of-way is and how many acres in each spot. 15 JEN TURNBOW: Yes, we have. Basically, 16 we have some maps right here, and it outlines all 17 the different parcels and where the existing 18 right-of-way is and what the proposed right-of-way 19 would be needed. 20 And if you have a particular spot where 21 you wanted to zero in on, one of us can meet with 22 you, and we can walk through that after this 23 presentation. 24 MERLE JOST: Okay, thank you. 25 JEN TURNBOW: No problem. So under the</p>	<p style="text-align: right;">Page 53</p> <p>1 When you expand the roadway and have additional 2 driving lanes, you also have additional shoulder 3 width. And that just helps the highway patrol be 4 able to enforce those traffic laws. 5 Also, having that expended highway, 6 having more passing opportunities, we also are 7 increasing the response time for emergency 8 services, as well. 9 There's a lot of recreation facilities 10 throughout the corridor. We have Little Missouri 11 National Grasslands; we have Maah Daah Hey Trail; 12 we have different campgrounds; and we have, of 13 course, the north unit of Theodore Roosevelt 14 National Park. 15 And through that, I'm going to talk -- I 16 have some slides, basically, coming up, that 17 specifically talks about those properties. 18 So I won't talk a lot about that right 19 here, but there are these special places within 20 the Badlands and the corridor. 21 And then, what happens during 22 construction? During construction, we'll have the 23 two lanes that are maintained at all times. 24 And there will be some decrease of 25 traveling times once we have construction</p>

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<p style="text-align: right;">Page 54</p> <p>1 starting, and there might be some minor detours. 2 But we'll also have reasonable access 3 for all the landowners, recreation facilities, and 4 that type of thing. 5 So here's just a graphic. And 6 basically, it shows the different management areas 7 for the U.S. Forest Service throughout the whole 8 corridor, and it provides a lot of recreation 9 opportunities in this area. 10 And there is an existing easement with 11 the U.S. Forest Service for the highway, and we 12 would, through this process, need additional 13 easement through the Forest Service. 14 This graphic shows the north unit of 15 Theodore Roosevelt National Park, and I just 16 wanted to step through what is all going to be 17 impacting the north unit with this project. And 18 hopefully, I can get this to open. 19 So here is the Long X Bridge and the 20 Little Missouri River. And then, we move into the 21 entrance of Theodore Roosevelt National Park. 22 And here, they have an existing sign 23 that says "Theodore Roosevelt National Park," and 24 we would have to actually relocate that sign. 25 And as you can see where the proposed</p>	<p style="text-align: right;">Page 56</p> <p>1 impacts there are going to be to noise, to the 2 visual, and to just recreating out in this area; 3 and how is it going to change? 4 So we spent some time going through some 5 studies and doing some additional studies in these 6 areas. 7 And through the Federal Highway and the 8 North Dakota DOT process, you have to do a traffic 9 noise analysis. 10 And that, basically, takes a look at 11 what the existing traffic is today and what those 12 noise levels are today. 13 And then, it also looks approximately 14 25 years in the future, and it models that traffic 15 noise. 16 And basically, it's a pretty 17 straightforward process. And through that 18 process, none of the noise receptors -- or, 19 basically, each of the land uses throughout the 20 area are assigned a code. 21 And they either approach, meet, or 22 exceed those decibel levels. And so, there is 23 really not an impact to noise in regard to traffic 24 noise. 25 We also knew, through this process, that</p>
<p style="text-align: right;">Page 55</p> <p>1 sign location is, it's very similar -- in the same 2 location. 3 It's just moved slightly. So the plan 4 is, basically, to really, kind of, pick up that 5 sign and relocate it in that new area that's 6 adjacent to the existing area. 7 And then, as Matt went through, this is 8 the Horseshoe Bend area where that anchor drill 9 shaft structure would be. 10 There's a scenic overlook just outside 11 of the park. And then, there would be a couple 12 retaining walls in order to maintain that minimum 13 footprint through the park and to remain within 14 that easement. 15 Additionally, as funding is identified 16 and constructed, there would be some wildlife 17 fencing and some jump-out areas, also, through the 18 park. 19 We also received, through the public 20 scoping and all of our public input, a lot of 21 comments in regard to the Little Missouri National 22 Grasslands and the north unit of Theodore 23 Roosevelt National Park. 24 And those comments revolved around just 25 that overall visitor experience: So what sort of</p>	<p style="text-align: right;">Page 57</p> <p>1 there's -- you know, we needed to do some 2 additional studies for that, sort of, overall 3 visitor experience. 4 And so, we did another noise study which 5 is called a "spread analysis," trying to basically 6 see if there would be any type of additional noise 7 impacts if you were out in the wilderness areas. 8 And not to get into all of the, kind of, 9 technical details, but in some worst-case 10 scenario, you may be able to hear something, sort 11 of, in that far eastern border of that wilderness 12 area. 13 We also did a spread analysis for 14 constructing the new Long X Bridge and especially 15 with pile driving, because we know that that is a 16 very, kind of, noisy operation, not just for the 17 visitors of the park, but also for the employees 18 that live and work in the park, as well. 19 And so, through those studies, we worked 20 with the National Park Service, and we came up 21 with a list of additional commitments to build 22 into the project to help minimize and mitigate the 23 effects of that. 24 And those are on the other side: You 25 know, making sure that access is maintained; there</p>

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<p style="text-align: right;">Page 58</p> <p>1 are some tiny restrictions of when work can start 2 and end; and also, talking about lighting. That 3 lighting needs to be downcast and shielded. 4 The other thing that we really looked at 5 is quiet pavement. We did some research on quiet 6 pavement. 7 Are there some techniques that we could 8 put into the roadway that would minimize the 9 noise? 10 And basically, what we found is, in the 11 first couple years, that works really, really 12 well. 13 But what happens after those couple 14 years is it, basically, reverts back to the 15 existing noise conditions. 16 So it's only a very, kind of, short 17 period of time. So for longevity, it really 18 doesn't work currently. Hopefully, it's something 19 in the future that everyone will work on. 20 Additionally, we did a lot of visual 21 studies. We -- and I'm going to, kind of, switch 22 slides, here, and I'm going to explain what we 23 did. 24 So visually, what we did is we worked 25 with the Forest Service and some of the different</p>	<p style="text-align: right;">Page 60</p> <p>1 And the bottom photo here is an existing 2 photo from the temporary visitor center that's in 3 the north unit. 4 And here is a simulation of what the 5 roadway would look like. And there are some 6 changes, again, to these bluffs. 7 We also worked to mitigate and minimize 8 our impacts to wetlands. And there would be some 9 permanent and temporary impacts. 10 And as we get further in design, we 11 would work toward mitigating those impacts in 12 accordance with Section 404 and Executive 13 Order 11990. 14 And this photo I just wanted to point 15 out is here's the existing Long X Bridge. And the 16 existing bridge is 969 feet long, and it's a 17 three-span. And so, one of the existing piers is 18 within the Little Missouri River channel. 19 As we construct the new bridge, it's a 20 five-span bridge, and there would be two piers 21 within the Little Missouri River. 22 As Matt mentioned, there was a large 23 number of utilities along the corridor, and we 24 knew that from the beginning. 25 So we actually -- this process worked a</p>
<p style="text-align: right;">Page 59</p> <p>1 management areas along with Theodore Roosevelt 2 National Park, and we went out to certain areas 3 within those -- the Forest Service and the north 4 unit. 5 And we took photographs, and then we did 6 renderings on what changes you would be able to 7 see. 8 And in this particular -- the top photo 9 right here is the existing condition, and this is 10 a view east from the river overlook within 11 Theodore Roosevelt National Park. 12 And on the bottom photo here is where -- 13 this is the area -- this is the modeled -- what 14 the changes would be. 15 And you can see that there would be some 16 visible affected area. And we have many different 17 points in here, and they're all in the appendices 18 of the draft EIS. 19 And here's a couple other renderings 20 that we did. Here is an existing photo from the 21 Maah Daah Hey Trail, and here would be the 22 simulation. 23 So you can see, like, that there would 24 be some impact to these bluffs here in the 25 Badlands.</p>	<p style="text-align: right;">Page 61</p> <p>1 little bit different. We had all the utilities 2 mapped. And then, typically, what's done is, in 3 the final design phase, we coordinate with the 4 utilities on either re-location or what we can do. 5 And we decided, with this project, kind 6 of, flip that process. And during the 7 environmental, we coordinated with many of the 8 utilities and worked with them, just to gain some 9 knowledge. 10 And then, what we could, basically, you 11 know, possibly design around or help with just the 12 overall process. 13 And with that process, there's about 14 120 miles of utility impacts that would be along 15 the project. We're going to move to some 16 cultural -- yes? Sorry. 17 ROGER CHINN: Roger Chinn, Grassy Butte. 18 I'm not -- the lines, the water lines and 19 pipelines: That's what's impacted. Comment G.2.0.16. 20 But you're also going to impact that 21 much more when they got to be moved wherever they 22 got to go. Is that a correct statement? 23 JEN TURNBOW: That is a correct 24 statement. And it depends where they would be 25 relocated to.</p>

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<p style="text-align: right;">Page 62</p> <p>1 ROGER CHINN: Maybe they could rebuild 2 all that. 3 JEN TURNBOW: So we did a cultural and 4 architectural inventory throughout the entire 5 corridor. 6 And basically, three properties would be 7 potentially impacted with the project. And the 8 first property is this homestead here at the 9 bottom. 10 And this homestead would be impacted 11 with the project. But working through the North 12 Dakota State Historic Preservation Office and our 13 Fed Highway and DOT partners, we were able to 14 provide some mitigation. And so, at the end of 15 the day, there would be a "no adverse effect." 16 The second property is, as we talked 17 about, the sign for the Theodore Roosevelt 18 National Park. 19 And there's a photo of that sign. I'm 20 sure many of you are familiar with it driving down 21 the corridor. 22 And this sign would be relocated 23 slightly. And so, with some additional 24 mitigation, we also had a "no adverse effect." 25 And then, the Long X Bridge itself is a</p>	<p style="text-align: right;">Page 64</p> <p>1 And so, you're not really providing that 2 much of a use to the property; it's just having 3 that temporary construction easement is all you 4 would need. 5 And then, constructive use is -- 6 basically, it's a very high bar to meet 7 constructive use. 8 And what constructive use basically 9 means is: Is there going to be noise or visual 10 impacts that would completely diminish the use of 11 that property? And that's really the key, is 12 "diminishing the use of that property." 13 And so, an example that Fed Highway uses 14 all the time is an example of an outdoor 15 amphitheater. 16 If you had an outdoor amphitheater, and 17 you had a two-lane road that exists; and then, you 18 would, basically -- the simulation here -- you 19 would have a four-lane facility. 20 And it gets very, very close to that 21 amphitheater. And now, you might not be able to 22 hear, you know, the concerts or the plays that go 23 on. So that would completely diminish the use of 24 that amphitheater. 25 So in a nutshell, why I'm explaining all</p>
<p style="text-align: right;">Page 63</p> <p>1 historic bridge. And so, with replacing this 2 bridge, there would be an adverse effect to the 3 bridge. 4 So I'll just talk a little bit about 5 Section 4(F). And Section 4(F) only applies to 6 agencies that are under the U.S. Department of 7 Transportation. 8 So the Federal Highway Administration, 9 the FAA, Federal Transit, Federal Railroad. And 10 Section 4(F), basically, protects public parks; it 11 protects wildlife and waterfowl refuges; it also 12 protects historic sites. 13 And so, when you work through this 14 process, you basically have a use, and those uses 15 are permanent; temporary; and constructive. 16 And a permanent use to a 4(F) property 17 is, basically, where you would impact that 18 property fully, or you would need a permanent 19 easement. 20 And basically, a good example is, like, 21 with the Long X Bridge, we would have a permanent 22 use to that property. 23 For temporary use, what that means is, 24 maybe, you needed a temporary construction 25 easement.</p>	<p style="text-align: right;">Page 65</p> <p>1 this is, throughout this process, we needed to 2 look through the corridor to see which properties 3 met the test of Section 4(F), and which properties 4 did not. 5 So some of the properties that did not 6 meet the test of 4(F) are, basically, the scenic 7 overlooks. They are used for a transportation 8 facility. 9 Also, the existing easement that Fed 10 Highway and DOT have with the National Park 11 Service: That easement is for a transportation 12 facility. 13 Also, the easement with the Forest 14 Service for Highway 85 is also for transportation 15 purposes. 16 And then, we also looked at properties 17 that did meet the test of 4(F) such as the Maah 18 Daah Hey Trail and some of the campgrounds, but 19 there was no use. 20 There was no permanent, temporary, or 21 that constructive use of, you know, completely 22 diminishing those properties. 23 So just to quickly summarize as we, kind 24 of, walked through all of these different 25 properties.</p>

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<p style="text-align: right;">Page 66</p> <p>1 And now, specifically, I want to talk 2 about the Long X Bridge. The Long X Bridge, as I 3 said, is a historic bridge. 4 It's 969 feet long and 16 feet in 5 height. And some of the reliability issues that 6 Matt mentioned: 7 This bridge has been hit over seven 8 times, and it has closures in regards to that 9 maintenance. 10 I think six overhead cross members have 11 been replaced with this bridge. And so, we were 12 looking at different ways, either to rehabilitate 13 or what we could do with the bridge. 14 And one of the options that we looked 15 at -- and is not the preferred -- is, basically, 16 making these portals higher: So 20.6 feet. And 17 we would have to, then, increase that height for 18 over 20 of the cross members. 19 Well, in 2017, the legislature also 20 increased the gross vehicle weight for Highway 85. 21 And so, with that, the bridge would also need a 22 new deck. 23 And under the DOT design manual, a new 24 deck would mean reconstruction, and you would have 25 to make that bridge wider then.</p>	<p style="text-align: right;">Page 68</p> <p>1 entities, as well. So if anyone is interested in 2 the bridge, please get ahold of Matt. 3 With that, I definitely take questions, 4 if anyone has them. Or else, Matt will, kind of, 5 go through, kind of, the next steps and talk a 6 little bit more about the Long X Bridge 7 construction project. 8 MATT LINNEMAN: One thing I'll just add 9 to Mr. Chinn's question about the utilities -- and 10 like Jen said, you're exactly right. 11 We looked at the impacts of relocating 12 those utilities, but also the impacts of the 13 footprint adjacent. 14 And we do have those outlined in those 15 maps, too, where we show proposed right-of-way; 16 proposed construction easements. 17 We've also tried to outline where we 18 think additional utility easements would also be 19 required. 20 ROGER CHINN: So they will be pushed out 21 onto the private land? More impact on private 22 land? 23 MATT LINNEMAN: Not necessarily. Maybe 24 in some cases, depending on the utility and what 25 room they need or what they spec.</p>
<p style="text-align: right;">Page 67</p> <p>1 And so, in consultation with the North 2 Dakota State Historic Preservation Office, 3 widening that bridge would also be an adverse 4 effect. 5 We also looked at an alternative use, as 6 Matt had said. And that alternative use -- there 7 was just a lot of impacts to wildlife and humans 8 interacting. 9 So the Long X Bridge is also a 10 fracture-critical bridge. And since this bridge 11 has been hit, basically, that means, if a bridge 12 was hit in the right tension member, you could 13 have failure of the bridge. 14 And this is photo is an actual photo of 15 a bridge where a crane fell off the trailer, and 16 this is a photo of a truss bridge in Washington 17 State where the failure had happened. 18 So to summarize, the Long X Bridge is up 19 for adoption. And that bridge: One or more 20 segment is up for adoption. 21 And we would like any inquiries to go to 22 Matt by June 14th. And DOT will fund the assembly 23 and the transportation of one of those segments up 24 to 100 miles. 25 And preference would be given to public</p>	<p style="text-align: right;">Page 69</p> <p>1 But when we worked with utility 2 companies, some of them that are in our 3 right-of-way now wanted to be back in the 4 right-of-way again. 5 So you'll see areas on there where there 6 isn't additional utility impacts. But there are 7 some, you know, the -- we wanted to be able to 8 answer questions like that. 9 We also needed to be able to answer 10 questions like that to our federal partners 11 because they require that environmental analysis 12 on the federal lands, you know. 13 When the Forest Service or the Park 14 Service grants an easement to the DOT, it's for 15 highway purposes only, and we don't have any 16 control over what permits -- or, what utilities 17 get permitted in there. 18 So they wanted a seed analysis of that, 19 and we thought that was good for the whole project 20 corridor. 21 So moving forward, here's some costs. 22 So based on the proposed alternatives, here's the 23 cost estimates that we put together for the 24 project. 25 These are probably lower than what you</p>

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<p style="text-align: right;">Page 70</p> <p>1 saw from us before. You know, I think, the last 2 time we were in front of the public, our message 3 had been, like, that \$800 million to \$1 billion 4 for our project. 5 But that was when things were at a 6 really high level. Now, like I, maybe, said 7 before, we're at a preliminary level of 8 engineering and design of the project. 9 And so, we've refined a lot of what the 10 impacts are; the quantities that are associated 11 with construction materials. 12 We've seen the cost of construction 13 materials go down recently, too. So these 14 estimates, you know, reflect that. 15 So we're looking at about \$480 million 16 for the whole 62-mile project, inclusive of 17 everything, based on the preferred alternatives 18 that we talked about here today. 19 Like I, kind of, alluded to when we were 20 talking about the Long X Bridge project, that 21 project is here at \$36 million, with a little bit 22 more because we have some approach roadways coming 23 into that actual project build. 24 So we're probably looking at about 25 \$38 million for the Long X Bridge project. That's</p>	<p style="text-align: right;">Page 72</p> <p>1 distance there, with the new -- like we talked 2 about, the new Long X Bridge being built 3 alongside, to the east. 4 The main reason for the length of the 5 project is you have these two curves that come 6 into the bridge. 7 And so, we'll be trying to get the 8 alignment to line up with that new bridge 9 alignment to make those curves the proper radius 10 and safe for the traveling speed. 11 As we talked about, we did have a 12 question, "Is that bridge going to be a four-lane 13 bridge?" 14 And yes, it is. And, "How are we going 15 to utilize the lanes for that?" 16 So this also, kind of, lines up well 17 with the truck-climbing lanes that are currently 18 there in both directions. 19 Those would be extended to the bridge, 20 so you would have those truck-climbing lanes -- 21 basically, your northbound lane starting just 22 before the bridge and extending all the way up. 23 Same with southbound. The lane starts 24 just south of the park entrance here and extends 25 as you go southbound.</p>
<p style="text-align: right;">Page 71</p> <p>1 the only segment that has funding identified. 2 And so, we will be working toward trying 3 to do the final design for that segment of the 4 project. It will be about a mile. 5 So talking about construction segments, 6 our priorities are Long X Bridge here being the 7 first priority; priority two being from the 8 Junction 200 north to Watford City; and then, 9 priority three being from I-94 to the junction at 10 200. 11 Obviously, this would be multiple 12 construction projects over multiple years. And 13 depending how funding becomes available, if ever, 14 would also help determine what, when, and if these 15 segments would ever be built. 16 Just to talk a little bit more about 17 that priority one segment, the Long X Bridge 18 portion of that: It's about 1.7 miles -- 19 1.75 miles, basically -- of roadway that has to 20 lead into and come out of the bridge. 21 It's, kind of, hard to see because of 22 the detailed drawing, but the project starts down 23 here and goes all the way to just past the park 24 entrance. 25 So like I said, about 1.75 miles of</p>	<p style="text-align: right;">Page 73</p> <p>1 And so, our goal: You know, we're still 2 working through the environmental process, here. 3 We hope to take all of your input. 4 The public comment period's open until 5 June 25th, so we're looking for comments 6 throughout that period. 7 We'll take all those comments, make 8 adjustments to the environmental document, and 9 work towards getting it finalized. 10 And with -- you know, tentatively, given 11 the fact that we can work through that process and 12 get to a point here -- this is, kind of, our 13 timeline of where we started back in October of 14 2015, with the official Notice of Intent to pursue 15 an environmental impact statement. 16 We've all gone through the agency 17 cooperation, scoping meetings, public alternatives 18 workshops, alternatives development, writing the 19 document. 20 So now, we're down here at the public 21 hearing. So we're here in May of '18. 22 And so, our next step is to finalize 23 that document and have a crew -- obviously, with 24 all of this input -- processing it all; making 25 revisions; and going through the Federal Highway</p>

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<p style="text-align: right;">Page 74</p> <p>1 process. 2 We're hopeful to get to a point around 3 the fall of this year to finalize the 4 environmental process. 5 And that -- you know, if that schedule 6 seems to hold true, then we would also be moving 7 forward with the Long X Bridge project for 2019 8 construction. 9 And likely, that would be a two-year 10 project, with the bridge being built the first 11 year, the new bridge; and then, the old one 12 probably having to be demoed in the second year, 13 tentatively. 14 So like I said, this is a public 15 hearing. We're here to take your input and answer 16 questions that you might have or explain more 17 about the project details. 18 We have boards all around, as you 19 probably have had a chance to look at. If you 20 haven't, I would encourage you to look at those. 21 We have -- the draft environmental documents are 22 here for your review, as well. 23 We have map books of all of the actual 24 limits of construction and proposed easements and 25 right-of-ways that are proposed at this point,</p>	<p style="text-align: right;">Page 76</p> <p>1 that information. 2 The draft EIS is out on that website, as 3 well. And there's also a commenting box that you 4 can just type comments right into on the website 5 and submit those. And those will come to me, as 6 well. 7 So with that -- like we, kind of, 8 established here -- if you have any questions or 9 comments, please state your name. And then, let's 10 hear it. 11 TERESA KESSEL: Teresa Kessel. I'm just 12 curious: If there's no one adopting the bridge, 13 are you going to totally destroy it, then? 14 MATT LINNEMAN: The short answer is 15 "yes." So as Jen said, we are -- part of our 16 plan, since it's a historic bridge, we have worked 17 with the State Historic Preservation Office on a 18 mitigation plan for this alternative. 19 So it's, kind of, a two-phased approach. 20 And so, the first phase is: It's up for adoption. 21 If anyone's interested, please let me know -- 22 interested in a segment of it. 23 But we have had some people call and 24 interested in it. And if we can find a good home 25 for it with an owner that's willing to take on the</p>
<p style="text-align: right;">Page 75</p> <p>1 based on preliminary engineering. 2 It gives -- it might not be the exact 3 footprint when we go to final design, but it gives 4 a good characterization of what it would look 5 like. 6 So, like I said, the other part is that 7 we're in the middle of the public hearing -- the 8 public comment process. 9 So, you know, we don't necessarily have 10 to have your comments here tonight, but we 11 encourage you all to think about this project and 12 have conversations about it and provide your 13 comments to us. 14 So there's several ways you can do that. 15 You can e-mail me at this e-mail at 16 dotus85@nd.gov. 17 We have comment forms that you can fill 18 out and you can leave here. You can take those 19 comment forms home and mail those to me. 20 We also have a website. The project 21 website has a lot of the information that you've 22 previously seen. 23 After we have these public hearings, 24 we'll update it again with some of the materials 25 that were presented here so you'll have all of</p>	<p style="text-align: right;">Page 77</p> <p>1 structure and, basically, preserve some of the 2 shape of that truss -- and it doesn't necessarily 3 even have to be put into use as a bridge. It 4 could just sit there as an example of a Warren 5 through-truss. 6 If that happens, we'll do some minimal 7 documentation to meet that historic 8 preservation -- the historic documentation 9 requirements, and that would be our mitigation 10 plan. 11 Now, we understand that the size of this 12 bridge does not necessarily lend itself to being 13 adopted because, you know, as Jen said, our 14 commitment is to delivering the bridge 15 disassembled to someone, so they're going to have 16 to put it back together. 17 They're going to have to put it on a 18 foundation, and they're going to have to put some 19 sort of deck on it if they actually intend to use 20 it. 21 So there's a lot of cost involved with 22 that, so we assume that the likelihood would be 23 very low that someone would want to adopt the 24 bridge and take on that cost, bear that cost. 25 So we're very upfront with the Historic</p>

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<p style="text-align: right;">Page 78</p> <p>1 Preservation Office to say that this is not 2 likely. 3 So in the event that nobody adopts a 4 segment of this bridge, we have a more robust 5 documentation process that we're going to go 6 through. 7 And we're going to do a full 8 professional document on the Long X Bridge as well 9 as the Roosevelt Bridge, and probably incorporate 10 some of the old crossings -- the ferries -- some 11 of that information in one comprehensive report. 12 We'll work on, like, a 3D scan of the bridge so we 13 have that model that can be used. 14 We would work on an interpretive panel 15 that you see around the country in North Dakota 16 now to, kind of, explain the history of the bridge 17 somewhere, probably, at one of the scenic 18 overlooks. 19 We have several things like that. I 20 think we would reproduce some of the bridge 21 information on a mylar documentation so it's more 22 preserved for posterity, as well as doing some -- 23 we have some outreach tools. 24 We have a thing called a Bridge Send 25 Trunk (phonetic) that we can send out bridge</p>	<p style="text-align: right;">Page 80</p> <p>1 Service lands, there was a notation about 2 mitigating and lessening the effects of the 3 noxious weeds. It was a bullet up there. 4 MATT LINNEMAN: Yup, I'm following you. 5 JULIE REIS: Okay. So is there efforts, 6 though, as far as the entire project in making 7 sure we minimize that kind of impact? 8 MATT LINNEMAN: That's a good comment. 9 That's actually one that we got yesterday, too. 10 And we haven't really -- 11 JULIE REIS: There's a lot of leafy 12 spurge where you're going to be working, and I 13 don't think there's private landowners who are 14 going to want that, so -- 15 MATT LINNEMAN: Right, right. No, I 16 think that's a good comment, and that's something 17 that we're going to take into consideration. 18 You know, the federal agencies have very 19 specific requirements on the -- basically, it 20 boils down to equipment hygiene. 21 They basically say that you can't bring 22 in equipment that's got any dirt that has any 23 potential to be carrying seed-bearing material on 24 it. 25 And so, you have to have it</p>
<p style="text-align: right;">Page 79</p> <p>1 information on. We would update that with some 2 more information about Long X. 3 So basically, doing a much more robust 4 documentation is our mitigation plan if we can't 5 preserve an actual piece of the truss somehow. 6 TERESA KESSEL: Thank you. 7 MATT LINNEMAN: So that was the long 8 answer to that question. 9 AUDIENCE MEMBER: I liked "yes" better. 10 JEN TURNBOW: You know, Matt, one 11 question that we had earlier is: All of these 12 maps that we have back here, they are also on the 13 DOT's webpage, and they're in Appendix Letter C. 14 So just so everyone knows, you can go to 15 the DOT's webpage and download those maps, as 16 well. 17 MATT LINNEMAN: Right. 18 JEN TURNBOW: So there was a question. 19 I just thought that everyone might want to know 20 that. 21 MATT LINNEMAN: Right, yup. They're 22 right in the environmental document, in the 23 appendices. Yes? 24 JULIE REIS: Julie Reis from Fairfield. 25 I noticed on your National Park Service and Forest</p>	<p style="text-align: right;">Page 81</p> <p>1 pressure-washed and cleaned before you bring it 2 onto federal land. 3 We typically haven't had that 4 requirement on private land in the past, but we 5 thought that that was a good comment that we 6 received yesterday, as well. 7 JULIE REIS: Maybe the source of some of 8 the materials can be -- you know, I know that 9 there was a certain area where we had gotten it 10 before. 11 So I'm not sure where your sources come 12 from, but if there's any checking into -- you 13 know, seeing what materials can come from a pretty 14 healthy source of material. 15 MATT LINNEMAN: That's another good 16 point, and that's something that the federal 17 agencies require, as well, too, is that you do an 18 inspection of your materials source site, whether 19 that's gravel or borrowed material or whatever. 20 But that makes a lot of sense: To have 21 those types of precautions on private land, as 22 well. 23 We typically, in the past, have dealt 24 with that more reactively than proactively. We'd 25 say, "Okay. Once a project is built, you know, we</p>

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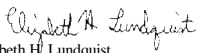

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<p style="text-align: right;">Page 82</p> <p>1 have a commitment to control the weeds within the 2 right-of-way." 3 But if we can eliminate them from 4 getting there, I think that that would be a much 5 more proactive approach. Comment G.2.0.21. JULIE REIS: We've got a lot of leafy 6 spurge in our state. 7 MATT LINNEMAN: I've been noticing that 8 today, actually. 9 JULIE REIS: You need to talk to your 10 weed sprayers. 11 MATT LINNEMAN: I see that they sprayed 12 some out by Painted Canyon, so that's good. I'm 13 sure there's some more questions out there. Comment G.2.0.22. MORRIS TARNAVSKY: Oh. The thought 14 occurred to me, you know, if I adopted that 15 bridge, and you'll haul it for 100 miles, that 16 that's within the distance of a scrap yard in 17 Dickinson. 18 MATT LINNEMAN: Well, you know, that's 19 a -- in all seriousness, that's a good point, 20 though. And that's -- 21 MORRIS TARNAVSKY: You know, the thought 22 occurred to me, unless you've got some 23 preconditions and so forth -- 24 25</p>	<p style="text-align: right;">Page 84</p> <p>1 Federal Highway, and the State Historic 2 Preservation Office, basically committing to 3 preserving that truss for use. Yeah, you can't 4 adopt it and take it to the scrapyard. Yeah? 5 STACEY SWANSON: Stacey Swanson. I was 6 just wondering about the bridge. Could the bridge 7 be reused -- you know, maybe on the county road 8 system -- or has it been hit too many times for it 9 to be reused? 10 MATT LINNEMAN: Once again, the short 11 answer would be, "Yes, it could be." 12 Now, like you said, it comes with the 13 same thing. As it comes apart, you've got to take 14 the deck off of it; you'd have to have new 15 foundations put in place; put a new deck back on 16 it. 17 So -- yes. But it could be. And we've 18 had some conversations with some other -- not 19 Billings County, but other local, you know, cities 20 and counties that have had some interest. 21 Most people have been looking at it from 22 a trail perspective rather than a highway one. 23 But it could be reused as a highway bridge again, 24 yup. 25 STACEY SWANSON: How expensive? Comment G.2.0.25.</p>
<p style="text-align: right;">Page 83</p> <p>1 MATT LINNEMAN: Right. 2 MORRIS TARNAVSKY: -- in doing a process 3 like that. And then, another point is possibly -- 4 just in recognition of the bridge having a 5 history, you know, you could do a historical 6 thing, like north of the -- right by the park 7 entrance. 8 You know, they've got a little 9 historical thing on one of the early pioneers in 10 the area, you know, that got in a wreck, you 11 know -- 12 MATT LINNEMAN: Yup. 13 MORRIS TARNAVSKY: -- on a horse. And, 14 you know, a thing like that could be done as a 15 recognition without the cost of doing what you're 16 saying. Comment G.2.0.23. VONNE TARNAVSKY: But somebody has to 17 adopt it. Comment G.2.0.24. MORRIS TARNAVSKY: Oh. Somebody would 18 have to adopt that, too. 19 MATT LINNEMAN: Right. But you bring up 20 a good point, which is that, if someone is willing 21 to adopt it -- other than the costs that I, kind 22 of, outlined before -- they also would have to 23 enter into an agreement with the North Dakota DOT, 24 25</p>	<p style="text-align: right;">Page 85</p> <p>1 MATT LINNEMAN: How expensive? 2 STACEY SWANSON: Yeah. 3 MATT LINNEMAN: I don't -- it's hard 4 to -- it depends on how the use would be. Like I 5 said, if you want to put traffic on it, then 6 you're actually looking at putting a foundation; 7 the abutments, depending on what kind of span you 8 want; what modifications you would have to it; how 9 long you want it; putting a concrete deck back on 10 it. I mean, you're on the scale of millions of 11 dollars, I guess, is the point. 12 JEN TURNBOW: There's a question right 13 there in the back. 14 MATT LINNEMAN: Yup? Yes, sir? 15 MERLE JOST: Have you -- Merle Jost, 16 Grassy Butte again. Have you identified a policy 17 as far as hay in the ditches goes? 18 MATT LINNEMAN: As far as hay in the 19 ditches, we would follow the same policy that we 20 use on the other divided highways. 21 So it's that the adjacent landowner has 22 the haying rights for the right-of-way in those 23 areas. 24 So it wouldn't be like the interstate; 25 it would be like other -- like exactly how 85 is</p> Comment G.2.0.27.

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<p style="text-align: right;">Page 86</p> <p>1 now today.</p> <p>Comment G.2.0.28. MERLE JOST: Does that include the median?</p> <p>4 MATT LINNEMAN: That's a good question.</p> <p>5 I don't have that answer off the top of my head.</p> <p>6 I don't know if we allow haying in the median</p> <p>7 on --</p> <p>8 I know we don't on the interstate. I</p> <p>9 don't know about how they handle Highway 2 or 83.</p> <p>10 I don't think they allow haying on the median.</p> <p>11 Cory, that's what you're saying?</p> <p>12 CORY LAWSON: Yeah.</p> <p>13 MATT LINNEMAN: Yeah.</p> <p>14 CORY LAWSON: From what I understand, we</p> <p>15 don't allow haying.</p> <p>16 MATT LINNEMAN: Yeah, yup. I don't</p> <p>17 think they allow haying in the median. Well, I'll</p> <p>18 give you another last call out there for questions</p> <p>19 or comments.</p> <p>20 You know, there's representatives;</p> <p>21 obviously, there's Jen and I. Maybe some of you</p> <p>22 would like to talk to our team members from KLJ</p> <p>23 and the DOT here.</p> <p>24 So I encourage you, if you have other</p> <p>25 questions or details you want to get into or look</p>	<p style="text-align: right;">Page 88</p> <p>1 REPORTER'S CERTIFICATE</p> <p>2</p> <p>3 I, Elizabeth H. Lundquist, a general</p> <p>4 shorthand reporter, 51 Broadway, Suite 130, Fargo,</p> <p>5 North Dakota, do hereby certify that the foregoing</p> <p>6 eighty-seven (87) pages of typewritten material</p> <p>7 constitute a full, true, and correct transcript of</p> <p>8 my original stenotype notes, as they purport to</p> <p>9 contain, of the public input hearing reported by</p> <p>10 me at the time and place hereinbefore mentioned.</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15 </p> <p>16 Elizabeth H. Lundquist</p> <p>17 51 Broadway</p> <p>18 Suite 130</p> <p>19 Fargo, North Dakota 58102</p> <p>20</p> <p>21 Dated this 16th day of July, 2018.</p> <p>22</p> <p>23 THE FOREGOING CERTIFICATION OF THIS TRANSCRIPT</p> <p>24 DOES NOT APPLY TO THE REPRODUCTION OF THE SAME BY</p> <p>25 ANY MEANS, UNLESS UNDER THE DIRECT CONTROL AND/OR</p> <p>DIRECTION OF THE CERTIFYING COURT REPORTER.</p> 
<p style="text-align: right;">Page 87</p> <p>1 at, please find one of us to have a conversation</p> <p>2 with. We'll be here until 8:00 o'clock tonight.</p> <p>3 MIKE HUFFINGTON: Liz can take them</p> <p>4 one-on-one, too, if anyone has any questions.</p> <p>5 MATT LINNEMAN: Yup. That's a good</p> <p>6 point. If you want to just have comments recorded</p> <p>7 directly into the record, you're welcome to come</p> <p>8 talk with Liz here after the group meeting, and</p> <p>9 she'll take comments that way, too. Any other</p> <p>10 conversation? Okay. Thanks, everybody, for</p> <p>11 coming.</p> <p>12 (Whereupon, the public hearing concluded</p> <p>13 at 8:00 p.m.)</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	

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G.3. Watford City Public Hearing

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<p style="text-align: right;">Page 2</p> <p>1 A P P E A R A N C E S</p> <p>2</p> <p>3</p> <p>4 PRESENTERS:</p> <p>5 MATT LINNEMAN</p> <p>6 JEN TURNBOW</p> <p>7</p> <p>8</p> <p>9</p> <p>10 PUBLIC COMMENTERS:</p> <p>11 ROB SAND</p> <p>12 JAN SWENSON</p> <p>13 EUGENE FEDORENKO</p> <p>14 DOUG NORDBY</p> <p>15 MARINA CARRILLO</p> <p>16 MICHAEL JONES</p> <p>17 DAN RICHMOND</p> <p>18 STEVE STENEHJEM</p> <p>19 MIKE KOPP</p> <p>20 CAL KLEWIN</p> <p>21 AARON PELTON</p> <p>22 ROGER CHINN</p> <p>23</p> <p>24</p> <p>25</p>	<p style="text-align: right;">Page 4</p> <p>1 have representatives, like I said, from KLJ and</p> <p>2 the DOT here tonight.</p> <p>3 My name is Matt Linneman. I'm from the</p> <p>4 DOT. I'm the project manager for this project.</p> <p>5 And Jen Turnbow from KLJ will be helping me</p> <p>6 present to all of you tonight about the project.</p> <p>7 So the draft of the environmental impact</p> <p>8 statement is out for public comment and review,</p> <p>9 and that's one of the main reasons we're here</p> <p>10 today, is to raise your awareness about that that</p> <p>11 document is available.</p> <p>12 It's on the DOT website. We're going to</p> <p>13 talk about some of the things that are included in</p> <p>14 that document here; try to give you a snapshot of</p> <p>15 that.</p> <p>16 We have about an hour's worth of</p> <p>17 presentation here today, but you don't have to</p> <p>18 just listen to us talk.</p> <p>19 We want to hear your input. We want to,</p> <p>20 like I said, let you know that the comment period</p> <p>21 is open.</p> <p>22 This is one of the means and methods you</p> <p>23 have to provide comments on the project, so we're</p> <p>24 here to have that today.</p> <p>25 You can ask questions as we go. We can</p>
<p style="text-align: right;">Page 3</p> <p>1 WHEREUPON,</p> <p>2 the following proceedings were had at</p> <p>3 5:33 p.m., to wit:</p> <p>4 MATT LINNEMAN: Welcome, everyone.</p> <p>5 We're going to get the presentation started here</p> <p>6 in a minute or two.</p> <p>7 So if you want to find a seat, or if you</p> <p>8 want to keep looking at the materials or talking</p> <p>9 to some of our people from the DOT or KLJ, you're</p> <p>10 welcome to do that, as well.</p> <p>11 All right. Like I said, welcome,</p> <p>12 everybody. Thanks for coming out tonight here for</p> <p>13 our public hearing for the U.S. Highway 85 project</p> <p>14 between I-94 and the Watford City bypass.</p> <p>15 This project: We've been working on it</p> <p>16 for about three years. The DOT is, kind of,</p> <p>17 leading the effort of putting together a draft</p> <p>18 environmental impact statement and following an</p> <p>19 environmental impact statement process, under the</p> <p>20 regulations that Federal Highway has set forth,</p> <p>21 Federal Highway being our lead federal agency in</p> <p>22 this process.</p> <p>23 We have -- the DOT has contracted with</p> <p>24 KLJ Engineering to help do the analysis and many</p> <p>25 of the studies and writing of the documents, so we</p>	<p style="text-align: right;">Page 5</p> <p>1 have this -- this can be very informal, and we can</p> <p>2 have a conversation and answer questions as we go</p> <p>3 here, and we'll be happy to do that.</p> <p>4 We do have a court reporter. Liz is</p> <p>5 here to transcribe the proceedings here so we can</p> <p>6 make sure that we capture your comments.</p> <p>7 Hopefully, you have all signed in today.</p> <p>8 We have a public participation survey that we</p> <p>9 would highly encourage you to fill out.</p> <p>10 It's optional; it's voluntary. But it</p> <p>11 gives us good information -- both the DOT and</p> <p>12 Federal Highway -- about who attends these</p> <p>13 meetings; making sure that we're getting the</p> <p>14 community and the people who live in the these</p> <p>15 communities covered; that our outreach is good to</p> <p>16 get everybody here.</p> <p>17 And it helps us make sure that we</p> <p>18 maintain our eligibility for federal funding, so I</p> <p>19 would encourage you to take the time to fill out</p> <p>20 one of those surveys.</p> <p>21 Those are anonymous surveys. You can</p> <p>22 leave those in the comment card basket or you can</p> <p>23 send those in by mail.</p> <p>24 Along with that, there was a flyer and a</p> <p>25 sign-in sheet. Please make sure that you signed</p>

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<p style="text-align: right;">Page 6</p> <p>1 in if you didn't have an opportunity to do that so 2 we know who attended here today. 3 And there's also comment cards so you 4 can write your comments that you have about the 5 project today. 6 You can hand those in at the basket, or 7 you can mail those in later. You can e-mail your 8 comments to me. 9 You can come up afterwards and talk to 10 Liz directly, and she'll take down your comments. 11 So there's many ways for you to submit your 12 comments in. 13 We also have a comment box on our 14 website. You can just type in your comments, and 15 they'll get sent directly to us. 16 So I, kind of, covered it quickly, but 17 why are we here today? Like I said, this is a 18 public hearing. 19 We're having a series of three meetings. 20 We were in Belfield two nights ago; we were in 21 Fairfield last night; and now, we're here in 22 Watford City to tell the story about the project 23 and give you an idea of where we're going; what 24 the project is for. 25 Why are we even proposing the project?</p>	<p style="text-align: right;">Page 8</p> <p>1 questions, and to have that conversation. 2 So why are we doing the project? The 3 purpose and need are the terminology we need. So 4 just another quick recap of what the project is. 5 It's a 62-mile project: The roadway 6 expansion of U.S. Highway 85 between I-94 and what 7 we call the Watford City bypass where, basically, 8 the four-laning starts that goes from Watford City 9 to Williston. 10 We've used -- we tried to incorporate 11 flexible design alternatives into the development 12 of this project to minimize impacts to natural 13 resources, cultural resources, and what I'll call 14 social resources such as homes and residences and 15 businesses. 16 We're also looking at options to either 17 rehabilitate or replace the Long X Bridge to, you 18 know, produce a reliable crossing of the Little 19 Missouri River. 20 And so, we've looked at all those 21 concepts inside, like I said, an environmental 22 impact statement, following Federal Highway's 23 process as our lead federal agency and our partner 24 in this document. 25 We've also had three participating</p>
<p style="text-align: right;">Page 7</p> <p>1 What's the purpose of it? What are the needs that 2 we're trying to meet by having a big project like 3 this? 4 We want to talk about how we looked at 5 and developed alternatives for the project and 6 what are the preferred alternatives. 7 That's really what we're going to focus 8 on. That's, kind of, the meat of this 9 presentation, is: What has been identified as 10 being the preferred alternative; and what are the 11 impacts associated with that preferred 12 alternative; and what do those things mean to the 13 public and the landowners and to our agency 14 partners? 15 We'll talk a little bit more about the 16 Long X Bridge and that project as, kind of, its 17 own standalone-type project. 18 And also, some of the impacts associated 19 with the Long X Bridge and how we got to making 20 the decision for that preferred alternative, as 21 well. 22 And then, like I said, one of the other 23 main reasons that we're here today in Watford 24 City, like we've been in the other communities, is 25 to hear your input; to hear your concerns, your</p>	<p style="text-align: right;">Page 9</p> <p>1 agencies be involved in the development of this 2 project. 3 Those participating agencies -- sorry, 4 "cooperating agencies" is the better terminology. 5 That's what it says, right? 6 "Cooperating": There's some nuance to 7 what those things mean. But basically, they're 8 cooperating agencies because they have some 9 approval over the project, whether that might be 10 permitting or granting of easements on federal 11 lands. 12 So those agencies include the National 13 Park Service, the U.S. Forest Service, and the 14 U.S. Army Corps of Engineers. 15 So purpose and need: One of the -- so 16 there's several bulletpoints here, and I'll, kind 17 of, walk through each of those. 18 So the social demands and the economic 19 development: That's happened in the area in 20 western North Dakota because of oil and gas 21 development. 22 You've had, you know, an influx of 23 people; an influx of economic activity. The 24 industry, obviously, is alive and strong. 25 And it's come with an increase in truck</p>

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<p style="text-align: right;">Page 10</p> <p>1 traffic as well as car traffic, and we want to be 2 able to address those and meet the needs that they 3 have. 4 You know, specifically looking at Long X 5 Bridge, there's a lot of oversized loads that need 6 to move through there. 7 We've had a lot of "extra-legal"-type 8 loads that have hit that bridge and caused us to 9 have to close it so that we lose the reliability 10 of having the roadway open. 11 Especially, you know, when the roadway's 12 closed, you've got to go 50 miles of indirection 13 to get to where you want to go. 14 Obviously, there's agricultural users in 15 the area that have been here for a long time. We 16 have all the great recreational facilities in 17 western North Dakota with the federal lands and 18 the Badlands. 19 And like I said, with all of that 20 development, the population increased, so you have 21 all these different users out on the roadway, as 22 well. 23 So you have the ag users, the ag 24 producers; the oil and gas industry and the loads 25 that go with that; as well as, you know, tourists</p>	<p style="text-align: right;">Page 12</p> <p>1 there's a need for a safer facility out there. 2 And so, we really want to try to address that. 3 So, you know, the proposed project tries 4 to address that by providing more safe passing 5 opportunities; having wider shoulders if you need 6 to pull off if you have trouble or a broke-down 7 vehicle; or for law enforcement to enforce traffic 8 laws: That there's the ability to do that; as 9 well as the clearance to roadside safety hazards 10 and obstacles. 11 The capacity/traffic volumes: With all 12 of that development that I just talked about, 13 there's, obviously, an increase in traffic, and 14 how we've been able to meet those demands. 15 And as we look at projects like this, we 16 forecast traffic out 20 to 25 years. So we were 17 looking at year 2040 forecasted traffic, and how 18 do we handle that demand. 19 So by the time you get to year 2040, you 20 have a lot more traffic on the road that's going 21 to break down the -- when I say "break down," the 22 capacity and the congestion will come to a place 23 where the service that you would expect on that 24 roadway and the speeds that you would want to 25 travel aren't going to be able to be met anymore,</p>
<p style="text-align: right;">Page 11</p> <p>1 and recreational users and local recreational 2 users that are all trying to use the same roadway 3 facility to do the things that they want to do. 4 So you have this mix of users. We need 5 to make sure that we have a facility that fully 6 meets all of their needs and can transport them 7 safely up and down the corridor. 8 One of the other purposes for the 9 project is system linkage. So what does that 10 mean? 11 So we have a four-lane network of 12 highways in the state. Obviously, we have a whole 13 network of interstates; U.S. highways; state 14 highways. But we have the four-lane network 15 highlighted in yellow on the map here. 16 And Highway 85 between the four-lane 17 facility at I-94 and the four-lane facility here 18 in Watford City: We're looking to make that 19 connecting link so that we link up that four-lane 20 system and provide a good means to -- a good, safe 21 way to safely move people and goods. 22 Safety: You know, Jen will talk about 23 this a little bit, but one of the overriding 24 comments that we've gotten as we've come to the 25 public in our development of this project is that</p>	<p style="text-align: right;">Page 13</p> <p>1 so that's the other reason for this expansion 2 proposal. 3 And it would also provide passing 4 opportunities where there's very few on the 5 roadway. 6 And if you have clear sight distance, 7 there's usually other reasons why you shouldn't 8 pass. So we'll try to meet those needs. 9 Transportation demand and the roadway 10 classification: U.S. Highway 85 has several 11 different classifications that it fits into. 12 First of all, it's on the National 13 Highway System, so that's designated by U.S. DOT 14 and Federal Highway as, you know, being important 15 for the nation: For the economy of the nation, 16 for defense of the nation, and for mobility of 17 people. 18 In North Dakota, as a state, we classify 19 this roadway as an interregional corridor, which 20 means that it needs to have a high level of 21 reliability to move freight as well as people. 22 And it's also -- during the last 23 legislative session, they had designated a new 24 129,000-pound gross vehicle weight network, and 25 Highway 85 is part of that. So we must be able to</p>

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<p style="text-align: right;">Page 14</p> <p>1 carry higher gross vehicle weights on this 2 corridor. 3 It's also designated as part of the 4 Ports-to-Plains Alliance, with a national 5 coalition of very interested stakeholders trying 6 to create this connected corridor from Canada to 7 Mexico. 8 That's what you can see on this map, 9 with this segment of it being part of the Theodore 10 Roosevelt Expressway. 11 Slope stability and landslides: 12 Obviously, in the Badlands area, there's a lot of 13 soil types that are not, maybe, the most conducive 14 for building a highway on top of. 15 And so, we have, you know, some 16 stability issues out there, as well as with the 17 roadway itself; as well as some of the back slope 18 areas, or the areas directly adjacent to the 19 roadway. 20 We just want to make sure, just like we 21 talked a little bit about with the Long X Bridge, 22 that we have a reliable roadway that's always, you 23 know, able to be open and maintained so people can 24 count on that roadway being available. 25 So we've taken that into consideration</p>	<p style="text-align: right;">Page 16</p> <p>1 looked at a wide range of alternatives and options 2 for the project. How can we best meet all of 3 those needs? What are the ideas out there? 4 So we went through a process where we 5 talked and brainstormed all the ideas of how we 6 could achieve those goals. 7 We came to the public for input on that, 8 both on the scoping of the purpose and need as 9 well as the alternatives that we need to consider 10 for this project. 11 After we had that huge list, I would 12 say, of ideas, we started narrowing that down 13 through a screening process; through a screening 14 methodology. 15 And we narrowed it down to the point of 16 how do those -- they have to meet the test of 17 meeting the needs of this project and the purpose 18 that we just described. 19 And then, we would formalize those in 20 our environmental document that's out for your 21 review of different alternatives for the overall 22 roadway corridor; and then, different options for 23 certain features on the project. 24 That's what we'll -- we'll talk about 25 those in some detail here. That's what a lot of</p>
<p style="text-align: right;">Page 15</p> <p>1 and made sure that we address those in the 2 preliminary engineering analysis of this project. 3 Ecological connectivity: There's some 4 very important habitat types that are adjacent to 5 the roadway with the Badlands as well as the 6 prairie landscape along this area. 7 So, you know, with many users, there's 8 more traffic; more truck traffic. With animals 9 moving through the system, we want to try to 10 reduce those animal wildlife-vehicle collisions on 11 the roadway. 12 So we've incorporated some features as 13 we've been developing this project to try to limit 14 that with a wildlife crossing system and an 15 exclusionary fencing system that we'll talk a 16 little bit more about, as well as provide the 17 connection to that habitat for those types of 18 species so that they can -- so that the roadway 19 doesn't become a barrier for their use of that 20 landscape. 21 So that's why we're proposing this 22 project. That's what we're trying -- that's the 23 purpose we're trying to fulfill and the needs that 24 we're trying to meet. 25 So based on that purpose and need, we</p>	<p style="text-align: right;">Page 17</p> <p>1 our boards and what our maps here that we have as 2 other exhibits here for you to look at and talk 3 with us about are really detailing. 4 So we'll start with the roadway section 5 and the roadway alternative. So our preferred 6 alternative is the four-lane, divided, depressed 7 median alternative. 8 So this is the alternative that 9 encompasses, in general, the whole 62 miles of the 10 project. 11 Now, there's several areas where that 12 doesn't exactly work, and we were employing those 13 flexible design options to minimize our impacts as 14 we go, and we'll talk about each of those as we 15 go. 16 But a little bit more on this 17 alternative is that -- like I said, it's very 18 similar to what you would see with U.S. Highway 2 19 in North Dakota or U.S. Highway 83 between 20 Bismarck and Minot. 21 We would use the existing roadway as it 22 is there for one of the bounds and then build a 23 new roadbed alongside to handle the other 24 direction of traffic. 25 And that -- what side that it's on</p>

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<p style="text-align: right;">Page 18</p> <p>1 moves -- flips back and forth as you go up and 2 down the project. 3 And the main purpose for that was to try 4 to, you know, minimize those impacts again. With 5 this roadway design, it would be a 70-mile-an-hour 6 speed limit, so that's consistent with what U.S. 2 7 and 83 are. 8 Talking a little bit -- this is, kind 9 of, starting south to north as we walk through the 10 project. 11 The way the four lanes would start would 12 be at the junction of I-94. The north ramps of 13 the interchange would serve as the point where 14 those ramps -- those lanes start and stop. 15 So if you're a westbound traveler and 16 you want to come northbound, as you exit that 17 ramp, you would just turn -- take a right turn 18 right into the new lane. The new lane would just 19 pick up right here. 20 Same as your southbound. Your 21 southbound lane would be, basically, turned into a 22 dedicated right-turn lane to go westbound. 23 Or if you're in the through-lane, stay 24 on the inside lanes and go across the bridge. The 25 bridge would stay, essentially, in the same</p>	<p style="text-align: right;">Page 20</p> <p>1 an hour today, and it would remain as 45 miles an 2 hour. 3 And basically, that roadway section, 4 that urban curb and gutter-type section, would 5 correlate, pretty much, to where the 6 45-mile-an-hour speed limit is. 7 Continuing north along the project, as 8 you get to the junction of Highway 200, we looked 9 at a couple alternatives -- basically, a standard 10 roadway intersection and a roundabout design -- 11 and the preferred alternative is a roundabout. 12 So we have, you know, several 13 roundabouts now in the state highway system in 14 North Dakota. 15 This one would be a little bit unique in 16 that we have four lanes, you know, traveling 17 through the roundabout north to south. 18 So that's a little bit of a unique 19 feature. But Highway 200, coming from the west, 20 would handle that traffic. 21 So, you know, the main reason for 22 looking at the roundabout as a preferred 23 alternative is safety. 24 Roundabouts have been proven to 25 eliminate the serious injury and fatality-type</p>
<p style="text-align: right;">Page 19</p> <p>1 configuration that it is today, with that width 2 and a stripe, basically, as a three-lane section 3 with center turn lanes. 4 At Fairfield, here's one of those 5 special areas I was talking about. The community 6 of Fairfield is split by U.S. Highway 85. 7 So we had several options. A couple of 8 those looked at going around Fairfield. But in 9 consultation with the members of the community 10 there, through some stakeholder meetings as well 11 as with the Billings County Commission, Billings 12 County had made their position official that they 13 like the -- what we called option "FF1," which is 14 staying on the existing alignment in Fairfield. 15 We'll create an urban-type roadway 16 section with curb and gutter so we can lower the 17 elevation of the roadway and make our footprint 18 pretty small and minimize the amount of impacts we 19 have to homes and businesses through the community 20 of Fairfield. 21 The center median would be 12 feet wide 22 and would also act as a shared left-turn lane or a 23 dedicated left-turn lane as you're turning into 24 the county road there at Fairfield. 25 The speed limit in Fairfield is 45 miles</p>	<p style="text-align: right;">Page 21</p> <p>1 crashes because you eliminate the head-to-head or 2 the t-bone-type crashes from the intersection, you 3 know. 4 Any of the conflict points you have in a 5 roundabout are all merging types so you have more 6 of a glancing, merging-type incident if you have a 7 crash there. 8 Another reason is for the capacity of 9 the intersection. In the current traffic 10 conditions, you know, a standard intersection 11 would be okay. 12 At some point in the future, before we 13 would get to our projected traffic here of 2040, 14 we would have to install a signal -- a traffic 15 signal there. 16 And so, it was felt that it would be 17 much more preferable to have a roundabout than 18 having to actually stop traffic at that 19 intersection. 20 We've got a lot of input on the 21 roundabout from getting large loads through a 22 roundabout as being a potential issue. 23 And we have had comments on that and 24 have thought about some of those things, 25 especially at the North Dakota DOT as a whole as</p>

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<p>1 far as how do we make sure that we safely move</p> <p>2 loads through there and those mix of users that I</p> <p>3 was talking about.</p> <p>4 So there's design details that we can</p> <p>5 get into. One of the things that are shown on</p> <p>6 this graphic is the inside truck apron.</p> <p>7 You know, it has that low and mountable</p> <p>8 curb so, if a truck needs to, it can run its</p> <p>9 wheels up on that.</p> <p>10 There's other things we can do to ensure</p> <p>11 that the cross slopes and that the radius all are</p> <p>12 adequate for the traffic needs to traverse around</p> <p>13 the roundabout.</p> <p>14 Continuing north on the project corridor</p> <p>15 would be the Badlands area: About seven or</p> <p>16 eight miles as you traverse through the Badlands.</p> <p>17 We recognize -- we got a lot of comments</p> <p>18 from the public about how special of an area the</p> <p>19 Badlands is.</p> <p>20 We tried to do the best to reduce our</p> <p>21 footprint through there with the roadway, but</p> <p>22 still meeting the purposes and need of the</p> <p>23 project.</p> <p>24 So through the Badlands, we would narrow</p> <p>25 the roadway section down to what we call a divided</p>	<p>1 the scenery. So all three of those would be</p> <p>2 maintained.</p> <p>3 I'll allude a little bit to the wildlife</p> <p>4 crossing system that's also focused on the</p> <p>5 Badlands and that Badlands habitat type.</p> <p>6 And so, what it would consist of is a</p> <p>7 length of exclusionary fencing that goes through</p> <p>8 the Badlands area to keep wildlife off of the</p> <p>9 roadway.</p> <p>10 So in the -- I'll call it the southern</p> <p>11 Badlands segment, about potentially half of it,</p> <p>12 there would be an eight-foot-tall wildlife</p> <p>13 exclusionary fence on both sides of the road.</p> <p>14 That fence would, then, funnel animals</p> <p>15 to a wildlife crossing here at reference</p> <p>16 point 122.5.</p> <p>17 What does reference point 122.5 mean?</p> <p>18 "Reference point" is terminology that we use at</p> <p>19 the DOT.</p> <p>20 It's the same as the milepoint or the</p> <p>21 mile marker. So basically, it means that it's a</p> <p>22 half a mile north of mile marker 122, so it's just</p> <p>23 a way that we can reference the roadway system to</p> <p>24 say where we're at.</p> <p>25 So the better terminology: About a mile</p>
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<p>1 flush median design with a 20-foot-wide flush</p> <p>2 median.</p> <p>3 So this is -- actually, there's a</p> <p>4 picture right here. This is a picture of the</p> <p>5 actual roadway between Watford City and Williston</p> <p>6 here.</p> <p>7 So it would match that same roadway</p> <p>8 section. So like I said, that allows -- that</p> <p>9 roadway design, as well as a few retaining walls</p> <p>10 appropriately placed, would allow us to minimize</p> <p>11 our footprint through the Badlands.</p> <p>12 And the speed limit would be reduced by</p> <p>13 five miles an hour, so we'd get to that</p> <p>14 65-mile-an-hour speed limit, similar to -- exactly</p> <p>15 what we have between Watford City and Williston.</p> <p>16 Scenic overlooks: As you go through the</p> <p>17 Badlands, there are three scenic overlooks. Those</p> <p>18 would be maintained. The outside width, the</p> <p>19 outside edge wouldn't go -- get pushed out any</p> <p>20 farther.</p> <p>21 We'd utilize that existing width that's</p> <p>22 there today and use some striping to try to help</p> <p>23 channelize both vehicles pulling in as well as</p> <p>24 traffic parking to put them in the right spot so</p> <p>25 that users can have a spot to pull over and enjoy</p>	<p>1 and a half as you get into the Badlands would be</p> <p>2 the location of this crossing.</p> <p>3 About halfway down, that fence would</p> <p>4 transition to a taller fence: To a ten-foot-high</p> <p>5 fence with Big Horn sheep being more of the target</p> <p>6 species.</p> <p>7 And a wildlife crossing here at -- about</p> <p>8 a half a mile south of Long X Bridge; and then,</p> <p>9 Long X Bridge itself would serve as a wildlife</p> <p>10 undercrossing. So all three of those would be</p> <p>11 crossings that go underneath the roadway.</p> <p>12 A little bit more detail on that: This</p> <p>13 is a rendering of the underpass, the first one in</p> <p>14 the southern Badlands.</p> <p>15 Essentially, that would consist of, more</p> <p>16 or less, a rectangular opening about 10 feet tall</p> <p>17 and about 20 feet wide, more targeting deer</p> <p>18 species and other small mammals that would want to</p> <p>19 cross through the roadway.</p> <p>20 At the location -- about a half a mile</p> <p>21 south of Long X Bridge, that one would be a little</p> <p>22 bit bigger opening.</p> <p>23 Like I said, we would have a taller</p> <p>24 fence and a bigger opening more targeted toward</p> <p>25 Big Horn sheep and trying to get them to use this</p>

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<p style="text-align: right;">Page 26</p> <p>1 type of undercrossing. 2 There's two pictures here. We haven't 3 really decided on a structure type yet, other than 4 just that we need an opening. That opening would 5 be approximately 15 feet tall and approximately 6 60 feet wide. 7 And so, the top is an actual picture of 8 a wildlife crossing just south of Williston -- or, 9 south of the Lewis and Clark Bridge, south of 10 Williston. 11 So that one is one. Well, I think it's 12 got water running through it right now; right, 13 Jen? 14 JEN TURNBOW: (Nods head.) 15 MATT LINNEMAN: But for the most part, 16 it's meant as a wildlife crossing, but it does 17 have some benefits when the water flows through 18 it, too. 19 So that's a standard bridge type of 20 construction with the retaining walls. And then, 21 this bottom picture is more of a precast concrete 22 style -- concrete arch, essentially, type of 23 structure. 24 So both would serve similar functions. 25 It's just a matter of making a structure selection</p>	<p style="text-align: right;">Page 28</p> <p>1 of crossbar is here, too. 2 So smaller mammals can go underneath and 3 jump down and bigger ones will jump over. It 4 creates another higher barrier for animals trying 5 to jump up and over into the roadway. 6 So we'll talk a little bit about the 7 bridge, the Long X Bridge, as we cross the Little 8 Missouri River. 9 There were three alternatives -- three 10 options that were identified and studied in the 11 environmental document. 12 The preferred alternative is to build a 13 new Long X Bridge alongside the existing one, 14 which would be -- the proposal is to the east of 15 the existing bridge. 16 And then, once that bridge is built, 17 traffic would be moved over onto the new bridge, 18 and the old one would be taken down. 19 As we talk later, Jen talks about the 20 impacts to this project. She'll explain in a 21 little bit more detail on how we came to the 22 decision of LX3 being the preferred alternative, 23 but I'll talk a little bit about the proposal 24 here. 25 So I'm going to advance the slide here,</p>
<p style="text-align: right;">Page 27</p> <p>1 type for when the time comes for final design of 2 the project. 3 With that fencing system, inevitably, no 4 matter how foolproof you think it is, wildlife is 5 going to get inside. 6 They're going to get stuck on the 7 roadway side. So how do they get back out? And 8 so, this is a picture of a jump-out, as it's 9 called. 10 This is an actual picture of one of the 11 jump-outs on U.S. Highway 85, south of Williston, 12 in the Lewis and Clark Management Area. 13 And so, the idea here is that animals 14 caught in the roadway will be looking for a way 15 out. 16 So they're going to traverse along that 17 fence line in either direction. When they get to 18 this, there's a cross fence here that will, 19 hopefully, direct them to, then, jump back out. 20 This will be an open spot in the fence. 21 The reason that it's a jump-out is that we've got 22 to keep animals from coming back in through here, 23 too. 24 So hopefully, this is tall enough that 25 animals can't jump in, and that's what this kind</p>	<p style="text-align: right;">Page 29</p> <p>1 and you'll see a rendering of what this is going 2 to look like. 3 Like I said, this is an existing picture 4 of Long X Bridge, looking to the northeast. The 5 new bridge will be built on the other side of it, 6 to the east, and it'll look more like a modern 7 highway bridge. 8 So I'll run that again. That's what 9 you're going to expect: Something to look similar 10 to that. 11 Here's another shot of it. This is just 12 south of Long X Bridge, looking to the north. 13 Once again, the new bridge would be built parallel 14 and directly adjacent to the existing bridge. 15 We have a rendering here, too, showing 16 what that might look like. You can also see a 17 rendering of the wildlife fencing. 18 From Long X going north, like I said, as 19 we're entering the Badlands, we had gone to this 20 flush median design of the roadway. 21 As we enter Theodore Roosevelt National 22 Park, we were -- we're even more conscious of 23 trying to minimize the footprint and the impacts 24 of the project as well as, you know, fitting it 25 into the landscape in that area.</p>

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<p style="text-align: right;">Page 30</p> <p>1 So a couple ways to do that is that the 2 median width had to get a little bit narrower yet, 3 about down to a 12-foot roadway median; as well as 4 reducing the speed to 60 miles an hour; as well as 5 the use of a couple of well-placed retaining 6 walls. 7 And the goal of the project was to use 8 the existing highway easement that the DOT already 9 has from the National Park Service and fit the new 10 facility inside those same ones. 11 So we have another rendering here to, 12 kind of, show. This is at the north -- near the 13 north edge of the national park looking south. 14 So that's the new roadway: How it would 15 look. It's a little bit hard to see, but there's 16 a striped 12-foot median in that area. 17 I'm sure, if you've traveled Highway 85, 18 you've noticed a couple pretty good bumps as 19 you're coming down the hill from the south into 20 Theodore Roosevelt National Park. 21 There's a landslide there that's been 22 moving for some time. We've had several projects 23 over the past to try to patch it up and hold it in 24 place. 25 The most recent one was from 2011 and a</p>	<p style="text-align: right;">Page 32</p> <p>1 basically, drill a hole and fill it with 2 reinforced concrete. 3 And so, it would be on the order of 4 approximately, maybe, a 5-foot-diameter concrete 5 shaft that might be 100 feet long into the earth 6 spaced, you know, 10 to 15 to 20 feet apart. All 7 of those are, kind of, design details that would 8 come during the final design. 9 And that's, kind of, what this picture 10 is trying to represent, is that this is what this 11 row of shafts would be. 12 This would be in the earth. They would 13 all be connected together by a reinforced concrete 14 cap beam. 15 And then, that cap beam would have 16 ground anchors that go back into the roadway 17 in-slope to help hold the top of that even 18 stiffer. 19 So on the actual map here, the row of 20 concrete shafts goes along this yellow line. The 21 anchors go back into solid ground in this 22 direction. 23 And then, those anchors are tensioned. 24 So the cap beam, kind of, holds it all together. 25 But all of that whole system is primarily</p>
<p style="text-align: right;">Page 31</p> <p>1 couple follow-up projects to deal with some of the 2 drainage issues and grading with it. 3 So we're looking at a way to have a 4 more -- like I said, one of the goals of the 5 project is to have a more reliable roadway to make 6 sure we don't have something we need to worry 7 about. 8 Not to say you need to worry about this; 9 this is being closely monitored by the DOT. But 10 the option that we came up with was looking at a 11 structural solution to try to hold all of that 12 roadway embankment in place. 13 And so, what we're looking at is an 14 anchored drilled shaft structural solution. So 15 I'll try to talk about that a little bit and 16 explain what that actually means. 17 So here's the entrance to Theodore 18 Roosevelt National Park as you're going north on 19 Highway 85. 20 This shape, kind of, represents the 21 limits of the landslide there that's causing the 22 distresses in the roadway that you would feel as 23 bumps. 24 The idea would be to, along this yellow 25 line here, we would drill into the earth --</p>	<p style="text-align: right;">Page 33</p> <p>1 underground. 2 This is a picture of this same system on 3 I-94 near the Painted Canyon Visitor Center on 4 I-94. 5 So the only thing above-ground here is 6 the cap beam, and that cap beam can be buried; 7 that cap beam can be -- we can use colored 8 concrete to, kind of, help make it blend into the 9 landscape, as well, so that it would be very 10 unnoticeable on the landscape there. 11 Trail: We're also looking at a proposed 12 trail between Watford City on the north end. So 13 it would be basically starting, as this proposal 14 goes, at County Road 30. 15 The idea is that the city and the county 16 have worked together on their comprehensive trail 17 plan. 18 They would eventually connect their 19 trail network to this trail. It would be on the 20 east side of the roadway, traversing down, and 21 connect here to McKenzie County Road 34. 22 Here's a typical section, we'll call it, 23 as you're looking at the trail. It will be in the 24 big fill roadway sections. 25 The trail would be an eight-foot-wide</p>

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<p>1 path, paved-type trail outside of the clear 2 obstruction area of the roadway. 3 When you're on flatter ground where you 4 have, maybe, a ditch and a back slope, we'd push 5 the trail farther out, farther away from the 6 traffic. 7 So the roadway section: As we talked 8 about, as we went into the Badlands, we came to 9 that narrower roadway section and narrowed it down 10 a little bit further as you go through the 11 national park. 12 As you get outside of the north end of 13 the national park, it would return back to that 14 divided, depressed roadway section. 15 And then, as you got nearer to Watford 16 City, we would also have to narrow that down to 17 the 20-foot-wide flush median type of roadway 18 design. 19 The reason for that is the development 20 south of Watford City, as well as all of the major 21 utilities that are parallel to the roadway. We're 22 trying to minimize the amount of impact to all of 23 those. 24 We would narrow the footprint of this 25 and also shift the alignment 30 to 40 feet to try</p>	<p>1 That's my fault on that. And we didn't 2 have anything prepared for that, but we can answer 3 that question. 4 JEN TURNBOW: It wouldn't be impacted. 5 MATT LINNEMAN: Right. I was going to 6 say that it's far enough -- based on the design 7 that we have, it won't be impacted. It's far 8 enough away from the roadway, and it can remain as 9 it is in-tact. 10 ROB SAND: With access to it? 11 MATT LINNEMAN: Yes, yes. Yes? 12 JAN SWENSON: Jan Swenson. Could you 13 tell us a bit more about the construction of those 14 retaining walls in the Badlands section: Like, 15 what your expectation is; what kind of materials? 16 MATT LINNEMAN: You bet. Retaining 17 walls are needed in a few spots, like I said. And 18 the main reason is to try to keep the footprint 19 narrow. 20 And building -- you know, I'll call it, 21 as you said -- use standard roadway construction 22 methodology, and you were going to just have a 23 roadway in-slope, there's a lot of deep fills in 24 the Badlands. 25 And that would carry on forever, so we</p>
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<p>1 to miss some of those big transmission lines, 2 power transmission lines, as well as some other 3 impacts. 4 Once again, anytime we see this type of 5 roadway section with a 20-foot-wide flush median, 6 it's a 65-mile-an-hour roadway design and speed 7 limit. 8 So that's a rundown of the preferred 9 alternatives. I gave you some context on why we 10 made some of those decisions. 11 There will be more to come as Jen 12 presents some of the impacts and explains how we 13 got to some of those decisions, as well. 14 But before we do that, I would like to 15 ask if there are any questions out there. Yes, 16 sir? 17 ROB SAND: Is anyone going to talk about 18 that Chandler monument right by the park entrance 19 that would be impacted? 20 MATT LINNEMAN: Yup, good point. One 21 thing I forgot to mention as I asked for 22 questions. 23 Since we do have a transcript going on 24 here, please state your name when you ask your 25 question or if you have a comment.</p>	<p>1 have a huge slope. So to try to cut that off, we 2 looked at using some shorter retaining walls. 3 I'm not sure. Troy can, maybe, give me 4 a number on what the range of heights that we have 5 is. 6 And the materials and design of those 7 are -- you know, we've done enough work at this 8 point in the preliminary engineering to prove to 9 ourselves that those would be feasible and would 10 work. 11 And the details of what material it 12 would be and what they would look like: That 13 would be something we'd work on during final 14 design. 15 But as with -- and one thing I didn't 16 mention and haven't been mentioning with the Long 17 X Bridge but is shown in the rendering is that we 18 try to match all of those to, kind of, the 19 colorscape of the Badlands. 20 So the coloration that's going to go 21 along with the Long X Bridge -- and with the cap 22 beam that I talked about, with the anchored 23 drilled shaft, or with any retaining walls -- 24 would use a natural -- I've been using the term 25 "Badlandy"-type color earth tones to make it so</p>

Comment G.3.0.2.
Comment G.3.0.3.

Comment G.3.0.1.

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<p style="text-align: right;">Page 38</p> <p>1 it's less noticeable from whatever perspective 2 that you might be looking at it. I don't know if 3 that answers your question or not. 4 JAN SWENSON: I wanted to know -- I Comment G.3.0.4. mean, there's going to be some sizeable things 5 that go on in that seven-mile stretch, you know, 6 with cutting back on the buttes and all of that. 7 MATT LINNEMAN: Right. 8 JAN SWENSON: Yeah, I would like to have 9 a pretty clear idea of the extent of the impacts: 10 You know, the physical/mechanical impacts that 11 have to go into play in order to expand this to a 12 four-lane. 13 MATT LINNEMAN: Sure. One thing I think 14 that we have available right here tonight that we 15 can point you to is the books on the table in the 16 back. 17 And through the Badlands, you know, we 18 lay out -- well, for the whole project, there's 19 the maps there that are laying on the table that 20 show the limits of the construction of the project 21 as well as the proposed right-of-way and the 22 existing right-of-way out there. 23 So we can definitely walk through that a 24 little bit and show you what our proposals are. I 25</p>	<p style="text-align: right;">Page 40</p> <p>1 We did two different types of sound 2 analysis. The Federal Highway methodology for 3 doing noise analysis: I don't think that -- it 4 doesn't account for rumble strips. 5 But at the same time, I'm not sure if 6 that would influence -- I can't speak to that off 7 the top of my head. Maybe -- Jen, do you have any 8 thoughts? 9 JEN TURNBOW: I don't believe that the 10 model takes into account -- there's no way to 11 build that into the model. 12 JAN SWENSON: Because, you know, I know, 13 from where I lay my head some nights, that, from 14 two miles away, you can hear that -- you can hear 15 them hit that rumble strip frequently. And I was 16 just wondering if that was included. 17 JEN TURNBOW: So Mikayla -- I don't know 18 where she's at -- I believe, right, the model -- 19 Fed Highway's Model T and M doesn't -- there's no 20 way to put in rumble strips in that model. 21 MIKAYLA BOCHE: I think you're right. 22 And one thing to note is that that noise is 23 already there. 24 JEN TURNBOW: Right. 25 MIKAYLA BOCHE: There's going to be a</p>
<p style="text-align: right;">Page 39</p> <p>1 believe that the proposed retaining walls are 2 shown in those, as well, Troy? Yes? 3 TROY RIPPLINGER: Retaining walls are in 4 the EIS. 5 MATT LINNEMAN: Yup, yup. Comment G.3.0.5. JAN SWENSON: Yeah. They show these 6 little blue lines. 7 MATT LINNEMAN: Yeah, right. 8 JAN SWENSON: That doesn't tell us a 9 whole lot about their character. 10 MATT LINNEMAN: Right, right. 11 JAN SWENSON: Will there be rumble 12 strips in those medians, the 12 and 20? Are you 13 thinking there's going to be rumble strips along 14 all of those? 15 MATT LINNEMAN: Yes. Comment G.3.0.6. JAN SWENSON: When you did the sound 16 studies that you have, did you take that into 17 consideration: The hit-or-miss? 18 The -- you know, the times that I say to 19 my passenger, "Sorry, sorry"? Did you include 20 that sort of -- 21 MATT LINNEMAN: Well, I think, on -- you 22 know, the -- to the sound studies -- and Jen will 23 talk a little bit about the ones that we did. 24 25</p>	<p style="text-align: right;">Page 41</p> <p>1 continuation of that rumble strip noise. 2 JEN TURNBOW: And then, I guess -- oh, 3 I'm sorry. Do you need her to say that louder? 4 JAN SWENSON: I couldn't hear her, no. 5 JEN TURNBOW: Mikayla, could you come up 6 here or get closer? I'm sorry. We can't hear 7 you. 8 MIKAYLA BOCHE: It's a big room. Yeah, 9 I think Jen is correct that there isn't a way to 10 build rumble strip noise into the model that 11 models traffic noise. 12 It's hard to predict how many people and 13 when they're going to hit that, you know. So it's 14 just, kind of, an intermittent sound. 15 And we don't anticipate that the project 16 is going to make it so that many more people -- 17 or, that there's going to be more rumble strip 18 noise. It's going to be a noise that will 19 continue to occur. 20 JAN SWENSON: Are you the acoustic 21 specialist? 22 MIKAYLA BOCHE: Yes. I'm learning how 23 to do the noise analysis, yup. 24 JAN SWENSON: Okay. So if I have 25 further sound and acoustic questions, who should I</p>

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<p>1 direct my questions to?</p> <p>2 JEN TURNBOW: Do you mean for after the</p> <p>3 meeting or now?</p> <p>4 JAN SWENSON: I'm thinking after the</p> <p>5 meeting.</p> <p>6 MIKAYLA BOCHE: I'd be happy to talk to</p> <p>7 you about it. And Jen can, too.</p> <p>8 JAN SWENSON: Okay.</p> <p>9 JEN TURNBOW: Yeah. And, I guess, just</p> <p>10 so -- spread analysis, which is the different</p> <p>11 type, which we'll get to in the Impacts: You</p> <p>12 know, that's sound that's a minute from a point</p> <p>13 source.</p> <p>14 And that's more of a continuous,</p> <p>15 constant level. So it's just -- there's different</p> <p>16 analyses for different things, basically.</p> <p>17 MATT LINNEMAN: I'll just try to</p> <p>18 summarize what Mikayla said and what Jen said.</p> <p>19 And I'd put it this way, is that the way that the</p> <p>20 Federal Highway model works is that you use actual</p> <p>21 monitoring data from the field.</p> <p>22 And so, you set -- that's, kind of, your</p> <p>23 baseline. So that would include hitting rumble</p> <p>24 strips based on that baseline.</p> <p>25 And then, there's a projection that's</p>	<p>1 A. In your design, why not follow the</p> <p>2 design of the I-29 or I-94, where you don't have</p> <p>3 to slow down to 45 or 60 miles an hour going</p> <p>4 through?</p> <p>5 MATT LINNEMAN: Sure. Can you state</p> <p>6 your name, please.</p> <p>7 EUGENE FEDORENKO: Eugene Fedorenko,</p> <p>8 Watford City.</p> <p>9 MATT LINNEMAN: Sure. The main</p> <p>10 difference is, you know, an interstate is a</p> <p>11 controlled access facility.</p> <p>12 And it has a higher set of design</p> <p>13 standards, and we control how people get on by</p> <p>14 having interchanges, right.</p> <p>15 You know, this is more the goal or the</p> <p>16 classification of this roadway as an interregional</p> <p>17 roadway.</p> <p>18 It's a divided highway, so we provide</p> <p>19 that access point. So there's those things that</p> <p>20 have to be considered rather than shutting out</p> <p>21 access.</p> <p>22 You know, that type of design takes a</p> <p>23 whole other set of considerations, then, is how</p> <p>24 you're going to provide access to all of the</p> <p>25 adjacent landowners with interchanges and frontage</p>
<p>Page 43</p> <p>1 done based on a model to, kind of, extrapolate</p> <p>2 what the future noise condition would be.</p> <p>3 Now, I guess that that's something we</p> <p>4 could look into, but I doubt that it takes into</p> <p>5 account rumble strips.</p> <p>6 JEN TURNBOW: Right.</p> <p>7 MATT LINNEMAN: But that max noise</p> <p>8 prediction: We could take a look at that.</p> <p>9 JEN TURNBOW: You're capturing that in</p> <p>10 some of the existing levels that you're taking.</p> <p>11 MATT LINNEMAN: Right. You're capturing</p> <p>12 some of that in the existing -- and then, on the</p> <p>13 point source noise study, I guess, we could also</p> <p>14 take a look at that to say that it's already</p> <p>15 taking this max amount of noise.</p> <p>16 It's pretty conservative, I'd say.</p> <p>17 Conservative in the fact that we use a pretty high</p> <p>18 number of saying what the traffic is generating at</p> <p>19 a point source.</p> <p>20 So it might have already accounted for</p> <p>21 rumble strips in that because it's already, kind</p> <p>22 of, a pretty high number. But that's something we</p> <p>23 could proof out, too.</p> <p>24 JAN SWENSON: Okay.</p> <p>25 MATT LINNEMAN: Yes, sir?</p>	<p>Page 45</p> <p>1 roads and things like that.</p> <p>2 EUGENE FEDORENKO: Okay. I understand</p> <p>3 that. I was going to say: If this is a road</p> <p>4 that's going to go all the way from Canada to</p> <p>5 Mexico, don't you think that that would be a</p> <p>6 better design?</p> <p>7 MATT LINNEMAN: I would say that we have</p> <p>8 to use the infrastructure we have in place, and we</p> <p>9 have to make reasonable decisions on the financial</p> <p>10 impacts of that.</p> <p>11 You know, something like that, you're</p> <p>12 talking about doubling, tripling the cost of this</p> <p>13 project. Yes, sir? In the back.</p> <p>14 DOUG NORDBY: Doug Nordby, McKenzie</p> <p>15 County commissioner. I have a question about the</p> <p>16 roadbeds going on both sides.</p> <p>17 I don't know if you've said: Are they</p> <p>18 going to be pavement? Cement? Are the</p> <p>19 intersections going to be cement?</p> <p>20 And then, my other question to go along</p> <p>21 with that: If it is pavement -- we have a lot of</p> <p>22 tracking problems right now north of Grassy Butte</p> <p>23 on that stretch going up there. There's severe</p> <p>24 traction problems. We've got some very severe</p> <p>25 accidents when there's hydroplaning with heavy</p>

Comment G.3.0.7.

Comment G.3.0.8.

Comment G.3.0.9.

Comment G.3.0.10.

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<p style="text-align: right;">Page 46</p> <p>1 rain.</p> <p>2 And then, more importantly, when it's</p> <p>3 icy out, if you end up on the top and you come</p> <p>4 across and you slide down through that valley up</p> <p>5 to the next one, we've had some severe head-on</p> <p>6 collisions as a result of those things.</p> <p>7 If it is pavement, do you have any ideas</p> <p>8 on how to make that last longer and be less</p> <p>9 dangerous?</p> <p>10 MATT LINNEMAN: Your first question</p> <p>11 is -- you know, the -- I'll just preface</p> <p>12 everything with: Since we're in the environmental</p> <p>13 phase, everything's based on a preliminary level</p> <p>14 of engineering, so we're not at final design.</p> <p>15 But the concept would be that it would</p> <p>16 be an asphalt -- you know, a hot mix asphalt type</p> <p>17 of roadway, not concrete.</p> <p>18 Now, there could be potential for</p> <p>19 concrete if there's areas like at the roundabout</p> <p>20 or other areas where we need concrete</p> <p>21 intersections. Those decisions will be made, you</p> <p>22 know, during final design.</p> <p>23 You know, the existing road, as it is --</p> <p>24 like I said, we're talking about it. This concept</p> <p>25 of a divided roadway, you know: We're going to</p>	<p style="text-align: right;">Page 48</p> <p>1 other option that we were looking at is just your</p> <p>2 standard "T" intersection-type project -- or,</p> <p>3 design. I think there's --</p> <p>4 MARINA CARRILLO: Yeah, that one.</p> <p>5 MATT LINNEMAN: Yeah. Without getting</p> <p>6 into a ton of detail at this point, you know,</p> <p>7 there's many things we can do to make sure that it</p> <p>8 accommodates the loads that go through there: The</p> <p>9 freight movement.</p> <p>10 So like I said, this internal truck</p> <p>11 apron, we call it, has a low mountable curb so</p> <p>12 long loads, if they need to cut the corner</p> <p>13 tighter, they can ramp up on that.</p> <p>14 Other things: We'd make sure the cross</p> <p>15 slope is correct so we don't have a -- as they</p> <p>16 come off of the -- through the roadway, if it's a</p> <p>17 big, oversized load or a low load like on a</p> <p>18 lowboy, that it doesn't scrape bottom.</p> <p>19 We have some roundabouts in the state</p> <p>20 where we've built, like, a truck apron on these</p> <p>21 inside corners, too, to provide additional turning</p> <p>22 area for loads.</p> <p>23 So that's something we would work on</p> <p>24 during the final design. And like I said, we've</p> <p>25 learned from some other roundabouts that we've</p>
<p style="text-align: right;">Page 47</p> <p>1 use the existing roadway.</p> <p>2 We'd also put an asphalt-type overlay on</p> <p>3 the top of that, too. You know, there's -- we do</p> <p>4 have techniques to help restore some of the skid</p> <p>5 resistance by, you know, using chip seals and what</p> <p>6 we call the microsurfacing technique to restore</p> <p>7 that friction on the roadway.</p> <p>8 And some of that might be caused by a</p> <p>9 little bit of rudding, too, because you get some</p> <p>10 water pooling in the tire tracks.</p> <p>11 Hopefully, a new pavement will help, you</p> <p>12 know, be stiff enough and resilient enough to</p> <p>13 resist the rudding, as well. Yes, ma'am?</p> <p>14 MARINA CARRILLO: My name is Marina</p> <p>15 Carrillo. I'm from Minot. I'm interested in</p> <p>16 anything that has to do with the economic side of</p> <p>17 the state.</p> <p>18 But my only concern with this plan is</p> <p>19 that option there on the intersection on</p> <p>20 Highway 85: The roundabout.</p> <p>21 You mentioned that it will be not much</p> <p>22 in the favor for the truck drivers. Is there any</p> <p>23 other option with that intersection, or is that</p> <p>24 what it's going to be like?</p> <p>25 MATT LINNEMAN: Well, like I said, the</p>	<p style="text-align: right;">Page 49</p> <p>1 built on how to address some of those issues.</p> <p>2 Yes, sir?</p> <p>3 MICHAEL JONES: Michael Jones, Watford</p> <p>4 City. My question is on, mainly, the three</p> <p>5 high-traffic oilfield roads from the north unit</p> <p>6 into Watford City, both into County Road 34 and</p> <p>7 County Road 30, which is a major one.</p> <p>8 And both of these impact me where I live</p> <p>9 and where I work, as well. Is there going to be</p> <p>10 any difference between the exit and entrance onto</p> <p>11 the highway at these high-traffic areas?</p> <p>12 Because they're very high-traffic</p> <p>13 oilfield roads, so you're going to have the big,</p> <p>14 long, heavy, slow-turning loads.</p> <p>15 MATT LINNEMAN: Sure. I'll -- you know,</p> <p>16 when we -- the traffic study that was done as part</p> <p>17 of this project did identify some of those</p> <p>18 intersections.</p> <p>19 Obviously, things have changed even in</p> <p>20 the last, you know, couple years. So when we</p> <p>21 would go to final design, we would re-look at some</p> <p>22 of those things.</p> <p>23 But yeah, especially when -- in the</p> <p>24 roadway sections where we have, you know, this</p> <p>25 center median.</p>

Comment G.3.0.11.

Comment G.3.0.12.

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<p>1 I mean, it's a very easy thing to put a 2 turn lane in here, right. It's, kind of, built 3 in. And that's what you see between Watford City 4 and Williston, too. 5 And I think we've had, at County 6 Road 30, I think, in a future condition, we 7 thought, at some point, it would be warranting a 8 traffic signal. 9 So between turn lanes and, maybe, one 10 signalized intersection, it is, kind of, where it 11 is at this point. 12 But obviously, things change by the time 13 we build the project. We re-look at all of these 14 things when we get to final design. Comment G.3.0.13. MICHAEL JONES: And I just had one more 17 question on the Badlands area: What grade is 18 going to be on the north and south sides? 19 MATT LINNEMAN: It would be very similar 20 to the grades that are out there now because that 21 would -- you know, changing the grade would 22 require substantial amounts of earthwork, and 23 we're already having a pretty good amount of it 24 just to widen the roadway out. 25 MICHAEL JONES: Sure. MATT LINNEMAN: Now, one of the things</p>	<p>1 areas to alert people to those conditions and slow 2 them down further. 3 In other words, have a relative speed 4 limit. But I would, pretty much, recommend 5 getting down closer to 55 for the whole area, 6 partially because of the park. 7 I mean, that's a real big issue. But 8 the safety issue is you've got people who don't 9 know how to drive on these things. 10 When they go barreling down the hill and 11 stuff, it can get pretty tricky, and most people 12 know that. 13 MATT LINNEMAN: Sure, yeah. That's a 14 good point. So maybe what you're asking or 15 proposing is that there's, maybe, a message sign. 16 Like, a changeable message sign to alert 17 drivers to weather conditions or roadway 18 conditions? 19 ROB SAND: Yeah. With the speed limit 20 electronically -- 21 MATT LINNEMAN: Sure. I think the other 22 thing is, as it would be expanded to a 23 four-lane-type facility, obviously, the snow and 24 ice control and maintenance costs do go up with 25 that.</p> Comment G.3.0.15.
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<p>1 that we'll talk about a little bit more when we 2 get to the Long X Bridge project itself, when we 3 have the truck-climbing lanes that go up out of 4 there, those would be extended down to the bridge. 5 Since the concept is a four-lane 6 structure, we would build that structure first; 7 and then, we would extend those lanes. 8 That's how it would, kind of, look in 9 the interim before the actual four-lane roadway 10 project would be built to meet it. Any other 11 questions? Yes, sir? 12 ROB SAND: I guess, I have a number of 13 concerns, and I guess I can address those in 14 writing. Comment G.3.0.14. But I'm concerned about the speeds on 17 that -- I know it's been slowed down somewhat to 18 go through the Badlands. 19 But when you get snow and ice -- I've 20 worked for the highway department, and I would 21 assume that you're going to have to do almost like 22 what they do on the freeways, which is two or 23 three plows at times. 24 And then, there's the slush lanes and 25 all of that stuff. It seems like there should be at least some warning signs before you exit those</p>	<p>1 And the approach to snow removal would 2 have to be done a little bit differently, you 3 know. 4 In our district, we adjust for that. We 5 have a fleet of toe plows now so that they can 6 take a wider pass; you know, take a gang-type 7 approach to get those areas plowed off. 8 ROB SAND: Right. 9 MATT LINNEMAN: Okay. Well, if there's 10 any other questions, feel free to chime in. Jen's 11 going to start talking a little bit about the 12 impacts associated with these preferred 13 alternatives. 14 JEN TURNBOW: All right. So we're going 15 to talk a little bit about the impacts from the 16 preferred alternative and options. 17 And I'm not going to go through, 18 basically, all the different resource categories 19 that we looked at in the draft EIS. 20 But we are just taking, kind of, a 21 summation of those. We do have draft EISs in the 22 back of the room. 23 And they are also on the DOT's website, 24 in addition to different public viewing locations. 25 Actually, when we walked in here at Watford City,</p>

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<p style="text-align: right;">Page 54</p> <p>1 we saw the EIS displayed. 2 And there, you can see the full analysis 3 of all the impacts, from the "do nothing" 4 alternative to both Alternatives B and C, and then 5 the different options. 6 So I'm just going to start out with land 7 use. And with land use, we, kind of, talked about 8 right-of-way and easements. 9 And right-of-ways would be needed from 10 private landowners as well as our federal agency 11 partners. 12 And just to, kind of, touch on that, 13 most of the right-of-way that would be needed from 14 private landowners is adjacent to the highway on 15 either side or both sides. 16 And in addition, we would need some 17 easements from the U.S. Forest Service and also 18 the National Park Service. 19 And I just want to explain that just a 20 little bit more. So currently, Fed Highway and 21 DOT have a highway easement deed for U.S. 22 Highway 85. 23 But through this process, we would -- 24 Fed Highway and DOT would need to obtain a new 25 highway easement deed.</p>	<p style="text-align: right;">Page 56</p> <p>1 safety. 2 They wanted a safer facility, and they 3 thought that the current facility lacked passing 4 opportunities. 5 At the same time, they also wanted 6 higher reliability; and that, really, is with the 7 Long X Bridge. 8 The bridge has been hit about seven 9 times, and that has resulted in some temporary 10 closures and some detours, so those are really 11 important to the public. 12 So with expanding those -- expanding the 13 highway and also expanding the shoulders, that 14 will help with the overall -- basically, the 15 passing opportunities. 16 In addition to replacing the Long X 17 Bridge, that will give us that higher reliability 18 that the public is after. 19 Additional with communities throughout 20 this project, there would be no relocations of 21 homes or businesses. 22 However, obviously, the highway, with 23 the expansion, would get closer to those homes and 24 businesses. 25 And we have a couple communities</p>
<p style="text-align: right;">Page 55</p> <p>1 And that would be for the same exact 2 acreage as it is currently. So through this 3 process, we were able to minimize the roadway to 4 the maximum extent practical. 5 So that is why that acreage is staying 6 the same. But you will see, in this graphic and 7 in the EIS, there's an asterisk here. 8 And basically, there's 0.2 acres that 9 need to be added from an emergency landslide 10 project that the DOT did a couple years ago. 11 So that 0.2 acres will need to be in the 12 new highway easement deed, but it does not reflect 13 anything from this current U.S. Highway 85 14 proposal on the preferred alternative and options. 15 I'll talk a little bit about social 16 impacts. And Matt, basically, alluded to this. 17 Under the Federal Highway Administration, they 18 want to look at the social impacts, or impacts to 19 humans; to communities; to residences; to 20 businesses; and that type of thing. 21 And one of the first things that, when 22 we went to the public scoping meetings and then we 23 had subsequent alternatives public workshops and 24 we went to stakeholder group meetings, the number 25 one theme that we received from the public was</p>	<p style="text-align: right;">Page 57</p> <p>1 throughout the corridor -- in Fairfield, as Matt 2 said -- we're going to stay on alignment. 3 So there will be -- and the speed limit 4 will stay the same in that community of Fairfield, 5 so there would be relatively minor changes with 6 that. 7 And then, we want to talk a little bit 8 about emergency services. That was another item 9 that we heard, you know, throughout this public 10 process. 11 Once you expand the roadway, you also 12 expand the shoulder widths. And once you expand 13 those shoulder widths, traffic enforcement would 14 be able to pull people over on those shoulders, 15 and they would be having a higher reliability to 16 enforcing those traffic laws. 17 In addition, we would improve response 18 times with having additional lanes, as well. So 19 overall, just helping the emergency services in 20 the area. 21 As most of you know, there's many 22 recreation opportunities in this corridor, ranging 23 from the Little Missouri National Grasslands to 24 the Maah Daah Hey Trail and to Theodore Roosevelt 25 National Park's north unit.</p>

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<p style="text-align: right;">Page 58</p> <p>1 There's quite a few slides after this 2 talking about recreation, but access to those 3 areas will be maintained throughout construction. 4 And there would be some minor and 5 temporary impacts to recreation during that 6 construction -- especially with, you know, some of 7 the dust and the noise -- but it would be 8 temporary in nature from construction. 9 And then, what about just overall 10 construction periods? So there would be two lanes 11 maintained at all times and while we expand the 12 highway. 13 And so, the public will have some 14 increased travel times and possibly some minor 15 detour routes in addition to just some different, 16 maybe, access to what you're used to just for the 17 short term while the facility is being built. 18 So this graphic shows the U.S. Forest 19 Service-managed lands throughout the corridor, and 20 the different colors basically show the different 21 management areas throughout. 22 And currently, Fed Highway and DOT does 23 have an existing easement with DOT and Fed 24 Highway, and they would definitely have to have 25 more easements for this roadway.</p>	<p style="text-align: right;">Page 60</p> <p>1 And then, there would be the scenic 2 overlook, which is slightly outside of the park; 3 and then, the two retaining wall areas. 4 In addition, there's some of these lines 5 here where you'll see, as funding eventually takes 6 place and these projects are constructed, there 7 would be some wildlife fencing and jump-outs also 8 in that area. 9 So we knew it was important to minimize 10 these impacts to the north unit. And so, we, kind 11 of, got into the noise discussion a little bit 12 earlier with some of the questions. 13 And so, through Fed Highway and DOT, 14 each of them have noise policies. And that's, 15 basically, looking at traffic noise to humans. 16 And they have a pretty straightforward 17 framework for these projects and for the process. 18 And basically, what we do is we look at the 19 existing noise. 20 We go out and monitor different land 21 uses in the area. So these land uses include 22 residences, parks; that type of thing. 23 And we look at that existing noise data; 24 and then, we model the 2040 traffic, or 25 approximately 25 years in the future, and we look</p>
<p style="text-align: right;">Page 59</p> <p>1 One of the most important themes besides 2 safety that we heard were impacts to the north 3 unit and to the overall Badlands, as well as to 4 the Little Missouri National Grasslands. 5 So we felt it was important to, kind of, 6 graphically show the different proposals that are 7 going on within the north unit. 8 So to start out, here's Little Missouri 9 River and the Long X Bridge. And then, as we 10 travel up the corridor, here is the entrance to 11 the park. 12 And there is that existing sign that 13 many of you have seen, welcoming you to Theodore 14 Roosevelt National Park. 15 And through -- kind of, with the roadway 16 expansion, this sign is actually in the existing 17 DOT right-of-way. And so, the sign would have to 18 moved just slightly to the proposed new sign 19 location. 20 And we did work with the National Park 21 Service as well as the State Historic Preservation 22 Office to relocate that sign slightly. 23 As you travel through the corridor, Matt 24 gave a great explanation of that anchored drilled 25 shaft structure near Horseshoe Bend.</p>	<p style="text-align: right;">Page 61</p> <p>1 at those results and what those decibel levels -- 2 if there's any difference. 3 So through this project, none of these, 4 basically, land use areas or noise abatement 5 criteria either approach, meet, or exceed those 6 decibel levels. 7 So since we had those results, we knew, 8 especially in this area, that we should possibly 9 look at another type of study to do to see if 10 there would be any, you know, other impacts. 11 So we did a spread analysis, and that's 12 that sound that's emitted from a point source. So 13 when we looked at that, we did it, basically, in 14 different areas near the park and the management 15 areas. 16 And then, we did a second one for the 17 Long X Bridge construction, when we build the new 18 bridge, in pile driving. So I'll talk to the 19 first one first and then the different areas of 20 the park. 21 And as outlined in the EIS, in the 22 worst-case scenario, you would possibly be able to 23 hear that noise in the far eastern part of the 24 wildness area of Theodore Roosevelt National Park. 25 And then, secondly, when we looked at</p>

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<p style="text-align: right;">Page 62</p> <p>1 just the pile driving operations, we knew that 2 that would be a noisy endeavor when constructing a 3 bridge. 4 And also, working with the National Park 5 Service, just not only to the visitor overall 6 experience, but also to employees of the park. 7 And so, we came up with, basically, 8 commitments that we could all agree on and put, 9 you know, that best foot forward for the project 10 in constructing the Long X Bridge. 11 And so, those commitments are listed on 12 the side there. I'm not going to read them all. 13 But basically, some timing instructions. 14 And also, you know, during construction, 15 you have staging areas; and using that downcast 16 lighting, and it's shielded; and doing some visual 17 screening, as well. 18 And then, another thing that we really 19 wanted to look at was quiet pavement. There's 20 some technology out there to put into the roadway 21 to possibly make those roadways a little bit 22 quieter. 23 And in that research, basically, what it 24 shows is that, for the first couple years, that 25 technology works very well.</p>	<p style="text-align: right;">Page 64</p> <p>1 from the river overlook within Theodore Roosevelt 2 National Park. 3 And this bottom photo shows, basically, 4 the proposed roadway. And you can see that there 5 are some visible affected areas in here. 6 And I would like -- all of these 7 renderings: There's many of them in many 8 different locations. 9 They're all in one of the appendices of 10 the draft EIS that you can definitely take a look 11 at. 12 Just some other simulations. This 13 existing photo here is at the Maah Daah Hey Trail 14 at one of the vantage points. 15 And you can see the simulation here 16 where there would be a change in some of these 17 Badlands formations. 18 And the bottom here is an existing photo 19 from the temporary visitor center in the north 20 unit, and this would be the simulation. 21 And you can see there is a change right 22 here in some of those Badlands formations, as 23 well. 24 So for wetland impacts, through the 25 design, we tried hard to minimize all of our</p>
<p style="text-align: right;">Page 63</p> <p>1 After that couple years, basically, it, 2 kind of, reverts back to what the existing sound 3 levels were. 4 So therefore, it's not worth the 5 investment at this time. I think that is 6 something that they'll look at when these projects 7 are actually constructed to see if that technology 8 furthers or advances. 9 And then, we also knew that, visually, 10 there may be a change. And so, we wanted to look 11 at some of the areas in the Little Missouri 12 National Grasslands; as well as some of the 13 recreation facilities like the Maah Daah Hey 14 Trail; along with the north unit. 15 And I'll advance the slides here, and 16 we'll talk about a visual assessment. So what we 17 did is we worked with the Forest Service and the 18 National Park Service and Fed Highway and DOT, and 19 we looked at different locations. 20 And then, we had our visual assessment 21 specialist go out and take photos at those certain 22 locations and then, basically, render a simulation 23 of what the proposed action will look like. 24 And with this, the very top photo here 25 is the existing condition. So this is a view east</p>	<p style="text-align: right;">Page 65</p> <p>1 impacts to wetlands. 2 But there would be some permanent and 3 some temporary impacts. And so, as we go further 4 in final design, we would definitely be mitigating 5 under Section 404, as well as Executive 6 Order 11990. 7 So for this, we have the existing Long X 8 Bridge over the Little Missouri River, and this 9 would be the newly constructed four-lane bridge. 10 And basically, the existing bridge here 11 is a three-span. The Long X Bridge is 969 feet 12 long. 13 And one of those piers is within the 14 Little Missouri River. When we construct the new 15 four-lane bridge, it would actually be a five-span 16 structure, and two of those piers would be within 17 the Little Missouri River. 18 So I wanted to touch on utilities. With 19 this corridor, we knew that there would be a large 20 number of utilities, whether those are 21 transmission lines or water lines or fiber. 22 And so, with this process, we started 23 out in the environmental phase a little bit 24 differently. 25 We had all of the utilities mapped from</p>

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<p style="text-align: right;">Page 66</p> <p>1 the get-go. And then, we also had many different 2 utility coordination meetings. 3 And we did that so we could work with 4 the utilities to see -- some of those bigger 5 transmission lines, you know, we could, maybe, 6 minimize our impact. 7 Or just working through that process 8 earlier up-front so they knew ahead of time about 9 their utilities so that, when the relocation comes 10 in final design, nobody was surprised. 11 So, kind of, through this process, there 12 ended up to be approximately 120 miles of impacts 13 to utilities. 14 So I'm going to switch gears and walk 15 through some of the cultural. And we did a -- 16 basically, a Class III survey, along with an 17 architectural survey. 18 And basically, through all of those 19 studies, at the end of the day, to summarize, 20 there were three, basically, sites that may be 21 impacted. 22 And this first site -- there's a picture 23 here down below -- is some remnants of a 24 farmstead -- or, a homestead, I should say. 25 And the project could not avoid this</p>	<p style="text-align: right;">Page 68</p> <p>1 Transit. 2 And basically, it protects publicly 3 owned parks; wildlife/waterfowl management areas; 4 and historic sites. 5 And when it comes down to it, you have 6 to look at what is the use. So a good example of 7 permanent and temporary and constructive use -- 8 and as I just said, you know, for the Long X 9 Bridge, we would be replacing that structure. And 10 so, that would be a permanent use to the Long X 11 Bridge. 12 Secondly, we have temporary use. And 13 that is something where, basically, you might need 14 just a construction easement from that site, and 15 it's temporary in nature. And so, that would be a 16 temporary use. 17 And the third is constructive use. And 18 basically, a lot of times, constructive use comes 19 down to noise and visual to a 4(F) property. 20 So I have a simulation right here. And 21 this is a Fed Highway, sort of, classic example of 22 constructive use. 23 So in order to meet the test of 24 constructive use, you have to completely diminish 25 the use of that public park, let's say.</p>
<p style="text-align: right;">Page 67</p> <p>1 site. And so, as we worked forward with the North 2 Dakota State Historic Preservation Office, we're 3 going to be doing some mitigation to this 4 farmstead -- or, homestead and another homestead. 5 And at the end of the day, we have a "no adverse 6 effect." 7 The second one, we -- I talked about 8 just a little bit earlier is the Theodore 9 Roosevelt National Park sign. 10 This is what it looks like. Many of you 11 may recognize that sign. And we will be slightly 12 relocating that sign. 13 And we did work through the National 14 Park Service and SHPO, as well, to have some 15 mitigation, and there would be a "no adverse 16 effect." 17 And finally, the Long X Bridge is a 18 historic structure. And since the preferred 19 option is to replace that bridge, we would have an 20 adverse effect to that historic structure. 21 So I'm going to talk a little bit about 22 Section 4(F). And Section 4(F) only falls under 23 the U.S. Department of Transportation, so federal 24 agencies such as the Federal Highway 25 Administration; the FAA; Federal Rail; Federal</p>	<p style="text-align: right;">Page 69</p> <p>1 So in this example, if you have a park, 2 and you have an amphitheater here, and maybe 3 you're having some plays or concerts or what have 4 you, and you have a two-lane facility near this 5 amphitheater; and then, the proposal is, maybe, 6 constructing a four-lane facility, and now that 7 four-lane facility is, basically, right next to 8 that amphitheater. 9 Now that amphitheater really can't go on 10 to be used as an amphitheater because it might be, 11 you know, too loud. 12 So it has to completely diminish the use 13 of that site. So we went through the whole 14 corridor, and we looked at Section 4(F) properties 15 and what properties did meet the test of 4(F), and 16 what properties did not. 17 And I just wanted to point out a couple 18 things. You know, the scenic overlooks, as a 19 whole, are for transportation facility use. And 20 so, those properties are not Section 4(F). 21 Additionally, when you have an easement 22 for a U.S. highway, either through the U.S. Forest 23 Service or the National Park Service, that's used 24 as a transportation facility. So therefore, they 25 are not Section 4(F).</p>

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<p style="text-align: right;">Page 70</p> <p>1 And we also had a lot of properties -- 2 like the Maah Daah Hey Trail; we had the 3 campgrounds -- that did meet the test of 4(F). 4 But there is no permanent; there is no 5 temporary; and then, we don't have any 6 constructive use because it does not diminish the 7 use of those properties. 8 So basically, where that led us to and 9 what I'm going to spend a little bit of time 10 talking about is the Long X Bridge, because we did 11 have that permanent effect to the bridge. 12 So we did look at, as Matt said, you 13 know, a number of different options for the 14 bridge. 15 And the first one that we looked at: Is 16 there any way that we can rehabilitate the 17 structure to use -- to just -- to be able to keep 18 using it? 19 And one of the things that we knew is, 20 since it keeps getting hit -- it's been hit seven 21 times -- is the portal height, which is about 22 16 feet. 23 And so, in order to raise those 24 portals -- and it shows, kind of, the number -- 25 the blue one to be how many that the portals would</p>	<p style="text-align: right;">Page 72</p> <p>1 basically means that, if one of the right members 2 of the bridge were hit, that bridge could 3 collapse. 4 And so, this is a photo on the Long X 5 Bridge of an excavator that fell off the trailer 6 and hit the Long X Bridge. 7 And this photo right here is an example 8 of, in Washington State, where something did 9 impact one of those members, and a portion of that 10 bridge did collapse. 11 So that's also important in the overall 12 reliability and safety of the Long X Bridge. So 13 that led us to that preferred option of replacing 14 the Long X Bridge. 15 And so, since it's a historic bridge, 16 the bridge is up for adoption. And I'm sure that 17 you've seen the ads and the news stories. 18 And so, we would definitely -- 19 basically, either the whole bridge or a segment of 20 the bridge is up for adoption. 21 And the DOT will fund the disassembly 22 and the transportation of one segment of that 23 bridge within 100 miles. 24 And if anyone is interested, Matt 25 Linneman would love to hear your interest to see</p>
<p style="text-align: right;">Page 71</p> <p>1 have to be raised, and we looked at 20 feet, 2 6 inches to raise those portals. 3 And then, as Matt had mentioned when he 4 talked about the purpose and need, in 2017, the 5 legislature upped that gross vehicle maximum 6 weight. 7 And so, through that process, then, the 8 bridge deck would also have to be replaced in this 9 rehabilitation option. 10 And once you do that, under the DOT 11 design manual, it falls into reconstruction. And 12 so, therefore, you would also have to make that 13 bridge wider. 14 And once you make that bridge wider, for 15 the State Historic Preservation Office, that's an 16 adverse effect. 17 We also looked at an alternative use. 18 And because of the wildlife crossings and also the 19 human activity, those two things just don't jive, 20 and we had many comments from the resource 21 agencies. 22 So that alternative use also was not 23 feasible in the end. And so, also, this bridge is 24 historic. 25 It's also fracture-critical, which</p>	<p style="text-align: right;">Page 73</p> <p>1 if we can get the Long X Bridge adopted. 2 So before I turn it over to Matt to, 3 kind of, go through what are the next steps of the 4 process and the overall schedule, does anyone have 5 any questions? Yes, sir? 6 DAN RICHMOND: Dan Richmond. Just on 7 the Long X Bridge there, I didn't see it in the 8 study, but in the proposed option, turning it into 9 a walk bridge or anything like that was not 10 acceptable to maintain that? 11 JEN TURNBOW: Leaving it as-is? 12 DAN RICHMOND: Leaving it as a walk 13 bridge? Like, most historic bridges get, you 14 know, decommissioned and then are just maintained 15 for a walk bridge. 16 Especially since there's biking trails 17 and access on each side of that bridge, make it 18 into a walk bridge instead of tearing down an 19 historical site? 20 JEN TURNBOW: We did look at that. Do 21 you want to take this one, or do you want me to? 22 MATT LINNEMAN: Either way. Sure. That 23 was -- you know, when I, kind of, talked about the 24 different options and alternatives, as we were 25 considering those, there's a couple things.</p>

Comment G.3.0.16.

19 (Pages 70 to 73)

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<p style="text-align: right;">Page 74</p> <p>1 With the bridge alternatives, there was 2 three alternatives. One was the rehab, as Jen 3 said. That was LX1. 4 LX2 was the alternative use option. And 5 so, we started at that point, to say, "Could this 6 be used as a walking bridge or a trail? 7 "Or could it even be used as a plaza 8 that people could drive to and then get on and 9 enjoy the river and things like that?" 10 So through that process, there were some 11 conflicts with the way that we wanted the wildlife 12 crossing system to work, as well as trying to 13 minimize the amount of impacts we have on the 14 north unit of the national park. 15 So the trail and the plaza-type ideas, 16 kind of, didn't come through the screening 17 process, I guess. 18 They didn't make it out because of the 19 conflicts because of those other goals of the 20 project, right? 21 JEN TURNBOW: Correct. 22 MATT LINNEMAN: So the only alternative 23 use -- and there's still that option. That was 24 still an option. 25 But the alternative use was,</p>	<p style="text-align: right;">Page 76</p> <p>1 So that's our cost. Of that big 2 number -- it's still a big number. Of that, the 3 only money -- or, the only funding, I should say, 4 that's been identified to build any segment of 5 this project is for the Long X Bridge project. 6 So that, kind of, leads into our 7 schedule or our priorities. It's not really a 8 schedule because there aren't too many dates 9 associated with things because there's not funding 10 identified yet. 11 But there's, kind of, three priorities. 12 The Long X Bridge, this project, the bridge 13 itself, as well as the approach roadways that go 14 with it, would be the first priority. 15 And that project: Like I said, it has 16 funding available and identified for that. Our 17 goal is to finish working through this 18 environmental document. 19 And if things go as according to 20 schedule, we would be looking to start 21 construction of that project in 2019, so next 22 year. 23 Priority two would be, then, the segment 24 between Highway 200 and Watford City; and then, 25 priority three would be from I-94 to 200.</p>
<p style="text-align: right;">Page 75</p> <p>1 essentially, for the bridge to just be there to 2 stand as an example of a Warren truss bridge, and 3 it wouldn't have been allowed for any public use. 4 Are there any other questions? Let's 5 just talk a little bit about where we're at, where 6 we started, where we're going, and the project 7 costs. 8 Here's an estimate of the cost, based on 9 the work that's been done at this point in the 10 development of the project. 11 Like I've been saying, it's based on a 12 preliminary level of engineering and design, but 13 we're looking at about a \$480 million project. 14 So it's a little bit less. This is the 15 whole 62 miles of the preferred alternative, which 16 would be the less than the last time we came to 17 talk to the public. 18 We were using a number more like 19 \$800 million to \$1 billion, maybe. A couple 20 things. 21 Obviously, as the design did get more 22 refined, we were able to actually do a better job 23 of quantifying what the costs were going to be, as 24 well as construction costs coming down in the last 25 couple years here.</p>	<p style="text-align: right;">Page 77</p> <p>1 I'll just talk a little bit more about 2 that Long X Bridge project, priority number one. 3 I'll go through the layout here. 4 It's the same layout we have on the 5 board, and the board may be a little bit easier to 6 see than the slide. 7 But essentially, with the new bridge 8 being built alongside the old one, we also have to 9 tie into the curvature of the roadway; as well as, 10 we talked about before, tying into the 11 truck-climbing lanes that are going up in each 12 direction. 13 So there's about 1.75 miles worth of 14 roadway and bridge that are associated with that 15 project. 16 It also is inclusive of that south 17 wildlife crossing right about here. Somewhere in 18 this area. 19 So that's within the limits of that 20 project, as well. So I think on the numbers here, 21 we talked about \$36 million. 22 That's mostly the bridge and the 23 roadway. Throw in part of this wildlife crossing 24 system, and it's about -- around \$38 million for 25 that segment, that priority segment.</p>

20 (Pages 74 to 77)

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<p style="text-align: right;">Page 78</p> <p>1 Where are we at? We started, kind of, 2 the official process of this environmental 3 document back in October of 2015. 4 I've just got to check to make sure that 5 number's right. It seems like a long time ago. 6 So we worked through the alternatives; developing 7 the purpose and need; public scoping and input; 8 public input on the alternatives development; 9 writing the environmental document; drafting it 10 up; publishing a draft for the public's review; 11 and now, holding our public hearings. 12 So that's where we're at in our steps 13 here. We're getting closer to the end of the 14 process. 15 So we'll be taking all of your input 16 both here, through our series of public meetings, 17 as well as the comment period that's open right 18 now. 19 We're looking to take all of those. 20 We'll look at those comments, analyze them, 21 incorporate them where appropriate into the 22 document, and work on drafting a final 23 environmental document and presenting it to 24 Federal Highway to make a final decision on the 25 project. And so, we're looking for that for the</p>	<p style="text-align: right;">Page 80</p> <p>1 you know, public forum -- she'll take them 2 directly. 3 Like I said, on the website, too, 4 there's actually a comment box there, too. So you 5 can just type comments in there and hit "Submit," 6 and those will come right to me, as well. 7 So what I should have led off with 8 earlier is that we do have some time now to take 9 questions and comments. Just make sure you state 10 your name, and we'll go from there. So -- yes, 11 sir? 12 STEVE STENEHJEM: My name is Steve 13 Stenehjem. I'm the CEO of First International 14 Bank in Watford City, and I'm a lifetime resident 15 of here. 16 I think you guys have done a great job. 17 And obviously, you've been listening to a lot of 18 stakeholders for a long time on the design that 19 you've made. 20 And, you know, from a banker and as far 21 as the economics go, you're starting at the right 22 place with that bridge, because that's a choke 23 point that's been a problem for many years. 24 It's going to be 60 years old next year. 25 And you might call it "historic," but it's</p>
<p style="text-align: right;">Page 79</p> <p>1 fall of this year. 2 So like I said, the crux that I, kind 3 of, started with is we're here to take input; 4 answer questions; hear from you; raise some 5 awareness about the project and how you can 6 provide input. 7 So many options to do that. We can do 8 that right here in a discussion setting. You can, 9 you know, ask questions of us as we're here. 10 We'll be here until 8:00 p.m. tonight. 11 There's comment cards. Fill out your comment 12 cards and you can turn those in now, or you can 13 think about the project or look at the document 14 and mail those in later. 15 You can send an e-mail to me at this 16 dotus85@nd.gov e-mail address. Our website has a 17 lot of the project materials that have been 18 presented to this point. 19 After these meetings, we'll also update 20 the website with a lot of the materials that are 21 here today, including the presentations and the 22 boards. 23 You're also welcome to come up and talk 24 to Liz and give her your comments directly. If 25 you don't want to do it in this public setting --</p>	<p style="text-align: right;">Page 81</p> <p>1 outlived its time and its usefulness. 2 And when that bridge gets shut down for 3 when people run into it -- like you said, seven 4 times -- it's not only what happens in that day or 5 two of people not being able to get between here 6 and the interstate; but when they're repairing it, 7 it shuts it down, too. 8 And if you have to go to, like, 9 Dickinson or Belfield or Bismarck and try to catch 10 a plane or something, and you head down there, I 11 mean, the traffic will go to the top of the hill 12 on both sides. 13 I mean, it's miles long when only one 14 lane is open. And, I mean, that creates a huge 15 economic impact for our community and our whole 16 area. 17 Plus, it's so horribly inconvenient. I 18 have friends that have missed flights and, you 19 know, all kinds of problems like that. 20 So I think getting that bridge fixed: 21 You know, that's a number one priority and a great 22 idea. 23 The other thing: Your design, I think, 24 with the median -- you know, with the depressed 25 median, more like Highway 2 than between here and</p>

Comment G.3.0.17.

Comment G.3.0.18.

Comment G.3.0.19.

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<p>1 Williston, I think, is a great thing. Just from a 2 safety standpoint, I think that that's a wonderful 3 thing.</p> <p>Comment G.3.0.20. Having a bike path between here and the Comment G.3.0.21. park: That's a wonderful thing, too. In the last ten years, my wife and I -- we actually came across a fatality just north of the bridge where people wrecked.</p> <p>8 They only had one choice and that was 9 hit the ditch, because cars and trucks were coming 10 up. 11</p> <p>12 It was a couple of brothers from 13 Mayville hauling a pick-up on a fifth-wheel. They 14 had to turn; the thing jackknifed; one of them got 15 killed. Terrible experience.</p> <p>16 We've had two close friends killed on 17 that road in the last ten years: One just north 18 of Grassy Butte, and one just south of town.</p> <p>19 And having a median where they didn't 20 smack into somebody in the other lane or get hit 21 by a truck when they're bicycling down the 22 shoulder: I mean, that's a big deal. And it's 23 been too long. We've been waiting for this for a 24 terribly long time. 25 And, you know, just the economic impact</p>	<p>1 want to do is get through this environmental 2 process.</p> <p>3 MIKE KOPP: And then, let contracts 4 go -- or, happen?</p> <p>5 MATT LINNEMAN: Right, right, okay. So 6 once we get a final environmental decision, then 7 we would finish our final design.</p> <p>8 We need to -- we've started -- you know, 9 once we made our preferred alternatives public, we 10 started engaging with the landowners in that area, 11 just to make sure that -- well, we tried to time 12 everything so we could talk to them at the same 13 time that the draft EIS came out.</p> <p>14 It didn't exactly work as -- like we'd 15 always planned, but we've been having 16 conversations with the landowners to let them know 17 that we -- you know, we're going to need some -- 18 have some right-of-way needs to get that project 19 built.</p> <p>20 So final design; right-of-way; and then, 21 we'll need some permits. You know, obviously, the 22 U.S. Army Corps of Engineers is a cooperating 23 agency on this project. We'll need a permit from 24 them. 25 So, kind of, the whole -- what we always</p>
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<p>1 to our state of that oilfield traffic -- and I'm 2 sure some of you will bring it up -- but the 3 overload permits that go on Highway 85 dwarf any 4 other road in our state. And, you know, that's a 5 big deal.</p> <p>6 And to connect Canada to Mexico on this 7 Highway 85 corridor, we have to do our part to 8 make it the highway that it should be.</p> <p>9 And you guys, you know, have a great 10 design that will help out a great deal, so thank 11 you.</p> <p>12 MATT LINNEMAN: Appreciate those 13 comments. Yes, sir?</p> <p>Comment G.3.0.23. MIKE KOPP: Mike Kopp. What has to be done before construction of the bridge begins?</p> <p>16 MATT LINNEMAN: We need to finish this 17 environmental process. Like I, kind of, laid out 18 in the schedule, we're still working on that.</p> <p>19 We've started some of the preliminary -- 20 like I said, we've done some preliminary 21 engineering, so we have some idea.</p> <p>22 We have the surveys done; all the 23 studies are done. So we've started working on 24 some of the design, based on the concepts of the 25 preferred alternative. But the main thing that we</p>	<p>1 call the, kind of, final design package would have 2 to be put together.</p> <p>3 And then, we would advertise that for 4 bids. We would take bids; and then, award a 5 contract; and then, construction.</p> <p>6 MIKE KOPP: And that will be done 7 between now and when?</p> <p>8 MATT LINNEMAN: Given that, if 9 everything follows the schedule appropriately, 10 like I said, we'd like to start construction in 11 2019.</p> <p>12 MIKE KOPP: Beginning? End of the year? 13 Middle of the year?</p> <p>14 MATT LINNEMAN: Spring of '19. Now, 15 like I said, there's a lot of things that have to 16 fall into place to keep that schedule, so we're 17 doing our best to work towards that. Yes, sir?</p> <p>18 CAL KLEWIN: Cal Klewin, executive 19 director of the Theodore Roosevelt Expressway. I 20 want to thank you for your efforts so far in 21 moving the draft EIS forward.</p> <p>22 And hopefully, this project will come to 23 fruition as soon as we can get funding; that type 24 of thing. 25 A couple things that I want to point out</p>

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<p style="text-align: right;">Page 86</p> <p>Comment G.3.0.27. is that this is a main artery for this community in western North Dakota.</p> <p>3 We have a world-class oil and gas 4 industry moving forward; we have tourism efforts 5 that significantly enhance the economic 6 opportunities of this region.</p> <p>Comment G.3.0.28. And one of the things that I want to point out that the people living out here and working out here have been dealing with is that this highway, as Steve Stenehjem pointed out, leads all other corridors in North Dakota -- which are four-lane -- leads them two and three times in oversized, over-width permits. So that's what we're dealing with out here, and that's something that we need.</p> <p>And we show that we have to have some type of corridor that moves the people safely, and the efficient moving of freight.</p> <p>I have those numbers here. I can submit it electronically, but these are numbers that I get every quarter from the highway patrol.</p> <p>So I think it's something that probably will build the case that this is something that needs to be taken care of as soon as possible for the safety of the people and the enjoyment of the</p>	<p style="text-align: right;">Page 88</p> <p>1 Badlands more than the citizens of Watford City. 2 With that being said, we've become 3 landlocked without that bridge. That bridge needs 4 to be practical, and it needs to be well done, and 5 it needs to be done right. 6 Because, without that bridge, we're -- 7 you know, we've, essentially, become an island in 8 McKenzie County. 9 You know, one other thing to keep in 10 mind: This is all a very, very beautiful project. 11 I love it a lot. 12 We're not exactly swimming with a lot of 13 tourism opportunities in North Dakota, but the 14 Maah Daah Hey is a really, really important one, 15 and the Maah Daah Hey is the one that's -- I think 16 we've just hit the tip of the iceberg. 17 And if we do find a way to get a bike 18 trail down there, that would just be the starting 19 point for that. So thank you guys very much. 20 MATT LINNEMAN: Thank you. Yes, sir? 21 DAN RICHMOND: Dan Richmond. Just a 22 question on this trail: I mean, I've been talking 23 to people about this for a long time and hearing 24 it's coming. How serious is this? 25 I'd love to see this project move</p> <p>Comment G.3.0.31.</p> <p>Comment G.3.0.32.</p> <p>Comment G.3.0.33.</p>
<p style="text-align: right;">Page 87</p> <p>1 traveling public. 2 MATT LINNEMAN: Thank you. Yup, we 3 would definitely be interested in your 4 information. 5 CAL KLEWIN: Okay. 6 MATT LINNEMAN: Yeah. Yes, sir? 7 AARON PELTON: Hi, there. My name is 8 Aaron Pelton, and I am owner/operator of a group 9 of restaurants in North Dakota.</p> <p>Comment G.3.0.29. I want to thank you guys for everything that you've done for the public's safety out here. I can't imagine getting into Williston right now without the four-lane highway; getting to Minot without the bridge that we have over there, with the traffic the way it is. Thank you guys very much.</p> <p>Comment G.3.0.30. With that being said, we have over 200 employees in our company, and we do a lot of recruiting around the country to get people to come here from other states.</p> <p>And the Badlands are a major, major recruitment tool and a big reason that people want to move here.</p> <p>So the citizens of Watford City: You'd be hard-pressed to find anybody who loved the</p>	<p style="text-align: right;">Page 89</p> <p>1 forward. If you look at the maps, you don't see 2 any access points; any public parking; you don't 3 see where the trailheads are going to be. 4 You really don't see anything in the 5 documentation right now showing where that stretch 6 is going to be, and where the access points are 7 going to be in that. 8 But, you know -- and I'd also like to 9 comment: I'd love to see this come forward. I 10 think it's going to be a great tie-in to the Maah 11 Daah Hey Trail. 12 Especially for me, since it's going 13 right in front of my house. I can just ride there 14 all the time. 15 And a follow-up question: Are they 16 taking any precautions -- and I fight this all the 17 time with four-wheelers, snowmobiles -- any kind 18 of plan to keep motorized vehicles off of that 19 trail? 20 MATT LINNEMAN: A couple questions. 21 I'll try to make sure I pick them up -- get to all 22 of them. 23 One, with the plan: Obviously, on the 24 north end of the project, it would tie into the 25 plan that McKenzie County and Watford City have</p> <p>Comment G.3.0.34.</p> <p>Comment G.3.0.35.</p>

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<p style="text-align: right;">Page 90</p> <p>1 for their trail network, wanting to connect to 2 this. 3 They already show that in their 4 long-range plan. I think there's been some talk 5 about some sort of thing that -- you know, we're 6 looking at connecting to the county road. 7 I think there's already some type of -- 8 well, maybe I can pick on Sue Hale (phonetic) a 9 little bit to answer some of these questions -- as 10 the county is looking at their plan on how they 11 would get people on and off and have trailheads to 12 go with it. 13 The one thing -- you know, it's -- we've 14 been working with the county on this concept, and 15 we wanted to make sure that we get all of the 16 studies necessary to clear the path 17 environmentally so that it could be built. 18 I think that the county has committed to 19 the long-term maintenance and ownership of that 20 trail. 21 We still have -- just like with the 22 roadway, we still have to figure out how we're 23 going to fund the construction of it. 24 And that might -- you know, just 25 because -- you know, we show a lot of things --</p>	<p style="text-align: right;">Page 92</p> <p>1 Yes, sir? 2 ROGER CHINN: Roger Chinn, Grassy Butte. 3 As a landowner and a resident on U.S. Highway 85, 4 I fully support the project, especially the 5 bridge. That has been a thorn, as Steve said. 6 I had to come to Watford a lot years 7 ago, and I don't know how many times I would drive 8 over 20 miles north and the bridge was shut down, 9 and I had to go around by Killdeer to get to 10 Watford City. 11 MATT LINNEMAN: Sure. 12 ROGER CHINN: On the design of the road, 13 I fully support the divided highway with the 14 depression in the middle, with one caveat: I 15 would like to see the whole road built that way. 16 I'm concerned that we're going to build 17 a \$400 million, almost \$500 million -- that's half 18 of \$1 billion, I believe -- road. And then, we're 19 going to have a choke point when we get there. 20 And we hear a lot about impacts. On a 21 section of land, if you own a mile of the 22 highway -- you and I figured it last night -- give 23 or take, it's going to be right at 12 acres. 24 Well, that is 1.87 percent of that section that 25 that individual owns.</p>
<p style="text-align: right;">Page 91</p> <p>1 and this is a good example for more things than 2 just the trail -- is that we talk about phase 3 construction along the length of the project; 4 there might also be phase construction across the 5 width of the project. 6 And what I mean by that is that the 7 trail, maybe, comes later than the roadway would 8 if the roadway were ever built. 9 Or, maybe, the -- some of the 10 geotechnical, like the drilled shaft structure: 11 That might have to come before the roadway 12 expansion ever came. It all depends on the needs 13 and where the funding comes from. 14 So, you know, the path will be cleared 15 environmentally for it; then, it comes down to 16 finding money to build it. 17 With the all-terrain vehicles: We've 18 had that comment at previous public meetings, too, 19 and we thought about that a little bit. 20 I think the best answer that we have 21 would be signing to do that. And by signing and 22 having -- probably going with a county ordinance 23 to, maybe, go with it, that would give law 24 enforcement an opportunity to, then, enforce those 25 for keeping motorized vehicles off of the trail.</p>	<p style="text-align: right;">Page 93</p> <p>1 And I think it's going to take land from 2 me. I know that. It's farmland. But I still 3 support the project. It's hard to build a road if 4 you don't have any property to put it on. 5 On going wider, if I could ask the 6 question, when you did the design, did you design 7 through the Badlands a little wider divided 8 highway with the depression? How much more land 9 are we talking would be impacted? 10 MATT LINNEMAN: At the beginning of the 11 project, when we were still looking at concepts, 12 we looked at both of those. 13 And as we went through the input 14 process -- both the public input as well as 15 working with our agency partners -- it became very 16 clear to us that we needed to set some goals to 17 minimize that footprint. 18 And, you know, the land area -- what 19 happens is, when you get wider, you add quite a 20 bit of property, because it chases down or up the 21 hill, depending on how you're cutting. 22 So it makes it a lot more than just 23 another 10 feet. That 10 feet might turn into 24 another 200 feet by the time you chase it -- 25 before you're, maybe, tied down very close.</p>

Comment G.3.0.36.

Comment G.3.0.37.

Comment G.3.0.38.

Comment G.3.0.39.

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<p style="text-align: right;">Page 94</p> <p>1 You get 10 feet wider; now, you've got 2 to tie down, you know, 200 feet below where you're 3 at. 4 That was, kind of, the main problem. So 5 that made those impacts a lot greater a lot 6 faster.</p> <p>Comment G.3.0.40. ROGER CHINN: Did it raise the costs significantly? Did you do any work on that?</p> <p>9 MATT LINNEMAN: You know, I think, at 10 the point of scoping and, like I said, getting the 11 input, that we thought that our best approach to 12 get this project approved and moved forward fast 13 is I don't think we did go into the level of 14 detailed analysis that we did for the alternatives 15 as -- that we presented today.</p> <p>Comment G.3.0.41. ROGER CHINN: Well, using the twelve acres a mile, the map I have shows three 18 and a half miles of federal land managed in the 19 national grasslands that's impacted in that 20 seven-mile stretch. 21 Well, that's forty-two acres, if you 22 take the three and a half. Our federal neighbors 23 have over a half a million acres in McKenzie 24 County. 25 I don't know if it's too much to ask</p>	<p style="text-align: right;">Page 96</p> <p>1 be another 100 feet wide. 2 The problem with the Badlands is you 3 have to get another 200, 300, 400 feet wide to be 4 able to do it. 5 And so, you know, your point being, 6 "Well, that's a small percentage of the federal 7 land." 8 And even at those widths, it still would 9 be. But I think our -- looking at it in the scale 10 of the impacts of what our project was and trying 11 to keep that footprint down -- because some of the 12 other things it would have impacted was a lot 13 more: The drainage features; wetlands; trying to 14 stay away from the cultural resources in the area, 15 you know. 16 By using the footprint we did, we really 17 didn't have to deal with a lot of that because we 18 avoided a lot of those impacts. 19 So it helped us move the project 20 forward, and it gives us a lot more confidence 21 that we can get it permitted and get the easements 22 we need with that kind of design. 23 I'm sure there might be a few more 24 questions. Well, once again, the comment period 25 for this draft document is open until June 25th,</p>
<p style="text-align: right;">Page 95</p> <p>1 them to give up 40 or 50 acres so that we can have 2 a safe highway. I mean, the percent is so small. 3 And the same way with our friends at the 4 National Park Service. I hate to see us spend 5 that kind of money and still have a bottleneck. 6 I can see that, as this gentleman said, 7 as tourism picks up and more people drive this 8 road, there will be more traffic turning into that 9 park. 10 And you're coming downhill, turning on a 11 slope. If people don't know for sure where 12 they're going, there will be wrecks there, just 13 like, as Steve mentioned, there were wrecks along 14 the bridge. 15 MATT LINNEMAN: Sure. ROGER CHINN: So I commend you guys and the State of North Dakota for finally recognizing 18 that this is a problem in western North Dakota, 19 and I'll be like Larry the Cable Guy: 20 "Git-R-Done." MATT LINNEMAN: Yeah, thanks for the 22 comment. We see your point. Like I said, the one 23 thing is that it isn't just a straight-line 24 relationship as far as, you know, going to that 25 wider roadway section, that it was just going to</p> <p>Comment G.3.0.42.</p>	<p style="text-align: right;">Page 97</p> <p>1 so you'll have plenty of time to still review it 2 and think about other questions or ideas that you 3 have. 4 We will be here: Representatives from 5 the DOT and KLJ available here until 8:00 o'clock 6 tonight. 7 So I appreciate everyone coming out 8 tonight, and we're really hoping to hear your 9 input. Thank you. 10 (Whereupon, the public hearing concluded 11 at 8:00 p.m.) 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>

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I, Elizabeth H. Lundquist, a general shorthand reporter, 51 Broadway, Suite 130, Fargo, North Dakota, do hereby certify that the foregoing ninety-seven (97) pages of typewritten material constitute a full, true, and correct transcript of my original stenotype notes, as they purport to contain, of the public input hearing reported by me at the time and place hereinbefore mentioned.



Elizabeth H. Lundquist
Elizabeth H. Lundquist
51 Broadway
Suite 130
Fargo, North Dakota 58102

Dated this 23rd day of July, 2018.

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