

BEFORE KADRMAS, LEE & JACKSON

Little Missouri River
Crossing

Project No. FHO-02-04(001)

TRANSCRIPT OF
ALTERNATIVES PUBLIC WORKSHOP

Taken At
Kelly Inn
1800 North 12th Street
Bismarck, North Dakota
June 5, 2012

BEFORE MS. JENNIFER TURNBOW
-- PROJECT MANAGER --

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1 (The proceedings herein were had and made
2 of record, commencing at 5:33 p.m., Tuesday, June
3 5, 2012, as follows:)

4 MS. TURNBOW: I think we'll get started.
5 We have a presentation for everyone tonight.
6 First, I would just like to thank everyone for
7 attending tonight's alternatives public workshop
8 for the Little Missouri River crossing EIS. We
9 really appreciate that you took time from your day
10 to attend this meeting today and also to provide
11 comments and feedback.

12 So before we begin, we just have a couple
13 of housekeeping items. One of the things is we
14 have a court reporter here tonight since this is an
15 environmental impact statement to take a transcript
16 of the public meeting, so I just wanted everyone to
17 be aware of that.

18 And then the other housekeeping item that
19 we have is in your handout, under the Alternative
20 C, the image is incorrect on that. And I just
21 really wanted to point that out and it will get
22 corrected for the Medora meeting. And the correct
23 one is in the presentation tonight, so I just
24 wanted to point that out to everyone.

25 So with that we'll make some

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1 introductions. I'm Jen Turnbow with Kadrmas, Lee &
2 Jackson, and I have with me today Troy Ripplinger,
3 Wade Frank and Kayla, who, I believe, is still out
4 at the sign-in desk. And we also have
5 representatives here tonight from the Federal
6 Highway Administration and the North Dakota
7 Department of Transportation.

8 So we're going to just give a quick
9 presentation first, and then it would be really
10 great if everyone can hold some of their questions
11 and comments until after we get through the
12 presentation and then we'll open it up and go
13 through everyone's questions and comments.

14 So tonight we're just going to talk an
15 overview of the project, purpose and need, the
16 alternatives development and the alternatives and
17 then we'll open it up for questions and comments.

18 So for this project, there was a notice of
19 intent that was published in the Federal Register
20 October 12th, 2006, and it was to initiate an
21 environmental impact statement for a proposed river
22 crossing in conjunction with upgrading existing
23 roadways to connect east river to west river from
24 North Dakota Highway 16 to U.S. Highway 85.

25 The lead federal agencies for the project

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1 is the Federal Highway Administration, along with
2 the North Dakota Department of Transportation and
3 Billings County. For the project we have two
4 cooperating agencies, and that is the U.S. Army
5 Corps of Engineers and the U.S. Forest Service.

6 Federal Highway Administration has under
7 their guidelines and regulations participating
8 agencies, so there are 11 participating agencies in
9 the project, and I won't read them all here,
10 they're on this screen, so you can go through
11 those, as well. And what this basically means is
12 the lead, the cooperating and participating
13 agencies have -- sometimes we have meetings for
14 them, they get the project information and they
15 help us with the project.

16 And I'll just start out with the slide
17 with the study area. This is really hard to see in
18 the presentation and you have a pull-out in your
19 handout regarding the study area.

20 The proposed project is located in the
21 study area between the southern border of the North
22 Unit of Theodore Roosevelt National Park and the
23 northern border of the South Unit of Theodore
24 Roosevelt National Park. The eastern border is
25 U.S. Highway 85. The western border is North

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1 Dakota Highway 16. And just point out the Elkhorn
2 Ranch Unit of Theodore Roosevelt National Park is
3 excluded from the project study area.

4 And on this map the red border, it's the
5 dotted line there that Troy is pointing out, is the
6 proposed National Historic District and that also
7 is the same boundary as the national monument
8 that's also being proposed.

9 So I would just like to give a quick
10 update of the project, and this is almost not only
11 an update, but of some stops in the timeline
12 because this project, you haven't heard much for
13 the last couple years and so I'm just going to kind
14 of step through some of these major items.

15 As I said previously, a notice of intent
16 was filed in the Federal Register on October 12th
17 of 2006. Then in March 2007 we held agency and
18 public scoping meetings, and then after these
19 agency and public scoping meetings, that's when the
20 study area was expanded into McKenzie County based
21 on agency and public scoping comments.

22 At that time we started creating
23 methodologies for the Little Missouri River
24 crossing EIS project to develop reasonable
25 alternatives for the proposed river crossing and

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1 for the proposed connecting roadways, and then
 2 based on that methodology, then evaluate the
 3 alternatives.
 4 And when we were last to the public was in
 5 July of 2008, where we were looking at four
 6 alternatives, including the no-build. And this is
 7 the alternatives that we were looking at at that
 8 time in 2008.
 9 Since those alternatives public workshops,
 10 we took public comment, as well as worked with the
 11 lead and the cooperating and participating agencies
 12 and we continued to refine our methodologies to
 13 come up with a reasonable range of alternatives and
 14 to evaluate our alternatives. We did many
 15 iterations of this methodology, and basically why
 16 we're here today is to discuss more alternatives
 17 that are being looked at for this project based on
 18 revising this methodology and from comments from
 19 the agencies and from the public.
 20 When we started revising these
 21 methodologies, we held our last lead, cooperating
 22 and participating agency meeting in December of
 23 2008. Since that time we republished the notice of
 24 intent in the Federal Register in December of 2010
 25 that basically showed that we expanded the study

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1 area into McKenzie County.
 2 As most of you are well aware, the project
 3 was on a bit of a hiatus and there wasn't much
 4 information that was being told about the project
 5 and that type of thing. From January 2009 to
 6 December of 2011, since we expanded the study area
 7 to McKenzie County, there were some issues that
 8 were basically brought forward with the expansion
 9 of the study area.
 10 Now, under the National Environmental
 11 Policy Act, expanding the study area and studying a
 12 reasonable range of alternatives doesn't take into
 13 consideration jurisdictional boundaries. However,
 14 once we started trying to evaluate the McKenzie
 15 County alternative even further by on-the-ground
 16 surveys and gaining access, this is where some of
 17 the issues came into play.
 18 So Federal Highway Administration, the
 19 North Dakota Department of Transportation, Billings
 20 County and McKenzie County had to work out some
 21 issues. Some of those issues were, can Billings
 22 County spend their county funding in a different
 23 county to construct roadways and a river crossing?
 24 And if McKenzie does not want the particular
 25 project, how can we gain access in order to do

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1 survey and field studies?
 2 So during this time period there were a
 3 lot of legal opinions that were being done and
 4 attorneys working on these issues, and so that's
 5 why the project was basically on hold and the
 6 hiatus during this time period. Since we now can
 7 go further -- since these issues have been
 8 resolved, then the project has resumed and that's
 9 why we're here today to discuss these alternatives.
 10 We also resumed the lead federal agency
 11 meetings in January of 2012. We resumed the
 12 leading and cooperating agencies meetings in March
 13 of 2012. We also revised the purpose and need and
 14 we did revise the website. I know that there's
 15 been a little bit of technical difficulties with
 16 that that we're trying to work through.
 17 So I'm going to touch base on the purpose
 18 and need of the project since it has been a couple
 19 of years, and I'll just go through this, but the
 20 basic purpose of the project is to provide a
 21 vehicular transportation link. The overall purpose
 22 of the project is to provide a safe and efficient
 23 movement of people and commerce through promotion
 24 of a reliable transportation system within Billings
 25 County.

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1 The purpose is also to provide the public
 2 with a centrally accessible, safe, efficient and
 3 reliable link between North Dakota Highway 16 and
 4 U.S. Highway 85, and that's what Federal Highway
 5 refers to as system linkage, while connecting the
 6 transportation network on the east side of the
 7 Little Missouri River to the transportation network
 8 on the west side of the Little Missouri River,
 9 which is called internal linkage. The other
 10 purpose is to upgrade the existing roadways and
 11 create new roadways and construct a river crossing
 12 over the Little Missouri River to best meet roadway
 13 and construction design standards.
 14 The need for the project is driven by
 15 basically having an inadequate system linkage
 16 within Billings County, specifically the lack of
 17 reliable river crossings and the increase of
 18 traffic demands from the oil and gas industry. And
 19 currently no reliable crossings exist over the
 20 Little Missouri River between U.S. Highway 85 south
 21 of Watford City and the City of Medora, which is a
 22 distance of nearly 70 highway miles. There are
 23 approximately 18 private fords that are located
 24 along the river. However, these are mostly
 25 unreliable because of seasonal conditions and are

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1 inaccessible to many types of vehicles. In
2 addition, most of the private fords are located on
3 private land requiring landowner permission to
4 cross.

5 So one of the major needs of the project
6 is driving from the oil and gas industry. And of
7 the 17 oil-producing counties, McKenzie County
8 ranks the second with oil producing and Billings
9 County ranks the sixth. And, of course, the high
10 cost of oil is spurring the increased development
11 and, as we all know, the oil and gas industry is
12 pretty much going gangbusters in North Dakota. And
13 most of these roadways aren't designed to meet the
14 demands of this increased traffic and the increased
15 demands of the oilfield traffic.

16 And this map shows all of the active and
17 inactive wells within the study area, and I know
18 that that's hard to see. But I believe that -- and
19 this data changes quite often in the oil and gas
20 industry, so this could change by the next time we
21 come to the public, and it will probably change
22 when we have the draft EIS, but right now there's
23 roughly around 470 active wells within the study
24 area.

25 And with that, I'm going to turn it over

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1 to Troy and Troy is going to step through some
2 design criteria and then actually step through the
3 alternatives.

4 MR. RIPPLINGER: Thanks, Jen. First of
5 all, this evening I'll just cover some of the
6 design criteria that we used to lay out the routes,
7 the alternatives that you see here tonight.

8 The first one is just the typical section
9 of the road. It's going to be a typical county
10 road section. We're anticipating a gravel road
11 similar to the roads that are in this area already.
12 The road would be designed to a 35-mile-an-hour
13 design speed, which is consistent with what
14 Billings County signs their county roads for and
15 designs them for, so that equates to a minimum
16 curve radius of 340 feet.

17 The grade of the road, the vertical
18 profile, the maximum grade would be 8 percent with
19 exceptions up to 10 percent, and this design
20 standard is consistent with what the U.S. Forest
21 Service designs their roads for in the area, and
22 it's also consistent with the AASHTO
23 recommendations. AASHTO recommends maximum grades
24 for local rural roads of 10 percent.

25 Next, here is a slide that summarizes the

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1 alternatives. Alternatives A, B, C and K are all
2 alternatives that are located within Billings
3 County. Alternative J is the McKenzie County
4 alternative. And then Alternative L is the
5 no-build or do-nothing alternative.

6 Next, I'm going to take just a few minutes
7 to step through these alternatives, kind of get you
8 familiarized with the routes.

9 Alternative A starts up at Magpie Creek
10 Road, east on Magpie Creek Road over to Belle Lake
11 Road on the west side. This is Forest Highway 2
12 that goes to the west. The length of the route is
13 approximately 10.7 miles long. The terrain over
14 here on the east side of the road, it's kind of
15 rough terrain, so the grading to get that road up
16 to standards would be -- a fair amount of grading
17 would take place to get this route up to standards,
18 to get the 35 miles an hour.

19 The crossing on the river for this route,
20 this is currently the public crossing, I believe
21 it's referred to as the Goldsberry crossing. We do
22 have a picture in case you haven't seen the
23 crossing before. There's a photo of what the
24 Goldsberry crossing looks like.

25 This is Alternative B. Alternative B on

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1 the east side would connect Blacktail Road over to
2 Belle Lake Road, and this west portion of the
3 alignment would be the same as Alternative A. It
4 would take the same route up out of the river
5 bottom. The terrain on this route, it's not as
6 rough as some of the other routes. It's more
7 level. And the length of this route would be
8 approximately 10.1 miles. And the roadway does
9 follow an existing road. There's an existing road
10 that went into what's called the old Eberts Ranch.

11 Alternative C, again, it connects on the
12 east side, it would connect Blacktail Road up with
13 Belle Lake Road. The length of this route is
14 approximately 8.3 miles. As far as engineering
15 concerns, it's the same route as Alternative B on
16 the east side except it crosses the river a little
17 further south. One of the engineering issues is
18 there is a large butte on the east side of the
19 river that this route would have to go up and over.
20 It's a little bit longer river crossing. It's a
21 little tougher issues right around the river with
22 Alternative C.

23 Alternative K is the most southern route
24 in Billings County that's being considered. This
25 route looks at, it has three different options for

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1 river crossings. Option 1 is the route that would
 2 be the furthest to the north, option 2 would be the
 3 center one, and then option 3 would be the furthest
 4 route to the south. As far as lengths, depending
 5 on which option you're looking at, option 1
 6 beginning over at Belle Lake Road over to East
 7 River Road would be 8.5 miles, option 2 would be
 8 8.6 miles, and then option 3 would be 10.1 miles.
 9 And this route on the west here generally follows
 10 the road. There's a few oil wells along this
 11 route. This road currently connects up those oil
 12 wells so it follows an existing road.

13 Alternative J, this is the alternative
 14 that is in McKenzie County. Alternative J would
 15 connect up County Road 50 on the east over to Red
 16 Wing Road on the west side. This route generally
 17 follows an existing county road. There's, I think,
 18 approximately seven curves that would have to be
 19 flattened to get into 35-mile-an-hour design speed.
 20 It does follow along the floodplain of Bicycle
 21 Creek, so the terrain is more conducive for a road
 22 through this area. The crossing would -- there is
 23 an existing farmstead here with a private crossing.
 24 The crossing would be just to the north side of
 25 that farmstead. And the length of that route would

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1 be approximately 8.8 miles long.
 2 So with that, I'm going to turn it over to
 3 Wade to talk about the bridges.

4 MR. FRANK: Thank you. As the name
 5 implies, the purpose of the project is to provide a
 6 river crossing. At this stage in the project
 7 development, we're not going very far into
 8 evaluating the specifics on any bridge alternatives
 9 because it's not really the time to do that yet.

10 But what we did try to do is to at least
 11 establish a little bit of information that would
 12 tell us the length of a bridge that would have to
 13 go with the specific crossings just to see what the
 14 differences are between the alternatives.

15 To do that what we use is, as the slide
 16 shows, the county bridge standard in North Dakota
 17 is to design for a 25-year flood, and then we
 18 follow the DOT and Federal Highway standards. And
 19 the only other real topic we've discussed at this
 20 point is we assume that if a bridge is built, it
 21 would be desired that it blend into the
 22 surroundings as much as possible.

23 So there's the list of alternatives, and
 24 what we did basically is a little bit of survey
 25 where we were allowed to and did some hydraulic or

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1 just waterway capacity analysis to come up with the
 2 lengths of the bridges for the various
 3 alternatives. And there's quite a bit of variation
 4 there, as you can see, from 600 feet for some
 5 alternatives up to 1,200 feet. So what we can say
 6 is from a water capacity standpoint, generally
 7 speaking, about a 600-foot bridge is what's
 8 required there, but some of the sites have a lot
 9 more terrain or higher banks which is why you end
 10 up with alternatives in the 800- to 1,000- to
 11 1,200-foot range.

12 So this just gives us a little bit of an
 13 idea of again how feasible it is to construct a
 14 bridge at the given alternatives and just the basis
 15 for the cost. Obviously the higher -- the greater
 16 length of the bridge, the higher the cost would be.

17 This also helps give us a little bit of an
 18 indication of what type of structure could be built
 19 at these sites. This is fairly long bridge
 20 lengths, so there's a limit to what kind of
 21 structure can be used and how cost-effective they
 22 would be.

23 What this is, is just a very basic concept
 24 of pretty much a traditional county bridge, and
 25 this is longer than most county bridges we're all

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1 familiar with, but this would be the basic concept,
 2 just a simple girder bridge with piers and try to,
 3 like I say, with colors just blend into the
 4 surroundings a little bit. But for the most part
 5 again, we haven't gotten into a lot of detail.
 6 That will happen further down the road when things
 7 have been narrowed down a little bit further.

8 Back to Jen.

9 MR. MARCHELLO: What was the length of
 10 that bridge that you showed us a picture of?

11 MR. FRANK: That was just a generic
 12 concept.

13 MR. MARCHELLO: I understand that. But is
 14 that 600?

15 MR. FRANK: Around that, probably, yes.

16 MS. TURNBOW: All right. I think I'm back
 17 on here. So I just wanted to run down the quick
 18 schedule. Of course, today we're here at the
 19 alternatives public workshop and then we're taking
 20 public comment here tonight, again at Medora on
 21 June 7th, and you can submit your comments up until
 22 June 22nd. And you can do that a variety of ways.
 23 You can definitely ask us questions, give your
 24 comments tonight, you can give us your written
 25 comments tonight, and you can mail and email your

18

1 comments, as well.

2 We're looking at having a draft EIS

3 sometime in January of 2013, with a public hearing

4 in June of 2013, the final environmental impact

5 statement in August of 2013, and the record of

6 decision sometime in November or December 2013.

7 Now, for most of these scheduling items,

8 these are target dates. They are subject to

9 change, but we'll try to let everyone know if there

10 are changes within the schedule, but that's kind of

11 what we're targeting right now.

12 MR. DAVE SHORT: So, Jennifer, in the

13 future, on that June 5th, will we have more than a

14 four- to five-day window of notice for the change

15 of dates?

16 MS. TURNBOW: For the newsletters that

17 will be sent out, we'll definitely try to get those

18 out before, but with the advertisements in the

19 newspapers, they were in, I believe, the papers on

20 May 17th, and that's pretty normal per the DOT

21 guidelines.

22 MR. DAVE SHORT: So if there's a date that

23 would change forward, it would be a minimum of how

24 many days notice? Let's just say if the public

25 hearing of June of 2013 changed to April, would you

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1 again give us a four- to five-day window of notice

2 or would you extend that to like, say, 30 days?

3 MS. TURNBOW: The advertisements for the

4 newspapers will follow the Fed Highway and DOT

5 guidelines, but for sending out a newsletter, which

6 we did, we'll try to get those out sooner than we

7 did.

8 MR. DAVE SHORT: Thank you.

9 MS. TURNBOW: Now, I just wanted -- as I

10 said previously when I started the presentation,

11 that we do have a court reporter here today, and so

12 it would be really helpful for the court reporter,

13 as well as us, to use a microphone because she'll

14 ask you to state your name before you comment or

15 have questions for the transcript, and so I just

16 kind of wanted to let everyone know that. So if

17 you could state your name and state your comment,

18 ask your question and we'll try to answer all your

19 questions and take your comments.

20 MR. FRANK: We can bring the microphone to

21 you if you're unable to come up, to the limit of

22 the cord, I guess.

23 MS. TURNBOW: Yes.

24 MS. SAKARIASSEN: Get up then. Is that

25 all right?

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1 MS. TURNBOW: Sure.

2 MS. SAKARIASSEN: My name is Amy

3 Sakariassen. I live in Bismarck and I'm here

4 tonight representing the National Trust for

5 Historic Preservation, a privately funded nonprofit

6 organization that works to save America's historic

7 places to enrich our future.

8 The National Trust is deeply concerned

9 about the proposed Little Missouri River crossing

10 and its potential effects on historic properties,

11 including the Elkhorn Ranch Unit of the Theodore

12 Roosevelt National Park and the larger Elkhorn

13 Ranch Lands National Historic District, which has

14 been nominated to the National Register of Historic

15 Places.

16 We were involved with and opposed to a

17 similar crossing when it was proposed in the early

18 1990s due to the lack of an environmental impact

19 study and the likely adverse effect on the Elkhorn

20 Ranch historic setting and, again, in 2008 when the

21 NEPA process was reinitiated.

22 The National Trust believes that if it can

23 be demonstrated that there is sufficient purpose

24 and need for the Little Missouri River crossing,

25 then it is both necessary and possible to locate a

21

1 crossing where it will avoid or minimize the

2 impacts on North Dakota's one national park, a

3 place set aside to commemorate President Roosevelt

4 and the role of this unique landscape and the

5 formation of his conservation philosophy and the

6 nation's conservation system, and the larger

7 National Register-eligible Elkhorn Ranch Lands. It

8 would be tragic if conservation values were not

9 protected and held high at a place the historians

10 have called the birthplace of the modern

11 conservation movement.

12 We look forward to participating as the

13 review and consultation process moves forward for

14 this project. We appreciate your consideration of

15 our comments and the proposed alternatives which we

16 formally submitted by the June 22nd deadline.

17 And for those of you who are not familiar

18 with the National Trust for Historic Preservation,

19 it has about 250,000 members across the country and

20 it counts nearly 7 million more people as

21 affiliated with their programs and associated

22 institutions.

23 MS. TURNBOW: Thanks, Amy, for your

24 comments.

25 MR. SCHAFFER: My name is Wayde Schafer and

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1 I'm with the Dakota Chapter of the Sierra Club.
 2 I'm based here in Bismarck.
 3 I just had a quick question. In the
 4 presentation you talked about a bridge and the
 5 different length, and so on. In previous meetings
 6 you've talked about a low water crossing. Is that
 7 still under consideration or has it been decided
 8 that there will be definitely a bridge?
 9 MS. TURNBOW: What we did is we revised
 10 the purpose and need for having a reliable river
 11 crossing, which means that we would be studying a
 12 bridge, and we will not be studying any longer a
 13 low water crossing or any other type of structure
 14 because it is not reliable through all the seasons.
 15 MR. SCHAFER: Thanks.
 16 MR. RAU: For the record, my name is Brian
 17 Rau and I'm a lifetime resident of North Dakota and
 18 I farm and run a small business near Medina, North
 19 Dakota. I'm a pilot and I'm here today as the
 20 North Dakota liaison to the Recreational Aviation
 21 Foundation.
 22 The Recreational Aviation Foundation
 23 exists to keep the legacy of recreational aviation
 24 strong by preserving, creating and maintaining
 25 recreational backcountry airstrips. For the

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1 purpose of my comments today, a recreational
 2 airstrip is one that once you have arrived at the
 3 airstrip, there is something recreational in nature
 4 to do without further road travel. Many of the
 5 people today are able to visit backcountry
 6 recreational sites because of the efforts of the
 7 Recreational Aviation Foundation. I'm here today
 8 because I believe many pilots and their passengers
 9 would like to visit the Badlands and make use of
 10 recreational strips.
 11 And you may wonder why I'm here at a
 12 highway crossing meeting, but there is an airstrip
 13 on Elkhorn Ranchlands Forest Service property that
 14 has good potential for recreational activities.
 15 The airstrip is located north of the Blacktail Road
 16 at a point where Alternatives B and C would connect
 17 with that road. Backcountry or recreational use
 18 airstrips allow people access to the area without
 19 contributing to the traffic problems that western
 20 North Dakota is currently experiencing.
 21 As a farmer and business owner in North
 22 Dakota, I can appreciate the need for good roads
 23 and river crossings to conduct business.
 24 Alternatives B and C would not prevent the airstrip
 25 from being used, but would make it much less

24

1 enjoyable for many recreational activities. The
 2 whole area, including the airstrip, itself, is full
 3 of history and recreational opportunities. It is
 4 my hope that you would consider not using
 5 Alternative B or C. Thank you.
 6 MS. TURNBOW: Thank you.
 7 MR. BOYCE: Good evening. My name is Don
 8 Boyce. I'm a former rancher in that area.
 9 Actually where routes A and B cross is on our
 10 family's hay bottom.
 11 The comment I make, I'm glad to see the
 12 project move forward again. We left the ranch in
 13 1980. The primary reason was lack of access to
 14 schools. We had two little kids, the Goldsberry
 15 family had three, and I know what they went through
 16 to educate their kids. It is a very isolated area
 17 and this road would give better access to whoever
 18 continues to ranch down in that country to make
 19 facilities, even getting to trade areas to shop,
 20 and it's about 30 years overdue.
 21 MS. TURNBOW: Thank you. Do you have any
 22 other comments?
 23 We will be here until seven o'clock and
 24 representatives from Kadrmass, Lee & Jackson and the
 25 DOT and Federal Highway Administration will also be

25

1 here, so you can always grab one of us and talk to
 2 us, as well. But we have another speaker, so --
 3 MR. WILLIAMS: Thanks, Jen. My name is
 4 Jeb Williams. I'm a Bismarck resident. I grew up
 5 in western North Dakota. My mom is Susan Short
 6 Williams. And three of the seven alternatives run
 7 across Short property.
 8 One of the questions that everyone still
 9 has is the overall need for this. We all
 10 understand there's some conveniences in life, but
 11 sometimes is there truly a need? And I think
 12 that's something that is still missing in this.
 13 The transparencies maybe came a little bit clearer
 14 now this go-around where the energy issue has been
 15 brought more to a forefront versus the last time
 16 when it was emergency services and recreation and
 17 tourism. It looks like we're getting closer to the
 18 real reason why this is being in place -- put in
 19 place.
 20 But I don't think anybody who's
 21 experienced what western North Dakota has
 22 experienced this last couple years would think that
 23 it's fair that any individual landowner would have
 24 to be burdened or placed with a road, a bridge
 25 operation trying to facilitate the amount of

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1 traffic that's going on out in the Badlands is
 2 simply unacceptable.
 3 The Shorts have been probably one of the
 4 most accommodating ranchers in western North Dakota
 5 for numerous, numerous years, accommodating oil and
 6 gas interests, accommodating strangers,
 7 accommodating hunters, recreationalists. This is
 8 simply too much to ask of any landowner.
 9 It would certainly be hypocritical of me
 10 to say just not on our back door. We're not in
 11 favor of a crossing simply because every place
 12 along the river is going to mean something to
 13 somebody, the Elkhorn Ranch -- the Short Ranch is
 14 kind of our Elkhorn Ranch. We have those same
 15 values and same feelings about the Short Ranch as
 16 people do about the Elkhorn Ranch, and it would run
 17 right through the heart of the Short Ranch and it
 18 would be devastating to the operation. Certainly
 19 encourage a no-alternative option.
 20 MS. TURNBOW: Thank you.
 21 MR. BRAATEN: My name is Derrick Braaten.
 22 I'm an attorney with Baumstark Braaten Law Partners
 23 in Bismarck here and here on behalf of the Con
 24 Short family. And I actually just had a quick
 25 question.

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1 You had discussed some legal opinions
 2 being done with regard to surveying McKenzie
 3 County, and I assume that since 2008 until right
 4 now there's been some work done by KLJ or by the
 5 agencies involved, and I'm wondering if the
 6 documentation, correspondence, things like that, is
 7 available for public review.
 8 MS. TURNBOW: I don't know the answer to
 9 that question right offhand, but right after this
 10 formal presentation, I can definitely find out.
 11 MR. BRAATEN: Okay. Thank you.
 12 MS. TURNBOW: Thanks.
 13 MR. DAVE SHORT: Hi. My name is Dave
 14 Short and I represent the Con Short Ranch -- or the
 15 Con Short family.
 16 First and foremost, I don't have anything
 17 prepared like my cousin, Jeb Williams, because I
 18 found out about this Sunday night.
 19 Alternative K -- where is K? So everybody
 20 in the audience understands, this is all deeded
 21 land to the Short family, and either the Short and
 22 the sisters of the Shorts called the Tarrymore
 23 Ranch. And since 2008 when this came out and the
 24 meetings were held, there has been not one single
 25 item ever in any of the meetings of Billings County

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1 commissioners or Golden Valley County
 2 commissioners.
 3 So our family, who -- right here, all the
 4 data was right here, this is the best route, was
 5 notified of this by a letter from Jennifer
 6 postmarked May 30th, with the meeting today of June
 7 5th. So you can about imagine what this is to my
 8 family. And so we don't have anything prepared to
 9 say other than we're against all the river
 10 crossings because we don't understand the need. I
 11 think we should call this the Arthaud bridge. We
 12 all know this is the -- Jim Arthaud wants this,
 13 he's got an oil company moving trucks.
 14 And to move this -- to move these trucks,
 15 where are they going, what are the trucks moving?
 16 There is a main road coming right down from the
 17 Belle Lake Road right down to I-94 that has been
 18 failed to put on any of the drawings, so, of
 19 course, it looks like, whoa, that's a long ways to
 20 get over to Highway 16. Why do they need to get
 21 over to Highway 16? The oil is going into
 22 pipelines now. What are they hauling? What are
 23 they moving? This is strictly for oil trucks
 24 moving back and forth.
 25 So then we ask, does this bridge -- you

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1 cross our property, you still go 25 miles to get
 2 over to 85. Why not stay on the east side and go
 3 20 miles down to Interstate 94? There's already a
 4 bridge there.
 5 I guess I really -- you guys, I really
 6 don't have anything else prepared because, like I
 7 said, found out about this Sunday night. And our
 8 family opposes all river crossings, and
 9 specifically the fact that there's never been a
 10 need presented in any of the meetings up until now
 11 on what are we moving back and forth. We need the
 12 county commissioners here. Is Jim Arthaud in the
 13 room? No.
 14 We, as our family, would like to know who
 15 is asking you to move forward with this. I mean,
 16 somebody has paid you guys to move forward with
 17 this. You didn't just on your own -- your company
 18 isn't doing it just for the good of the country.
 19 You're getting paid to do this study. We want to
 20 know who is giving you an email saying move forward
 21 with this study, here's the paycheck. It's never
 22 been in Billings County commissioner minutes ever.
 23 And so we don't feel this is on the straight and
 24 narrow at all.
 25 I don't know the exact dates that she said

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1 this has been brought back up, and yet magically on
 2 the website it hasn't had anything on it until last
 3 week Wednesday. You cannot tell me that you
 4 weren't directed to not bring something up on that
 5 website until last week.

6 When I found out about this from a buddy
 7 in North Dakota, I went to the website, and it's a
 8 2008 newsletter that I have, and so if this is
 9 really just for the good of North Dakota and for
 10 the good of everybody up there, show us some
 11 transparency, get the county commissioners in here
 12 and say, Hey, we need this. But why is it all a
 13 secret?

14 So, again, I represent the Short family
 15 and the Tarrymore Ranch family. We are opposed to
 16 it, and so obviously we'll have more on Thursday in
 17 Medora. Thank you.

18 MS. TURNBOW: Thank you.

19 MR. POPPKE: Hello. My name is Ted
 20 Poppke. I'm a resident of Bismarck and I would
 21 like to know how much KLJ has been paid to study
 22 this issue since the inception.

23 MS. TURNBOW: I honestly don't know the
 24 answer to that question.

25 MR. POPPKE: I know that KLJ has been paid

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1 \$1,900,000 since January of 2006 for engineering
 2 services. I was just curious what percentage of it
 3 was for this.

4 MS. TURNBOW: I really don't know. I know
 5 that we do many projects for Billings County, but I
 6 don't know the breakdown. I really don't.

7 MR. POPPKE: Is it a matter of public
 8 record? Can we get an invoice on it?

9 MR. CON SHORT: It should be.

10 MS. TURNBOW: Through Billings County you
 11 would be able to.

12 MR. POPPKE: Well, KLJ is the engineer of
 13 record for Billings County so your records would be
 14 public because you are the county engineer.

15 MS. TURNBOW: I don't know that. I don't
 16 know.

17 MR. POPPKE: Thank you.

18 MR. DAVE SHORT: So, Jennifer, could we
 19 get that information on Thursday? That would be
 20 definitely enough time to prepare for it because
 21 that's two days.

22 MS. TURNBOW: We could definitely -- we'll
 23 look into it. I don't know the answer to that.

24 MR. CON SHORT: Quick question. Could you
 25 maybe have a county commissioner come to the

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1 meeting instead of hiding from us?

2 MS. TURNBOW: I do know that there will be
 3 a county commissioner present.

4 MR. CON SHORT: There are three county
 5 commissioners.

6 MS. TURNBOW: I can't control the county
 7 commissioners and when they attend and when they
 8 don't.

9 MRS. SANDY SHORT: In 2008 I don't think
 10 any of them were at any of the meetings.

11 MS. DUXBURY: I'm just going to ask a
 12 question from back here -- or I want to point
 13 something out from back here. I'm Alexis Duxbury
 14 with Game and Fish Department.

15 Given this discussion here, if it's true
 16 that KLJ is actually the official engineers for
 17 Billings County -- I'm just saying if that's true,
 18 just this verbal request would fall under open
 19 records and the clock has started on that for
 20 responding to that. I'm just saying that just to
 21 avoid problems down the road.

22 MS. TURNBOW: Okay. Thanks, Alexis.

23 MR. MARCHELLO: My name is Martin
 24 Marchello. I'm a Bismarck resident.

25 One of the questions that I have regarding

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1 this is, is there some -- besides what we've heard
 2 from the Short family, and I'm glad to hear this,
 3 what about the rest of the ranchers in this area
 4 that this would have an effect upon? Has there
 5 been any -- any surveys or inputs that you've
 6 looked at in terms of their yeas or nays on this?

7 Secondly, there's been a lot of talk about
 8 we want to get more of the trucks off the roads,
 9 and we need to do this by putting in more
 10 pipelines. It seems to me that the pipelines would
 11 be less of a detriment to -- instead of moving
 12 trucks across this sensitive area.

13 In the paper today there was an article
 14 about the Elkhorn Ranch and the possibility that
 15 this may become a historical site that would --
 16 what would be the effect then about roads being
 17 placed across and in the vicinity of that, because
 18 it would eliminate -- if my understanding on this
 19 is right, it would eliminate any disturbance of the
 20 land, itself. One of the problems that has been
 21 talked about is the gravel pit that is right next
 22 to part of that land, and so has this been brought
 23 out as a consideration since this just came on the
 24 news -- newspaper today?

25 It seems to me if we're going to put these

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1 -- if we would proceed with pipelines, there would
 2 be less detrimental effect, especially to the
 3 ranchers, with the traffic and that. Thank you.
 4 MS. SWENSON: Hi. Jan Swenson, Badlands
 5 Conservation Alliance. I live in Bismarck.
 6 I believe this may be the same question
 7 that Derrick Braaten was asking, but if we are to
 8 comment on alternatives, I would like to have a
 9 full understanding of what was going on with
 10 McKenzie County. Is Alternative J valid within the
 11 range of alternatives?
 12 We had an initial concern that you build
 13 one crossing, and we were talking about not just
 14 bridges, but crossings at that point, low-water
 15 crossings, and there are other low-water crossings
 16 on the Little Missouri, and we were concerned that
 17 there would be a proliferation. You know, this is
 18 a square. If you elongate it, it's a rectangle,
 19 and depending on who you are and where you're
 20 working, there's a lot of good spots to build a
 21 crossing. So we were concerned that the full range
 22 of alternatives includes that entire area between
 23 the two units, the larger units of the park.
 24 So what can you tell us about Alternative
 25 J in McKenzie County? Can Billings use their

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1 county funds in McKenzie? Would McKenzie County
 2 allow for a crossing?
 3 MS. TURNBOW: As it stands right now,
 4 McKenzie County does not want a crossing. And we
 5 will be studying the McKenzie County alternative in
 6 the draft EIS, but, unfortunately, due to some
 7 issues with access, we won't be able to study it to
 8 the same level as some of the other alternatives,
 9 which means we can only do our studies and our land
 10 surveys on -- off of private property.
 11 MS. SWENSON: So basically those of us
 12 commenting should throw the McKenzie County
 13 alternative out when we're looking at these. And
 14 then the concern continues then, might the next
 15 county to the north at some point determine that
 16 they wanted a crossing, a bridge, of the Little
 17 Missouri River and their own bridge.
 18 Now, you know, that might be stretching
 19 it, but for those of us that have a great affinity
 20 for the Little Missouri River valley as it stands
 21 now and for the sacrifice of that Little Missouri
 22 River valley for the oil industry, you know, I
 23 don't think either of those counties will get any
 24 less money, they won't lose a penny, I don't think
 25 that the industry will recover one less drop of oil

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1 if there is no crossing of the Little Missouri
 2 River.
 3 So if we're going to move forward and
 4 actually look at this with a full range of
 5 alternatives, then it has to be genuine or at least
 6 we have to know what it is we're dealing with.
 7 I couldn't agree more that it would be
 8 very helpful to have perhaps not just Billings
 9 County commissioners, and particularly Jim, but
 10 also McKenzie County representatives at these
 11 meetings. Thanks.
 12 MS. TURNBOW: Thank you.
 13 MR. DAVE SHORT: It's Dave Short. I want
 14 to do a followup. So I want to make sure I
 15 understood this. So are you saying J is not an
 16 alternative?
 17 MS. TURNBOW: No, it is an alternative.
 18 MR. DAVE SHORT: But what did you just say
 19 to her?
 20 MS. TURNBOW: It's an alternative that is
 21 being carried forward. What I stated is McKenzie
 22 County does not want the river crossing and we will
 23 not be able to study that alternative due to access
 24 issues to the same level as the others. We're
 25 still --

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1 MR. DAVE SHORT: But you can still do just
 2 then private landowners, you said; right?
 3 MS. TURNBOW: The nonprivate landowners.
 4 We can only go on public access to study that
 5 alternative.
 6 MR. POPPKE: Do you think you'll ever be
 7 able to build it if it's the best alternative, if
 8 McKenzie County doesn't want it?
 9 MS. TURNBOW: That I'm not sure of.
 10 MR. CON SHORT: Jennifer, you never had
 11 permission to come on my place. In fact, I
 12 definitely asked you not to.
 13 MS. TURNBOW: We know.
 14 UNIDENTIFIED SPEAKER: But it's still up
 15 there.
 16 MR. DAVE SHORT: So that all of the Short
 17 studies are just off of Google Earth or something,
 18 the distances of the river crossings and
 19 everything, that make them look as a better
 20 alternative? You've never been able to study them,
 21 so how did you come up with ours?
 22 MS. TURNBOW: We haven't actually done any
 23 on-the-ground surveys like for environmental
 24 issues. We did -- in 2007 and 2008 we studied some
 25 of the alternatives for cultural resources and for

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1 wetland delineations, and so some of those have
 2 been done and then we will be this summer studying
 3 those alternatives that we didn't study previously
 4 and also in some cases studying the alternatives
 5 again with the on-the-ground surveys.
 6 A lot of what we do is based on a number
 7 of criteria and to come up with the range of
 8 reasonable alternatives and then we study them more
 9 in depth for potential impacts.
 10 MR. DAVE SHORT: But you can understand as
 11 our family for you to put this out for the public
 12 to make our crossing look like 600 feet if it's
 13 actually 1,200 feet is not really a fair
 14 representation, just as J is kind of a little bit
 15 funky, too. J is really not an option. So when
 16 you have this -- if you go back to the slide of the
 17 bridges, so right there, our Alternative K, all the
 18 Short property, that looks really, you know,
 19 appealing, but you've never done any studies,
 20 you've never had permission to be on our deeded
 21 land, and so all of that 600, 800 and 600, you
 22 could easily change that to 1,200, 1,500 and 1,200
 23 and be just as accurate.
 24 MS. TURNBOW: Those are just the
 25 approximate bridge lengths and we had described how

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1 they came up with those lengths, and those lengths
 2 are just approximate bridge lengths. That's not
 3 taking -- we haven't analyzed any of the impacts,
 4 anything of that sort. These are just approximate
 5 bridge lengths.
 6 MR. DAVE SHORT: So for the next meeting
 7 could you approximate them the same as A, B, C and
 8 J?
 9 MR. FRANK: We used the same criteria for
 10 all alternatives to come up with the estimated
 11 bridge lengths.
 12 MR. DAVE SHORT: And what was your
 13 criteria without going on the property?
 14 MR. FRANK: Whatever information was
 15 available. I don't remember specifically at
 16 Alternative K. Troy, do you? For most of the
 17 alternatives, if we were following an existing
 18 road, we surveyed on an existing road. If we were
 19 able to gain access, we surveyed on that private
 20 property. Otherwise, it's information from
 21 available maps, not necessarily Google Earth, but
 22 whatever is available publicly. So it's the best
 23 -- it's what we could do with the information
 24 that's available to us at this point.
 25 MR. BOYCE: Knowing both A and B real

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1 well, I have lived there a number of years, A has
 2 the least impact on private lands. There's
 3 roads -- county roads right up to the river
 4 crossing. There's actually an easement across the
 5 river onto the bottom by Elkhorn Butte and county
 6 roads just all the way up. All they need is the
 7 last two miles widened out a little bit. There's
 8 oilfield roads that come down on the other side of
 9 the river on Magpie already. And there wouldn't be
 10 the impact on the Shorts' place or anybody else's.
 11 There's already public access.
 12 MS. NAYLOR: Good evening. I'm Valerie
 13 Naylor, superintendent of Theodore Roosevelt
 14 National Park, representing the National Park
 15 Service.
 16 I do commend you for spending three years
 17 to include a range of reasonable alternatives for a
 18 river crossing, including the one in McKenzie
 19 County. I do have a question about that, and
 20 others have asked the same question really, but
 21 it's great that you have included the one in
 22 McKenzie County because, as you said in your
 23 presentation, the National Environmental Policy Act
 24 does not recognize jurisdictional boundaries, and
 25 so if the purpose and need is to connect Highway 16

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1 with Highway 85, we had to study this whole area,
 2 including McKenzie County, but it seems to be very
 3 unknown whether that is really a viable
 4 alternative. If you'll not ever be allowed to go
 5 in there and survey it, it would stand to reason
 6 that you'll never be able to go in there and build
 7 it.
 8 Likewise, Alternatives B and C would
 9 impact the Elkhorn Ranch Unit of Theodore Roosevelt
 10 National Park and the nearby Elkhorn Ranch Lands,
 11 which we all know have extreme historic
 12 significance. It's our most historically
 13 significant part of the national park. It's the
 14 place that affords people the most solitude, the
 15 most quiet, and an opportunity to see an area the
 16 way it was when Theodore Roosevelt first saw it in
 17 1884. So that's a very important place to us.
 18 The American public, the Forest Service,
 19 private donors have spent a lot of time, money and
 20 energy to acquire the surrounding Elkhorn Ranch
 21 Lands that the Forest Service now manages, and the
 22 National Park Service has worked very hard to
 23 preserve the Elkhorn Ranch since 1947. And so it's
 24 essential that those alternatives not be taken
 25 forward.

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1 Now, when you look at the National
 2 Environmental Policy Act, you have to look at a
 3 range of reasonable alternatives, and I think that
 4 you have -- maybe not all of them, but you do have
 5 a range of alternatives here, but I would submit
 6 that it's possible that Alternative J in McKenzie
 7 County, although you've worked very hard to include
 8 it, may not be a reasonable alternative in the end
 9 unless McKenzie County changes their mind. And I
 10 would also submit that Alternatives B and C are not
 11 reasonable alternatives and they should not be
 12 carried forward. So at some point in this process,
 13 and I would say sooner than later, it's important
 14 that we put those into another category which is --
 15 which is considered, but -- what is that?

16 MS. TURNBOW: Considered but not --

17 MS. NAYLOR: I can't even think of it
 18 right now. But they are considered but rejected.
 19 And so Alternatives J, B and C need to be
 20 considered but rejected. Likewise, it sounds like
 21 all three of the options under K go through the
 22 Short Ranch; is that right?

23 MR. DAVE SHORT: Deeded both sides.

24 MR. CON SHORT: Both sides of the river.

25 MS. NAYLOR: And while I have no direct

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1 interest in that particularly, I have a lot of
 2 feeling for the Short family, who obviously does
 3 not want any of those alternatives to go through
 4 their ranch, so it may be that those are also not
 5 really viable alternatives and they need to also be
 6 in the considered but rejected pile, so to speak.

7 And so I think if you want this project to
 8 move forward, we need to reject some of these
 9 alternatives that are not going to go anywhere or
 10 this is just going to be stalled out for the next
 11 20 years, because the American public is not going
 12 to allow Alternatives B or C to be selected, it
 13 sounds like McKenzie County is not going to allow
 14 Alternative J to be selected, and it sounds to me
 15 like the Short family is not going to allow any of
 16 the K alternatives to be selected. So the range of
 17 reasonable alternatives then gets smaller and you
 18 have a lot more in the considered but rejected
 19 section of the environmental impact statement.

20 So it's just something to think about. I
 21 think we need to move forward and look at the
 22 no-build alternative and then perhaps any others
 23 that might actually be viable, but we must protect
 24 the Elkhorn Ranch Unit of Theodore Roosevelt
 25 National Park at all costs. Thank you.

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1 MS. TURNBOW: Alexis.

2 MS. DUXBURY: Yeah, I have a question. In
 3 McKenzie County there's this unwillingness to allow
 4 KLJ and survey work on the private lands up there.
 5 You specifically pointed that out. Then for the
 6 private lands that would be affected out in
 7 Billings County, it seems as though there's a
 8 similar unwillingness, but KLJ hasn't been pointing
 9 that out. It took the Shorts here to point that
 10 out.

11 MS. LARES: Maybe you could go up front
 12 for the court reporter.

13 MS. DUXBURY: But my question is this --
 14 my question is this: Have there already been
 15 discussions of condemnation being used to forcibly
 16 take land from the Shorts?

17 MS. TURNBOW: None of those discussions
 18 have occurred, no.

19 MS. DUXBURY: How would you -- why then is
 20 not KLJ recognizing that they can't get on the
 21 Shorts' land to do the surveys?

22 MS. TURNBOW: I never actually said that,
 23 Alexis, and the McKenzie County issues were not
 24 only just regarding the landowner issues, which I
 25 previously had pointed out.

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1 MS. NAYLOR: I have another question just
 2 to clarify. Again, Valerie Naylor, Theodore
 3 Roosevelt National Park. Did you say that you have
 4 not done any on-the-ground surveys for anything
 5 relating to the biological world? You said you had
 6 done some based on mapping and things, some
 7 cultural studies. Did you do on-the-ground
 8 cultural surveys, but not biological surveys, or
 9 where are you in the survey process on any of these
 10 alternatives?

11 MS. TURNBOW: What I said was in 2007 and
 12 2008 when we had the three build alternatives, we
 13 did do cultural resources and wetland delineations,
 14 and that wasn't for the entirety of those
 15 alternatives. So basically what we're doing now is
 16 this year we'll be going back and doing the field
 17 surveys, the wetland delineations, wildlife and
 18 botanical, the list goes on, for the alternatives.

19 MS. NAYLOR: Thank you.

20 MR. BRAATEN: Derrick Braaten again. I'll
 21 follow up on that. What I'm curious about is what
 22 you have done. What documents have you generated?
 23 What employees of KLJ have been working on this?
 24 What have they actually been doing? As an example,
 25 we're talking about -- if you haven't been onto the

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1 Short property, you haven't seen those crossings,
 2 how do you know how far that bridge needs to go?
 3 My understanding is you're looking at maps. What
 4 actual documents have been generated? You say you
 5 have been studying this. I assume that that means
 6 people have been out in the field or studying some
 7 kind of documents and putting together some kind of
 8 documents in response to that. Can you explain a
 9 little bit about what documents you have, what
 10 you're relying on in choosing these different
 11 options?
 12 MS. TURNBOW: As far as the field studies
 13 are concerned when we did those in 2007 and 2008,
 14 at that time then the project right after that was
 15 halted and so full reports were never generated.
 16 We have all the field data and that type of thing.
 17 As far as what Kadrmas, Lee & Jackson has
 18 been working on, we have been working -- and this
 19 is prior to the project halting and now -- was
 20 basically writing the purpose and need statement,
 21 doing the public involvement, the scoping, and
 22 developing the reasonable range of alternatives,
 23 working on the methodologies and that type of
 24 thing.
 25 MR. DAVE SHORT: So, Jennifer -- Dave

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1 Short again. So then who specifically told your
 2 company to start this project forward again after
 3 all of the McKenzie County problems were solved?
 4 MS. TURNBOW: Billings County.
 5 MR. DAVE SHORT: So you have documentation
 6 of them asking you -- hiring you to start this
 7 study again?
 8 MS. TURNBOW: Billings County asked us to
 9 resume the project.
 10 MR. POPPKE: A phone call, letter?
 11 MS. TURNBOW: Phone call.
 12 MR. DAVE SHORT: And do you know when that
 13 was?
 14 MS. TURNBOW: I do not.
 15 MR. DAVE SHORT: So then you just follow
 16 all of the Federal Highway guidelines for your
 17 meetings and newsletters and stuff?
 18 MS. TURNBOW: We work directly with
 19 Federal Highway Administration and the North Dakota
 20 Department of Transportation.
 21 MR. POPPKE: But you're being paid by
 22 Billings County?
 23 MS. TURNBOW: Our contract, yes, is with
 24 Billings County.
 25 MR. DAVE SHORT: See, we're just confused.

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1 We want the Billings County commissioners here,
 2 because if there's any money spent, it's in the
 3 minutes, but there's never anything in the minutes
 4 saying that they're hiring you to do this.
 5 MR. POPPKE: There is a bill.
 6 MR. CON SHORT: There's a bill, yes.
 7 MR. POPPKE: For \$50,000 a month, \$25,000
 8 a month.
 9 MR. DAVE SHORT: So that's just for
 10 contract fees for anything. But someone
 11 specifically has told you or your boss to study
 12 this and say find alternatives, and we just want to
 13 know who that is.
 14 MS. TURNBOW: Billings County asked us to
 15 work on the environmental impact statement, which
 16 is what we are doing.
 17 MR. POPPKE: So it was a phone call?
 18 MS. TURNBOW: I know there was a phone
 19 call. I'm not sure if there was email
 20 documentation. I don't know.
 21 MR. POPPKE: County auditor or county
 22 commissioner?
 23 MS. TURNBOW: County commissioner.
 24 MR. POPPKE: Which one? There's three.
 25 MS. TURNBOW: Jim Arthaud.

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1 MR. POPPKE: Thank you.
 2 MS. TURNBOW: All right. If no one has
 3 any other comments or questions, KLJ will be here
 4 and DOT and Fed Highway, so -- and please send your
 5 comments to us or email, you can drop them off,
 6 whatever venue works the best for you.
 7 And thank you very much for coming out
 8 tonight and for all the great comments and
 9 feedback. We really appreciate it.
 10 (Concluded at 6:36 p.m., the same day.)
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1 CERTIFICATE OF COURT REPORTER

2

3 I, Denise M. Andahl, a Registered

4 Professional Reporter,

5 DO HEREBY CERTIFY that I recorded in

6 shorthand the foregoing proceedings had and made of

7 record at the time and place hereinbefore

8 indicated.

9 I DO HEREBY FURTHER CERTIFY that the

10 foregoing typewritten pages contain an accurate

11 transcript of my shorthand notes then and there

12 taken.

13 Bismarck, North Dakota, this 18th day of

14 June, 2012.

15

16

Denise M. Andahl

17 Registered Professional Reporter

18

19

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21

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23

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