

**FINDING OF NO SIGNIFICANT IMPACT**

# **FINDING OF NO SIGNIFICANT IMPACT**

**West City Park Bridge  
4th Street SW  
Barnes County, North Dakota**

**Project No. BRU-2-990(011)015**

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Prepared by

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

Website: <http://www.state.nd.us/dot/>

**DIRECTOR**

David A. Sprynczynatyk, P.E.

June 2006

23 USC § 409 Documents  
NDDOT Reserves All Objections

FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT

FOR  
WEST CITY PARK BRIDGE  
PROJECT NO. BRU-2-990(011)015

The Federal Highway Administration (FHWA) has determined that the replacement of the West City Park Bridge with a new false arch bridge will have no significant impact on the environment. This Finding of No Significant Impact is based on the December 2005 Environmental Assessment and the attached Section 4(f) Evaluation, which have been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment and Section 4(f) Evaluation.

7/13/06  
Date

  
Allen Radliff, P.E.  
Division Administrator  
Federal Highway Administration

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## **Nationwide Programmatic Section 4(f) Evaluation for Historic Bridges**

## **Wetland Finding**

Alternative 4b, the preferred alternative, will have minor impacts to the Sheyenne River and its adjacent habitat. Alternative 4b will involve replacement of the West City Park Bridge, which crosses the Sheyenne River, with a new false arch bridge. Wetland impacts associated with the removal of the existing bridge and construction of a new bridge are expected to be approximately 0.01 acres.

Any unavoidable permanent impacts will be mitigated at an established wetland mitigation bank, unless on site mitigation becomes available. Final wetland impacts and mitigation plans will be developed for review by the appropriate agencies in conjunction with the development of the required application for a US Army Corps of Engineers Section 404 Permit during the design phase of the project.

The NDDOT (North Dakota Department of Transportation) will incorporate measures into the final engineering design, which detail Best Management Practices for controlling erosion and sedimentation, to minimize water quality impacts. The USACE (United States Army Corps of Engineers), USFWS (United States Fish and Wildlife Service), NRCS (Natural Resource Conservation Service), and the NDGF (North Dakota Game and Fish Department) have reviewed the impacts during the NEPA (National Environmental Policy Act) process. These agencies did not comment on the December 2005 EA (Environmental Assessment).

## **Selection of Preferred Alternative and Options**

Of the five bridge alternatives considered, Alternative 4b (Construct New False Arch Bridge) is the preferred alternative for the West City Park Bridge. Alternative 4b will include replacing the West City Park Bridge in-kind with another false arch bridge. This would consist of a modern style bridge with the addition of false arches along the sides; a design similar to that of the existing bridge. The roadway width through the new bridge will be 40 feet, consisting of two 12-foot driving lanes and two 8-foot shoulders. This section will match that of the approach roadways. The new bridge will incorporate 6-foot sidewalks and lighting on both sides of the bridge. The roadway approaches will be raised to match the elevation of the new bridge.

The new bridge will be designed to look like the existing bridge. The estimated cost for this alternative is \$1.9 million.

Alternative 4b will provide a safe, effective bridge while maintaining system linkage along 4<sup>th</sup> Street SW and improving safety conditions for the traveling public. Additionally, Alternative 4b will maintain an appearance consistent with the surrounding historic areas.

## **Summary of Environmental Impacts**

The preferred alternative:

- Will result in permanent impacts of approximately 0.01 acres of wetlands at the Sheyenne River. Unavoidable impacts to wetlands will be mitigated at an established wetland mitigation bank, unless on site mitigation becomes available.
- May result in impacts to approximately 15 trees. Impacted trees will be mitigated at a 2:1 ratio.
- Will provide a waterway opening approximately 25% larger than that of the existing structure
- Will result in an *Adverse Effect* to the West City Park Bridge and the City Park Historic District
- Will result in the following Section 4(f) impacts:
  - Use of the West City Park Bridge resulting from the demolition of the existing structure
  - Use of the City Park Historic District resulting from the impact to the West City Park Bridge, which is a component of this District
- Will result in the following impacts to City Park:
  - Temporary vehicle access road will need to be constructed and marked with adequate signage (See WCPB Temporary Access Map). This will entail a widening of the existing pedestrian/bike path to accommodate two vehicles and an addition of approximately 6 inches of gravel overlay on the existing asphalt. The path will be repaved at the end of construction. The temporary road will cause a loss of 1 tree and 1 shrub. These will be mitigated at a 2:1 ratio. In addition, the temporary relocation of a park bench, trash receptacle, location monument, and light pole will be required. Section 6(f) of the Land and Water Conservation Fund Act of 1965 will not be triggered as it is a temporary relocation.
  - Temporary asphalt ped/bike path will be constructed that will attach to the remainder of the current ped/bike path not in use for temporary vehicular access (See WCPB Temporary Access Map).

- A proper barrier will be placed between the temporary vehicle access road and ped/bike path in order to insure vehicles travel along the designated route.
- Due to the creation of a temporary vehicle access road, approximately two parking spaces will be temporarily lost. Parking mitigation will be on site located at the north end of the current vehicle access roads.
- Vegetation will be disturbed. Mitigation will be revegetation of disturbed areas with sod.
- Pending agreement between the construction contractor and the Valley City Parks and Recreation, a temporary staging area may be located at the southwest corner of the Park between the current entrance and the Sheyenne River (See WCPB Temporary Access Map).
- The temporary vehicle access road and ped/bike path will be in use early April – early November.
- Will require temporary or permanent relocation of active gas lines, cable TV feed, and abandoned gas lines that are currently attached to the bridge
- Will require the use of a detour during construction

## **SUMMARY OF COMMITMENTS/PERMITS**

The following is a list of commitments and recommendations made by Barnes County to minimize environmental impacts caused by the proposed action:

**Wetlands** – All permanent impacts to wetlands will be mitigated in accordance with NDDOT Design Memorandum 06-2005 at an established wetland mitigation bank or on site. Wetland impacts are expected to be approximately 0.01 acres and will be quantified during the design/permitting phase. Final wetland impacts and mitigation plans will be developed for reviewing by the appropriate agencies during the USACE Section 404 permitting process during design. Additionally, per request by the USFWS and the NDGF, construction will not take place in the river from April 15 to June 1, if feasible. If it is determined not to be feasible, an agreement will be reached between Barnes County, NDDOT, FHWA (Federal Highway Administration), USFWS, and NDGF to determine methods to avoid, minimize, or mitigate impacts to fish during the peak of migration/spawning.

**Floodplain** – All build alternatives that require construction within the floodplain will be designed to comply with the 1977 Executive Order 11988, Floodplain Management; the ND Floodplain Management Act of 1981; Barnes County and city of Valley City flood policy; and AASHTO (American Association of State Highway and Transportation Officials)/NDDOT design guidelines. No river channel alternations or changes in drainage patterns will be made.

**Historic and Archaeological Preservation** – Per the Memorandum of Agreement between Barnes County, SHPO (State Historic Preservation Officer), NDDOT, and FHWA, the following commitments have been made concerning mitigation of impacts to items of historic and/or archaeological significance:

- Compile a narrative that summarizes information present in the State Site (SITS) Form and the NDDOT files. This narrative will include a brief history of the West City Park Bridge, any unusual design or construction of the bridge, and a basic description of the bridge. This description will include the location, setting, measurements, design, and construction of the bridge. In addition, this narrative will include placing the West City Park Bridge within the contexts of the “City of Bridges” and the City Park Historic District.
- Black and white photographs of the construction details of the bridge will be taken. Additionally, color overview pictures of the bridge, including views of the profile, roadway, superstructure, railing, and substructure will be taken. These views will include overviews which place the bridge in context with the City Park Historic District.
- A report containing the narrative and photo series previously described will be developed and produced. Five hard copies of this report will be submitted to the NDDOT, as well as an electronic copy.
- An interpretive sign will be installed in City Park. This sign will describe the original West City Park Bridge and the new bridge, placing the bridges within the contexts of the “City of Bridges” and the City Park Historic District.

***A copy of the Memorandum of Agreement is included in Appendix A.***

**Trees and Vegetation** – A mitigation plan for impacted trees will be prepared during project design. Trees will be mitigated at a 2:1 ratio. All disturbed vegetation will be sodded upon completion of construction.

**Utilities** – Utility modifications will be identified during project design and coordinated with the appropriate utility company/companies.

**Temporary Construction Impacts** – Measures will be taken to limit construction noise, control dust, control water quality impacts, and maintain reasonable accessibility during construction. In City Park, a temporary vehicle access road will be constructed atop the existing pedestrian/bike path and marked with adequate signage. The path will be repaved at the end of construction. A temporary pedestrian/bicycle path will be constructed that will attach to the remainder of the pedestrian/bicycle path not being used for temporary vehicle access. A proper barrier will be placed between the temporary vehicle access road and the pedestrian/bicycle path. Parking spaces lost due to the creation of a temporary vehicle access road will be mitigated on site. The contractor may be permitted to use the southwest corner of City Park as a temporary staging area, pending agreement between the contractor and VCPR (Valley City Parks and Recreation).

Listed below are the permits required for the project:

**FAA (Federal Aviation Administration)** – Notice of Proposed Construction or Alteration

**US Army Corps of Engineers** – Section 404 Permit

**North Dakota Department of Health** – NPDES (National Pollutant Discharge Elimination System) Permit (responsibility of the contractor)

**North Dakota State Water Commission** – Floodplain Development Permit and hydraulic analysis

**City of Valley City** – Floodplain Development Permit

## **Errata to the Environmental Assessment**

The purpose of this section is to provide correction to errors and/or omissions, as well as additional information, to the documentation in the EA.

Based upon a new classification of 4(f) impacts on City Park from temporary use to no use, the following section has been revised:

- Remove Section 3.13 Section 4(f) Properties and replace with the following:

### **3.13 Section 4(f) Properties**

Section 4(f) of the Department of Transportation Act of 1966, as codified in the 49 U.S.C. § 303, specifies that the Secretary shall not approve any program or project that requires the use of publicly owned land from a public park, recreation area, wildlife or waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance, as determined by the officials having jurisdiction thereof, unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program or project includes all possible planning to minimize harm resulting from the use.

There are 11 Section 4(f) properties in the project area, comprising 8 historic properties and 3 historic districts. One of the individual properties, City Park, is protected as a public park as well as a historic property. ***Please refer to Section 3.11.***

#### **3.13.1 Section 4(f) Property Impacts/Mitigation**

As defined in the FHWA "Section 4(f) Policy Paper," dated March 1, 2005, there are three scenarios that constitute a "use" of a Section 4(f) property:

- (1) Land from a 4(f) property is permanently incorporated into a transportation facility
- (2) There is an adverse temporary occupancy of the 4(f) property
- (3) There is a constructive use of the 4(f) property, meaning that the proximity impacts of a project on the 4(f) property are so severe that the activities, features or attributes that qualify the property or resource for protection under Section 4(f) are substantially impaired/diminished

For the purposes of this discussion, the three types of 4(f) use will be referred to as "permanent," "temporary," and "constructive." As shown on the table below, all of the alternatives that are feasible and prudent would result in Section 4(f) impacts; of these, Alternative 4 (Replace Existing Bridge) would impact the fewest Section 4(f) properties. ***Please refer to Table 3-8 for the Section 4(f) Uses Associated with the Project Alternatives.***

**Table 3-8  
Section 4(f) Use Associated with the Project Alternatives**

Section 4(f) Property	Alternative			
	1	3a	3b	4
City Park (32BA164)	No Use	Permanent Use	No Use	No Use
East City Park Bridge (32BA38)	No Use	No Use	No Use	No Use
West City Park Bridge (32BA39)	No Use	Constructive Use	No Use	Permanent Use
Elks Foot Bridge (32BA882)	No Use	No Use	No Use	No Use
404 5 <sup>th</sup> Avenue SW (32BA625)	No Use	No Use	Permanent Use	No Use
526 4 <sup>th</sup> Street SW (32BA166)	No Use	Permanent Use	No Use	No Use
537 4 <sup>th</sup> Street SW (32BA168)	No Use	No Use	Permanent Use	No Use
401 6 <sup>th</sup> Avenue SW (32BA163)	No Use	No Use	Permanent Use	No Use
City Park Historic District	No Use	Constructive Use	No Use	Permanent Use
VCSU Residential Historic District	No Use	No Use	Permanent Use	No Use
VCSU Historic District	No Use	No Use	No Use	No Use

Alternative 1 (No Build) – Alternative 1 would have no Section 4(f) impacts.

Alternative 3 (One Way Pairs) – Option 3a (new bridge located north of existing bridge) would result in the following Section 4(f) impacts:

- **Permanent Use of City Park** – Resulting from right of way acquisition and construction of a new bridge north of the existing bridge
- **Constructive Use of West City Park Bridge** – Resulting from the proximity impacts of the new bridge, which would block the view of the existing bridge from City Park.
- **Permanent Use of 526 4<sup>th</sup> Street SW** – Resulting from the permanent acquisition of this property, the demolition of the structure, and incorporation of the land into the roadway right of way.
- **Constructive Use of City Park Historic District** – Resulting from the impacts to City Park and the West City Park Bridge, which are components of this District.

Option 3b (new bridge located south of existing bridge) would result in the following Section 4(f) impacts:

- **Permanent Use of 404 5<sup>th</sup> Avenue SW** – Resulting from the permanent acquisition of this property, the demolition of the structure, and incorporation of the land into the roadway right of way.
- **Permanent Use of 537 4<sup>th</sup> Street SW** - Resulting from the permanent acquisition of this property, the demolition of the structure, and incorporation of the land into the roadway right of way.
- **Permanent Use of 401 6<sup>th</sup> Avenue SW** - Resulting from the permanent acquisition of this property, the demolition of the structure, and incorporation of the land into the roadway right of way.
- **Permanent Use of VCSU Residential Historic District** – Resulting from the impact to 404 5<sup>th</sup> Avenue SW, which is a component of this District.

Alternative 4 (Replace Existing Bridge) – Alternative 4 would result in the following Section 4(f) impacts:

- **Permanent Use of West City Park Bridge** – Resulting from the demolition of the structure.
- **Permanent Use of City Park Historic District** – Resulting from the impact to the West City Park Bridge, which is a component of this District.

Additionally, Alternatives 3, 3b, and 4 would involve temporary impacts to City Park, which would meet the criteria outlined in Sec. 771.135 (p)(7). The temporary occupancy of the land at this site would be so minimal that it would not constitute a use within the meaning of Section 4(f), per the following five criteria:

1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land.

*The portion of the park identified as the potential staging area includes the permanent vehicular access to City Park. Due to its proximity to the east end of the West City Park Bridge, the permanent park access needs to be closed during bridge construction for safety of the traveling public and the contractor's personnel. A temporary vehicular access is needed due to the temporary closure of the permanent access. The temporary vehicular access will be constructed atop the existing pedestrian/bicycle path. Therefore, a temporary pedestrian/bicycle access is needed. In order for the project to be completed and the bridge and approach roadways open to traffic, the permanent accesses to the park must be restored. Therefore, the duration of the temporary access facilities will be less than the overall project duration. The land used under the temporary easement will remain under ownership of the VCPR upon completion of the project.*

2. Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the Section 4(f) resource are minimal.

*The scope of work would consist of the construction of a temporary vehicular access road to the park and a temporary park access for pedestrians and bicyclists. The vehicular access would be constructed atop the existing pedestrian/bicycle trail. The temporary pedestrian/bicycle access would consist of an asphalt path. The potential construction staging area is located in a portion*

*of the park that does not contain recreational facilities and does not host park events. The proposed improvements would not change the intended purpose of the Section 4(f) land.*

3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purpose of the resource, on either a temporary or permanent basis.

*The temporary accesses for vehicles and pedestrians/bicyclists are to ensure that construction associated with the replacement of the West City Park Bridge does not interfere with the activities and use of City Park. The temporary vehicle access road would be reconstructed back to a pedestrian/bicycle path. The temporary asphalt pedestrian/bicycle path may remain a permanent park fixture if VCPR desires, providing a positive impact to the City Park. The potential staging area would be restored upon termination of its use. Therefore, there will be no temporary or permanent interference to the activity or intended purpose of City Park property caused by providing temporary vehicular and pedestrian/bicycle access or a potential construction staging area.*

4. The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project.

*The area disturbed during construction would be graded and sodded upon completion of construction. The existing pedestrian/bicycle trail on which the temporary vehicle access is planned, would be reconstructed upon completion of construction. The temporary road access would require the removal of one small tree and one shrub. These will be replaced at a 2:1 ratio. Additionally, the temporary road access would require the temporary relocation of a park bench, trash receptacle, location monument, and light pole. These items will be relocated to their original position upon completion of construction.*

5. There must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource regarding the above conditions.

*VCPR has agreed to the above conditions. **Please refer to letter in Appendix B.***

Mitigation for these impacts would be as described previously in *Section 3.11, Historic and Archaeological Preservation*. In addition, provision of a temporary vehicular access to City Park would be mitigation for the temporary closure of the existing vehicular access. If City Park is used as a construction staging area, restoration of the disturbed areas to pre-construction or improved conditions would be mitigation for that impact.

## COMMENTS AND COORDINATION

### *Administrative Draft Environmental Assessment*

Due to the sensitivity of issues involved with this project, specifically regarding the construction methods needed to rehabilitate the bridge, an Administrative Draft of the Environmental Assessment was circulated on May 11, 2005 to the 23 parties listed. At the end of the 30-day comment period, comments were received from the parties identified in bold text.

- Barnes County Auditor
- Barnes County Commission (5 copies)
- **Barnes County Emergency Manager**
- Barnes County Highway Superintendent
- NDDOT, Valley City district
- Federal Emergency Management Agency
- Federal Highway Administration (2 copies)
- Montana Dakota Utilities
- **North Dakota Department of Health**
- **North Dakota Game and Fish Department**
- North Dakota Parks and Recreation Department
- North Dakota State Water Commission
- **United States Army Corps of Engineers (3 copies)**
- **United States Fish and Wildlife Service**
- City of Valley City

### *Environmental Assessment*

The NDDOT distributed the Environmental Assessment to agencies who commented on the Administrative Draft EA on January 11, 2006 for their review and comment. None of these parties responded with written comments.

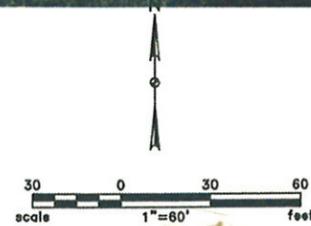
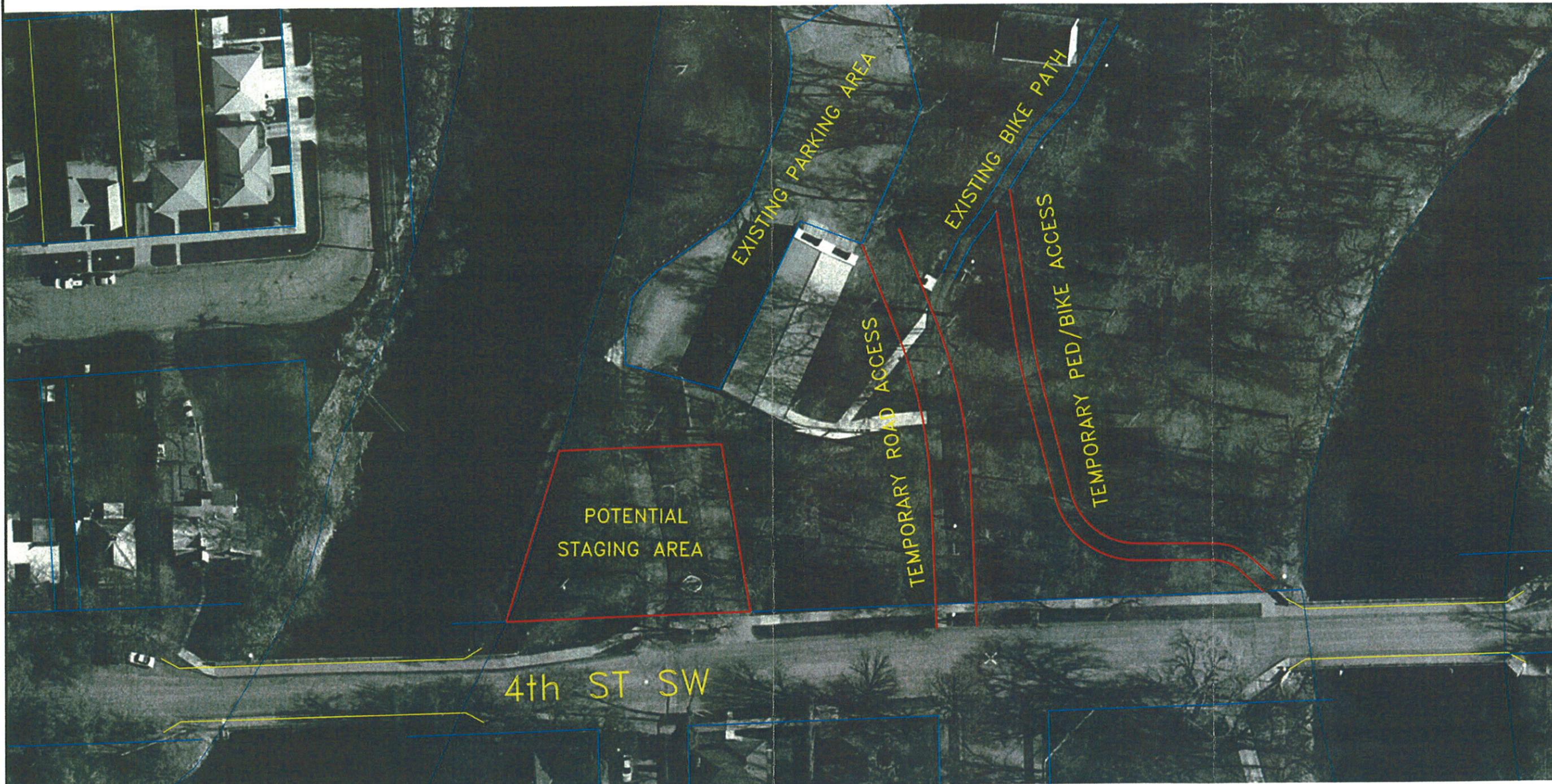
In order to involve the general public in the project, three techniques were used to notify the public of the Public Hearing. Prior to the Public Hearing, a public service announcement was circulated to local television and radio stations. Second, an advertisement was published in the Valley City Times-Record two weeks prior to the hearing. Lastly, the newspaper advertisement was sent to parties on the project mailing list. ***Please refer to Appendix C which contains the press release, newspaper ad/citizen mailing, and a list of parties on the project mailing list.***

### *Public Hearing*

The Environmental Assessment was made available for public viewing at eight public viewing locations on January 11, 2006. A Public Hearing was held at Valley City's City Auditorium on January 26, 2006 from 5:00 p.m. to 7:00 p.m. Approximately fifty people attended the hearing. The Public Hearing was conducted with a formal presentation and group comment period at 5:30 p.m. An open house followed. Public comments were accepted at the Public Hearing and for two weeks following. Forty-six written comments

were received. ***Please refer to Appendix D, which contains the sign-in sheets, handout, and presentation slides. A Transcript of Public Hearing has been prepared and is included in Appendix E. Public Hearing comments are included in Appendix F.***

# WCPB TEMPORARY ACCESS



## **Appendix A**

### Memorandum of Agreement

**MEMORANDUM OF AGREEMENT  
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
PURSUANT TO 36CFR800.6(a)**

NDDOT Project Number BRU-2-990(011)015  
West City Park Bridge

WHEREAS, the North Dakota Division Office of the Federal Highway Administration (FHWA) has determined that two of the four alternatives for Project Number BRU-2-990(011)015 would have an adverse effect upon West City Park Bridge, a false-arch concrete stringer bridge across the Sheyenne River in Valley City, North Dakota. The bridge is recorded as site number 32BA39, and is listed on the National register of Historic Places. The West City Park Bridge is also a contributing element to a Valley City Park Historic District. The NDDOT has consulted with the North Dakota State Historic Preservation Officer (SHPO) pursuant to 36CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470); and

NOW, THEREFORE, the Barnes County Commission, FHWA, the NDDOT, and the North Dakota SHPO agree that if alternatives are selected which require replacement of the existing bridge, the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on this Historic Property.

**Stipulations**

The FHWA will insure that the following measures are carried out:

**Stipulation A**

Write a short narrative summarizing the information present in the State Site (SITS) Form and the NDDOT files. This narrative shall include a brief history of the bridge, any unusual design or construction elements of the bridge, and a basic description of the location, setting, measurements, construction, and design of the bridge, and placing the bridge within the contexts of "The City of Bridges" and Valley City Park Historic District.

**Stipulation B**

Black and white photographs of the construction details of the bridge shall be taken. Color overview pictures of the bridge including profile views, roadway views, superstructure views, railing views, and substructure views shall be taken. Views shall include overviews which place the bridge in context with the Valley City Park Historic District.

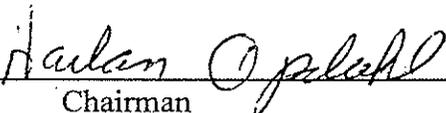
**Stipulation C**

A short report presenting the narrative (Stipulation A) and photographs (Stipulation B) shall be developed and produced. Five (5) copies of this report shall be submitted to the NDDOT. The report shall be submitted in electronic form in addition to the paper copies. Electronic form shall consist of pdf format and Microsoft Word doc format. Pictures shall be included as high quality tif or jpg files. Electronic versions shall be submitted on optical disc (CD or DVD).

Stipulation D

Develop, manufacture, and install an interpretive sign for display in Valley City Park, describing the original bridge, the new bridge, placing the bridges within the contexts of "The City of Bridges" and Valley City Park Historic District.

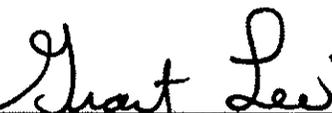
Execution of this Memorandum of Agreement, its subsequent filing with the Advisory Council, and implementation of its terms, is evidence that the FHWA has afforded the Council an opportunity to comment on Project Number BRU-2-990(011)015 and its effects on historic properties, and the FHWA has taken into account the effects of the undertaking on historic properties.

  
Chairman  
Barnes County Commission

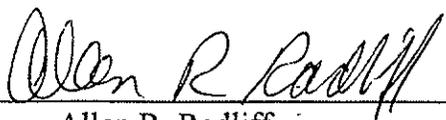
3/7/06  
Date

  
Merl E. Paaverud, Jr.  
State Historic Preservation Officer

4-3-06  
Date

  
Grant Levi.  
NDDOT Deputy Director for Engineering

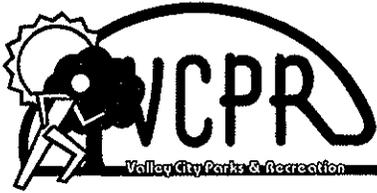
4/4/06  
Date

  
Allen R. Radliff.  
FHWA Division Administrator

4/5/06  
Date

## **Appendix B**

Valley City Parks & Recreation Letter



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June 22, 2006

KLJ

Valley City, ND 58072

To Whom It May Concern:

In regards to the West City Park Bridge, the Valley City Park District agrees to the temporary use of City Park during construction, provided that the following concerns are addressed in the construction contract documents:

1. The temporary access to the park must be marked with adequate signage to avoid as much confusion as possible.
2. There will be a proper barrier separating the temporary access road and the pedestrian trail.
3. The pedestrian trail that will be used as the temporary access road be left in the same condition prior to the access. We are concerned with some of the effects that will happen may not be immediately noticed.
4. The temporary pedestrian access be made permanent.
5. The possible staging site needs to be discussed with the Valley City Parks and Recreation District and the contractor(s).
6. The contractor needs to be aware of special events that take place in the Park during the summer. We have music in the park on Wednesday nights starting in June through Mid August which starts at 7:15 p.m.
7. All disturbed areas of City Park need to be restored to original condition following construction.

Sincerely,

  
Tyler J. Jacobson, Director  
Valley City Parks and Recreation

## **Appendix C**

Press Release, Newspaper Ad/Citizen Mailing,  
Mailing List

## NEWS RELEASE

RELEASE DATE: January 19, 2006

SUBJECT: Public Hearing for the proposed West City Park Bridge Project

CONTACT: Wade Frank, Project Manager  
Kadrmass, Lee, and Jackson  
(218) 287-0300

Dave Kline, Local Government Division  
North Dakota Department of Transportation  
(701) 328-4336

### BEGIN NEWS RELEASE:

A Public Hearing for the West City Park Bridge project will be held on January 26, 2006 from 5:00 p.m. to 7:00 p.m. at the City Auditorium in Valley City. The purpose of the Public Hearing is to provide information to the public about the project and to receive public comments. The Barnes County Commission and North Dakota Department of Transportation will consider the public comments when selecting a preferred alternative.

There will be an open house from 5:00 p.m. to 7:00 p.m. with a formal presentation at 5:30 pm. Representatives from the North Dakota Department of Transportation, Barnes County, and consulting engineering firm Kadrmass, Lee, and Jackson will be available to discuss these projects with the public. Questions, comments, and open discussion will be encouraged. Please plan to attend this meeting.

People with disabilities who plan to attend the meeting and need special arrangements should contact Sandy Brandvold, Kadrmass, Lee, and Jackson (710) 845-4980 or Dave Kline, NDDOT (701) 328-4336; TTY (701) 328-4156.

Written statements or comments are requested by February 9, 2006 to be included in the official transcript. Comments can be sent to Charlotte Brett, Kadrmass Lee & Jackson; PO Box 937; Valley City, ND 58072 or email: [charlotte.brett@kljeng.com](mailto:charlotte.brett@kljeng.com).

The Environmental Assessment for the West City Park Bridge project is available for public viewing at the VCSU Allen Memorial Library, 101 College Street SW, Valley City; the Barnes County Public Library, 410 North Central Avenue, Valley City; City of Valley City – Auditor's Office, 254 2<sup>nd</sup> Avenue NE, Valley City; Barnes County – Auditor's Office, 230 4<sup>th</sup> Street NW, Valley City; Kadrmass, Lee, and Jackson, Inc., 1010 4<sup>th</sup> Avenue SW, Valley City; NDDOT Valley City District Office, 1524 8<sup>th</sup> Avenue SW; NDDOT Central Office, 608 East Boulevard Avenue, Bismarck; and Federal Highway Administration Office, 1471 Interstate Loop, Bismarck.

# PUBLIC HEARING

## West City Park Bridge Project

### WHEN?

Thursday January 26, 2006  
5:00 p.m. to 7:00 p.m.  
Presentation at 5:30 p.m.

### WHERE?

City Auditorium  
Valley City, ND

### WHY?

A public hearing has been scheduled for the West City Park Bridge Project. This meeting will serve to update the public about this project and to solicit public comments. Questions, comments, and open discussion will be encouraged. Please plan to attend this meeting.

Representatives from Barnes County, the NDDOT, and Kadmas, Lee, and Jackson, Inc. will be on hand to answer your questions and discuss your concerns.

**TRANSCRIPT:** Written statements or comments about this project are requested by February 9, 2006 to be included in the official transcript. Please mail comments to:

Charlotte Brett, Environmental Scientist  
Kadmas, Lee, and Jackson, Inc.  
PO Box 937  
Valley City, ND 58072-0937  
Email: [charlotte.brett@kfieng.com](mailto:charlotte.brett@kfieng.com)

### CONDUCTED BY

Barnes County, North Dakota Department of  
Transportation, and Kadmas, Lee & Jackson, Inc.

**DISABILITIES:** People with disabilities who plan to attend the meeting and need special arrangements should contact:

Sandy Brandvold, KL&J  
(701) 845-4980

Or

Dave Kline, NDDOT – Local Government  
TTY (701)328-4156

## NOTICE OF AVAILABILITY OF ENVIRONMENTAL ASSESSMENT

In accordance with the National Environmental Policy Act of 1969, an EA (Environmental Assessment) has been prepared for the West City Park Bridge Project. An EA is a written document that summarizes the project purpose and need, alternatives under consideration, impacts of proposed alternatives, and comments and coordination. Copies of the EA are available for public viewing at the following locations:

Allen Memorial Library, VCSU  
101 College Street SW  
Valley City, ND

Barnes County Public Library  
410 North Central Avenue  
Valley City, ND

City of Valley City – Auditor  
254 2<sup>nd</sup> Ave NE  
Valley City, ND

Barnes County Auditor  
230 4<sup>th</sup> Street NW  
Valley City, ND

NDDOT Valley City District Office  
1524 8<sup>th</sup> Avenue SW  
Valley City, ND

Kadmas, Lee, and Jackson, Inc.  
1010 4<sup>th</sup> Avenue SW  
Valley City, ND

NDDOT Central Office  
608 East Boulevard Avenue  
Bismarck, ND

Federal Highway Admin  
1471 Interstate Loop  
Bismarck, ND

Project BRU-2-990(011)015  
 West City Park Bridge  
 5303108

Greeting	First	Last	Title	Business	Address	City, State, Zip
	Ellen Chaffe &	David Schwalbe	St. Pauls Evangelical Lutheran Church		650 4 <sup>th</sup> ST SW	Valley City ND, 58072
Ms.	Karen Bruce & Amy Steven & Deborah	Anderson	Lorenz Properties, Inc. The Stadium, Inc. Dakota Bank		1140 3 <sup>rd</sup> St SE 3578 Sheyenne Circle 240 3 <sup>rd</sup> St NW 540 4 <sup>th</sup> Ave SW 760 Viking Drive	Valley City ND, 58072 Valley City ND, 58072 Valley City ND, 58072 Valley City ND, 58072 Valley City ND, 58072
Mr.	Wes	Anderson			426 4 <sup>th</sup> Ave SW	Valley City ND, 58072
Ms.	Patricia Dale	Anderson	Barnes Cnty Historical Museum		506 4 <sup>th</sup> Ave SW 315 Central Ave N 1480 Central Ave. N PO Box 28	Valley City ND, 58072 Valley City ND 58072 Valley City ND, 58072 Buffalo ND 58011-0028
	Steven & Laurel	Bentley	Executive Director	Preservation North Dakota	408 6 <sup>th</sup> Ave SW	Valley City ND, 58072
	Damon Shannon	Berg			241 N Central Ave	Valley City ND, 58072
	Mark & Sandy	Bowman			700 Viking Drive	Valley City ND, 58072
	Raymond & Marylce	Brandvold			646 6 <sup>th</sup> Ave SW	Valley City ND, 58072
	Larry & Jeanette	Cole			521 5 <sup>th</sup> Ave NW	Valley City ND, 58072
	Randy	Compson			716 SW 5 <sup>th</sup>	Valley City ND, 58072
	Connie	Compson			651 SW 4 <sup>th</sup>	Valley City ND, 58072
	Bradley & Angela	Courtney			567 6 <sup>th</sup> Ave SW	Valley City ND, 58072
	Jacob & Lucille	Cruff			439 4 <sup>th</sup> Ave SW	Valley City, ND 58072
	Edward	Dosch			1335 Chautauqua BLVD Box 267	Valley City ND, 58072 Valley City ND, 58072

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Dr.	Robert & Tamara	Drake	1105 6 <sup>th</sup> St SE	Valley City ND, 58072
	Brigita	Duffy	737 6 <sup>th</sup> Ave SW	Valley City ND, 58072
	James & Sharon	Buhr	613 Chaut Blvd	Valley City ND 58072
	George	Dutton	308 6 <sup>th</sup> St NW	Valley City ND 58072
	Blair & Yvonne	Emery	Box 3654	Soldatna, Alaska 99669
	R. Jon	Fitzner	309 5 <sup>th</sup> Ave NE	Valley City ND, 58072
	George	Gaukler	Box 446	Valley City ND, 58072
	Larry & Janet	Gierke	419 8 <sup>th</sup> Ave SW	Valley City ND, 58072
	Terry & Judith	Gray	360 SW College	Valley City ND, 58072
	Arthur & Diane	Hagebock	638 SW 4 <sup>th</sup>	Valley City ND, 58072
	Wayne & Gerldine	Hammond	725 SW 4 <sup>th</sup>	Valley City ND, 58072
	Gordon	Hansen	704 SW 5 <sup>th</sup>	Valley City ND, 58072
Mr.	Howard & Lois	Hatcher	12031 37 <sup>th</sup> St SE	Valley City ND, 58072
	James & Deborah	Hegdahl	512 SW 4 <sup>th</sup>	Valley City ND, 58072
	Russell	Hilborn	804 Chaut. Blvd	Valley City ND, 58072
	Burton & Ruth	Isham	709 Plumbrook Road	Sun City, FL 33570
	Jerry & Jean	Jochim	1130 N 9 <sup>th</sup> St	Fargo ND 58102
	R.Q. & Joyce	Johnson	348 Viking Drive	Valley City ND, 58072
	Howard & Frances	Jorgenson	701 SW 4 <sup>th</sup>	Valley City ND, 58072
	Gary & Nancy	Justesen	Box 81	Litchville, ND 58461
	Perry & Susan	Kapaun	455 8 <sup>th</sup> Ave SW	Valley City ND, 58072
	Bonnie	Kapaun	624 4 <sup>th</sup> Ave SW	Valley City ND, 58072

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John	Keller	408 4 <sup>th</sup> Ave SW	Valley City ND, 58072
Maurice & Peggy	Kvien	760 4 <sup>th</sup> St SW	Valley City ND, 58072
Daryl	Larson	525 5 <sup>th</sup> Ave SW	Valley City ND 58072
Olean	Larson	667 8 <sup>th</sup> Ave SW	Valley City ND, 58072
Gordon & Dora	Larson	747 6 <sup>th</sup> Ave SW	Valley City ND, 58072
Sandra	Lavake	626 4 <sup>th</sup> St SW	Valley City ND, 58072
Allen	Lindermann	Box 205	Valley City ND, 58072
Richard	Lorenz	1140 3 <sup>rd</sup> St SE	Valley City ND, 58072
John & Mary	Lundquist	460 6 <sup>th</sup> Ave SW	Valley City ND, 58072
George & Sharon	Lyon	715 6 <sup>th</sup> Ave SW	Valley City ND, 58072
Leroy & Karen	Magnuson	650 6 <sup>th</sup> Ave SW	Valley City ND, 58072
Bradley & Marsha	Moen	465 5 <sup>th</sup> Ave SW	Valley City ND, 58072
John	Mosal	1407 2 <sup>nd</sup> Ave NE	Valley City ND, 58072
Julie & Nath	Munkeby	420 5 <sup>th</sup> Ave SW	Valley City ND, 58072
Randall & Cari	Naeseth	454 5 <sup>th</sup> Ave SW	Valley City ND, 58072
Mary Lee	Nielson	1228 Chautauqua Blvd	Valley City ND 58072
Richard & Brenda	O'Brien	726 SW 5 <sup>th</sup>	Valley City ND, 58072
Phyllis	Olson	435 5 <sup>th</sup> Ave SW	Valley City ND, 58072
Palmer	Paulson	2909 River Road	Valley City ND 58072
John	Pegg	135 6 <sup>th</sup> Ave SW	Valley City ND, 58072
Donald & Patricia	Piehl	439 8 <sup>th</sup> Ave SW	Valley City ND, 58072
Arlene	Reid	425 4 <sup>th</sup> St SW	Valley City ND, 58072
Steven	Sather	420 6 <sup>th</sup> Ave SW	Valley City ND, 58072
Gary & Leanne	Schlagel	474 5 <sup>th</sup> Ave SW	Valley City ND, 58072
Ms.			
Mr.	Commissioner		
	Barnes County		

Project BRU-2-990(011)015  
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Ms	Jeanne	Schneider	492 5 <sup>th</sup> Ave SW	Valley City ND, 58072
Mr.	John & Linda	Schonert	54 4 <sup>th</sup> Ave SW	Valley City ND, 58072
	Bonnie	Schurmacher	427 Viking Drive	Valley City ND, 58072
	Glenda	Sherman	3644 117 Ave SE	Valley City ND, 58072
	Diana	Skroch	422 SW 5 <sup>th</sup>	Valley City ND, 58072
	Russel	Stephens	526 SW 4 <sup>th</sup>	Valley City ND, 58072
	Myrtle	Stroh	3801 38 <sup>th</sup> Ave S	Minneapolis, MN 55406
	Perry	Tibke	225 4 <sup>th</sup> St SW	Valley City ND, 58072
	Tom & Diana	Vagle	335 6 <sup>th</sup> Ave SW	Valley City ND 58072
	Willis & Mary	Wagar	431 6 St SE	Valley City ND, 58072
	Michael & Randi	Watterson	575 4 <sup>th</sup> Ave SW	Valley City ND, 58072
	Shannon & Kelli	Wendel	556 SW 4 <sup>th</sup>	Valley City ND, 58072
Mr	Bob	Werkhoven	630 10 <sup>th</sup> Ave SW	Valley City ND 58072
	Gary & Bonnie	Wieck	429 8 <sup>th</sup> Ave. SW	Valley City ND, 58072
	Wayne & Patsy	Winkler	445 Viking Drive	Valley City ND, 58072
	Arden & Doris	Wolhart	668 SW 5 <sup>th</sup>	Valley City ND, 58072
	James & Diana	Wright	448 4 <sup>th</sup> Ave SW	Valley City ND, 58072
	Richard & Mary	Wright	435 Viking Drive	Valley City ND, 58072
Mr.	John	Thompson	1524 8 <sup>th</sup> Ave SW	Valley City ND, 58072
Mr.	Gary	Speidel	PO Box 2216	Jamestown ND 58072
Mr.	Jeff	McMillian	115 10 <sup>th</sup> Ave NW	Rogers ND 58072
Mr.	Bobby	Director	575 10 <sup>th</sup> Ave SW	Valley City ND 58072
Mr & Mrs.	Daryl	Koepplin	1105 7 <sup>th</sup> St SE	Valley City ND 58072
		Heise	940 6 <sup>th</sup> St SW	Valley City ND 58072
		District Engineer		
		District Manager	NDDOT--Valley City	
		Chairman	Montana Dakota Utilities	
			Barnes Cnty Wtr Resource Dist	
			Barnes Cnty Soil Consr Dist	

Project BRU-2-990(011)015  
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Mr.	Dick	Gulmon	Chairperson	Park Board	883 Chautauqua Blvd	Valley City ND 58072
Mr.	Ed	McGough	Auditor	Barnes County Courthouse	230 4 <sup>th</sup> St NW	Valley City ND 58072
Mr.	Mike	Schell	Planning & Zoning	City of Valley City	PO Box 930	Valley City ND 58072
		Commissioners		Barnes County	230 4 <sup>th</sup> St NW	Valley City ND 58072
Mr.	Kerry	Johnson	Highway Engineer	Barnes County Hwy Dept	PO Box 306	Valley City ND 58072
Mr.	Randy	McClaufin	Sheriff	Barnes County	491 2 <sup>nd</sup> Ave NW	Valley City ND 58072
Ms.	Jennifer	Feist	Director	VC Economic Development	PO Box 724	Valley City ND 58072
Mr.	Tyler	Jacobson	Supervisor	VC Parks & Rec	PO Box 422	Valley City ND 58072
Mr.	Jeff	Differding	Auditor	VC Publicworks	PO Box 240	Valley City ND 58072
Mr.	Wade	Hesch	Fire Chief	VC Water Treatment Plant	840 3 <sup>rd</sup> Ave NE	Valley City ND 58072
Mr.	Kerwin	Kostad	Mayor	City of Valley City	PO Box 390	Valley City ND 58072
		Commissioners	Police Chief	City of Valley City	PO Box 390	Valley City ND 58072
Mr.	Gary	Retterath	Superintendent	Valley City Fire Chief	PO Box 390	Valley City ND 58072
Mr.	Riley	Rogers		City of Valley City	PO Box 390	Valley City ND 58072
Mr.	Dean	Ross		City of Valley City	216 2 <sup>nd</sup> Ave NE	Valley City ND 58072
Mr.	Dean	Koppleman		Valley City School District	460 N Central Ave	Valley City ND 58072

## **Appendix D**

Sing-In Sheets, Handouts, Presentation Slides

# Ark Brid

# Public Hearing

Thursday, January 26, 2006  
 5:00 p.m. - 7:00 p.m.  
 City Auditorium  
 Valley City, North Dakota

(Please Print)

Name

Mailing Address

City/State

Zip

Business/Organization

Debbie Berntson	10642 - 40 SE	Scandia	58480	
Debra A. Muelken BC COM		NOME		
BOS CHRISTENSEN NDDOT				
Charlotte Brett	P.O. Box 937	Valley City, ND	58072	
Jon Kommiss	324 2nd Ave SW	Jamestown	58401	
Jenna Hanson	1524 8TH AVE SW	N. C.	58072	
Harlan Opalok Barnes County	511 1st AVE	Litchville	58461	
Jayk Yomo	10624 52 ST SE	Litchville	58461	
Ray Johnson		V.C.		
Agnes Dufrene	1004 Riverwood Dr	VC	58072	
George Sullivan	1004 Riverwoods Valley Ct		58072	
Selma Saulson	2909 River Road	V.C.	58072	
Mary Dee Muelken	1228 Chaut Blvd	VC	58072	

# Public Hearing

Thursday, January 26, 2006  
5:00 p.m. - 7:00 p.m.  
City Auditorium  
Valley City, North Dakota

(Please Print)

Name	Business/Organization	Mailing Address	City/State	Zip
Dave Kline	NDDOT - Local	Capital Ground	Bismarck	58501
Alan Anderson	BCFS	315 Central Ave N	VC	58072
ALLAN B. ANDERSON		499-3RD AVE NW	VC	58072
Jack Erdelt		RR 1 Omaha		58063
Tyler Jacobson	VCPR	PO 422	VC	58072
Andy Stueck	B. Condy			
DEANI IHLA	VC CHAMBER	PO Box 724	VC	
Keith Cochran		3227 114th SE	VC	58072
Scott Whitely	Times Record	406 8th NW	VC	58072
Tom Doyle		474 5th Ave SW	VC	58072
Scott Col		335-6th Ave SE	VC	58072
Maura Kramin		300 9th St NW	VC	58072
		328-6th Ave SE	VC	58072

# Dark Brid

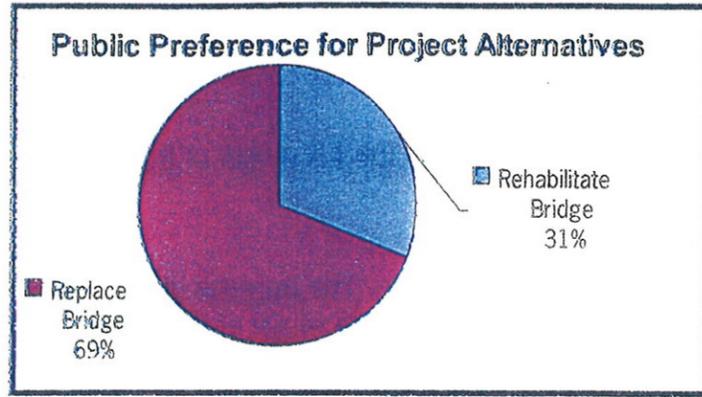
## Public Hearing

Thursday, January 26, 2006  
 5:00 p.m. - 7:00 p.m.  
 City Auditorium  
 Valley City, North Dakota

Name <small>(Please Print)</small>	Business/Organization	Mailing Address	City/State	Zip
Margaret G. ...		9724 24th A. E.	Spiritwood	58487
Kathy ...		856 7th AVE NE	Valley	58072
John ...		207 11th Ave SE	Valley	58072
Wade Frank	KL65		Valley	
Andy ...	KL45			
Shaw ...	KL45			
Debra ...				
Prop ...	100 Ship ofh	225 4th ST SW	VC	
Cheryl ...		218 2nd NE	VC	58072
...			VC	
...		1027 3rd and 9th	VC	
Riley ...	City		VC	58072
...	...		VC	
...			VC	58072
...			VC	58072
...		422 5th Ave SW	VC	58072
...			VC	58072



Members of the public were asked to identify a preference for whether the West City Park Bridge be rehabilitated or replaced. Thirty written comments provided the results shown below:



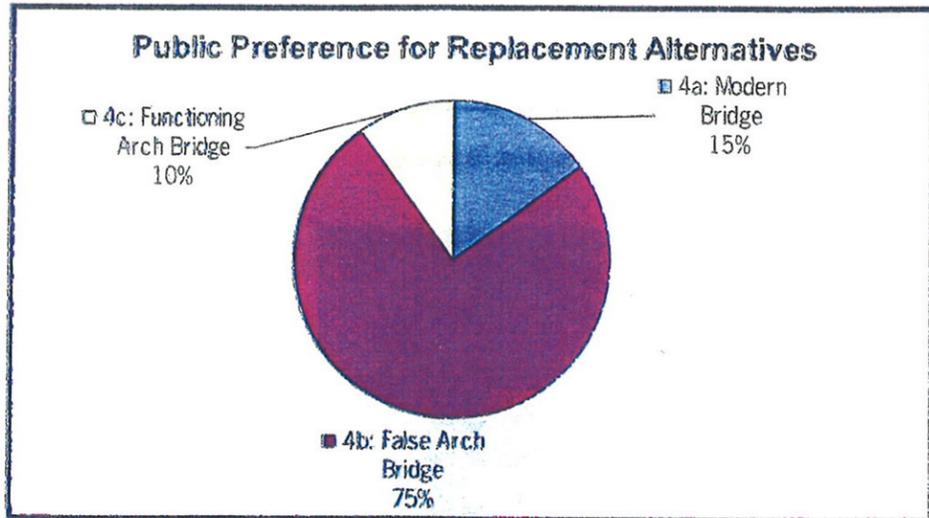
Of the 30 members of the public who commented on the project, 31% favored rehabilitation of the existing bridge, while 69% favored replacement of the bridge.

Those who preferred replacement of the existing bridge over rehabilitation were asked to identify their preference for the type of replacement structure that could be built. The options offered were:

Option 4a: Modern Bridge – Two examples of modern bridges in town are the bridge on 6th Street NE near the hospital, or the bridge on 3rd Avenue SE near the Mill Dam.

Option 4b: False Arch Bridge – The existing West City Park Bridge is a false arch bridge, meaning the arches are purely decorative.

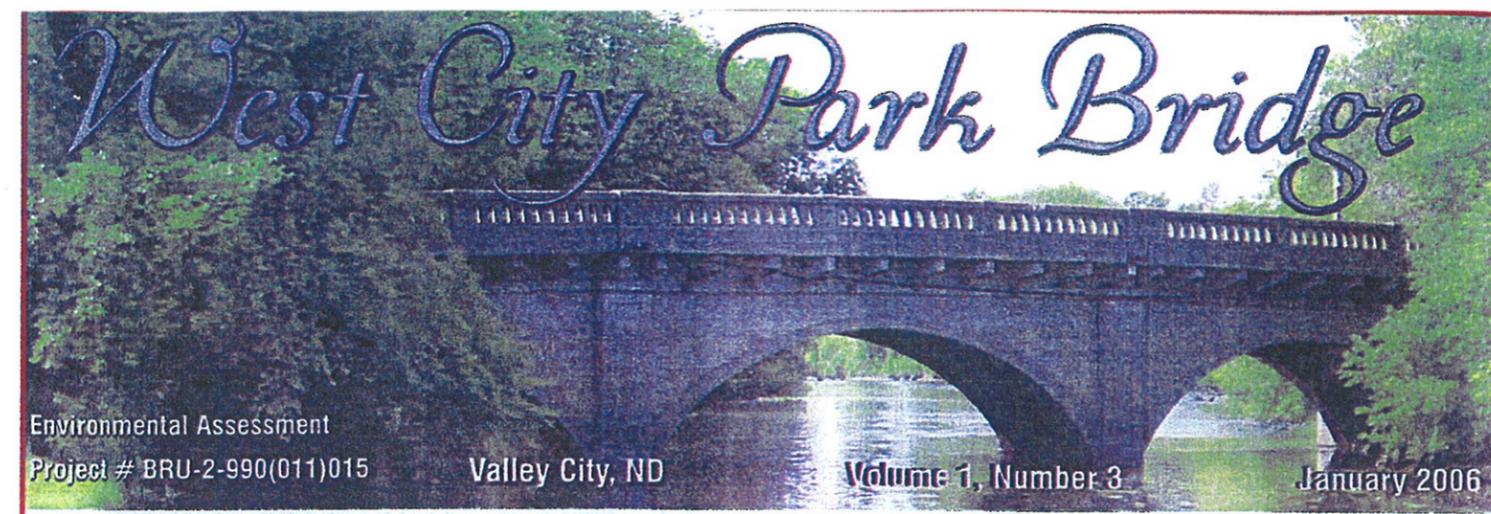
Option 4c: Functioning Arch Girder Bridge – The Rainbow Arch Bridge and East City Park Bridge are two examples of functioning arch bridges, meaning the arch itself helps support the structure.



Members of the public who favored replacement of the bridge preferred replacement with a new false arch bridge (4b) over a modern bridge (4a) or a functioning arch girder bridge (4c)

Public comments are welcomed for two weeks following the meeting. Please mail comments by February 9, 2006 to:

Charlotte Brett, Environmental Scientist  
 Kadrmass, Lee & Jackson  
 PO Box 937  
 Valley City, ND 58072  
 Email: [charlotte.brett@kljeng.com](mailto:charlotte.brett@kljeng.com)



Environmental Assessment  
 Project # BRU-2-990(011)015 Valley City, ND Volume 1, Number 3 January 2006

## Project History

Barnes County and the North Dakota Department of Transportation are working with Kadrmass, Lee, and Jackson, Inc. to evaluate improvement options for the West City Park Bridge, located on 4th Street SW. The West City Park Bridge is listed on the National Register of Historic Places and is one of eight bridges on Valley City's Historic Bridges Tour. However, the bridge is in poor physical condition. It has been classified as "structurally deficient" by the North Dakota Department of Transportation for several years and is currently posted "No Trucks." The bridge also has a clear roadway width of 24', which is considerably narrower than the 40' approach roadways on either side. This can cause a traffic bottleneck effect.

The planning for this project includes the preparation of an Environmental Assessment (EA). An EA is a concise document that addresses the following information:

- Purpose and need for the project
- Project alternatives
- Potential impacts resulting from the alternatives
- Measures to avoid, minimize, or mitigate adverse impacts
- Public and agency input
- Selection of preferred project alternative by county and state officials

## Purpose of the Project

The purpose of the project is to improve the structural condition of the bridge to meet AASHTO (American Association of State Highway and Transportation Officials) and NDDOT design standards/guidelines for the facility type; to improve safety and operational conditions for the traveling public, including pedestrians, bicyclists, automobiles, trucks, and emergency vehicles; and to maintain the system linkage along 4th Street SW.

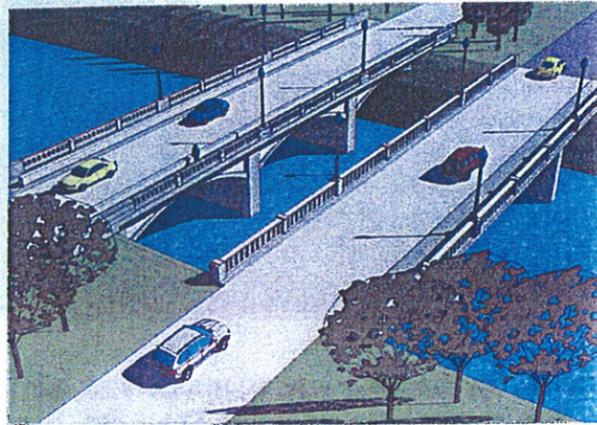
## Project Alternatives

Three alternatives are currently being considered for this project, as listed below:

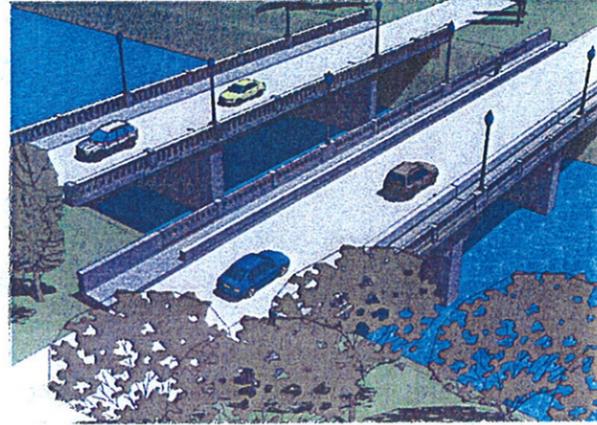
Alternative	Description
1	No Build
3	Rehabilitate existing bridge for one-way traffic Construct adjacent bridge for opposing traffic
	Option 3a New bridge constructed north of existing
	Option 3b New bridge constructed south of existing
4	Remove existing bridge and replace with new bridge
	Option 4a Modern bridge
	Option 4b False arch bridge
	Option 4c Functioning arch girder bridge

**Alternative 3: Rehabilitate existing bridge for one-way traffic. Construct adjacent bridge for opposing traffic**

Option 3a: Modern Bridge Located North of Existing Bridge

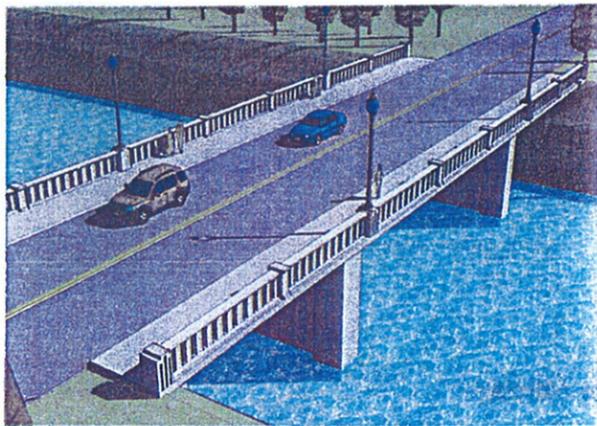


Option 3b: Modern Bridge Located South of Existing Bridge

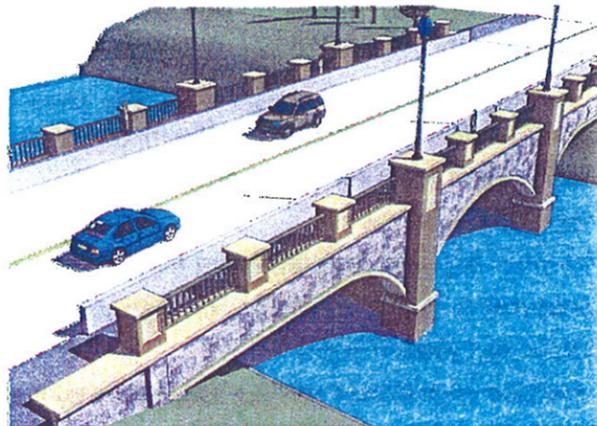


**Alternative 4: Remove existing bridge and replace with a new bridge**

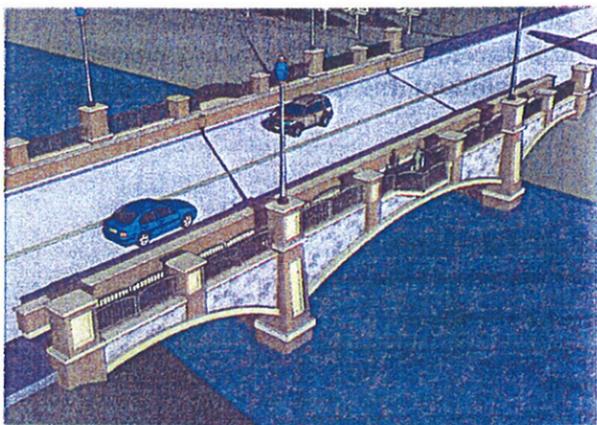
Option 4a: Modern Bridge



Option 4b: False Arch Bridge



Option 4c: Functioning Arch Bridge



Option 4b or 4c could be constructed to look like the existing bridge, or with a more modern design.



Exhibits depicting these alternatives will be on display at the Public Hearing. More detailed descriptions of these alternatives, pros and cons, and preliminary cost estimates will also be presented at the meeting.

At the last public input meeting held in July 2004, a fourth alternative was also presented: Alternative 2: Rehabilitate Existing Bridge. The rehabilitation alternative has been ruled out from further consideration because the bridge could not be widened, and the safety concerns associated with the narrow bridge width would remain. There would also be a number of concerns related to the constructability of the rehabilitation alternative.

**Evaluation of Alternatives**

Project alternatives are evaluated based on engineering feasibility, social, economic, and environmental impacts, public and agency feedback, and cost.

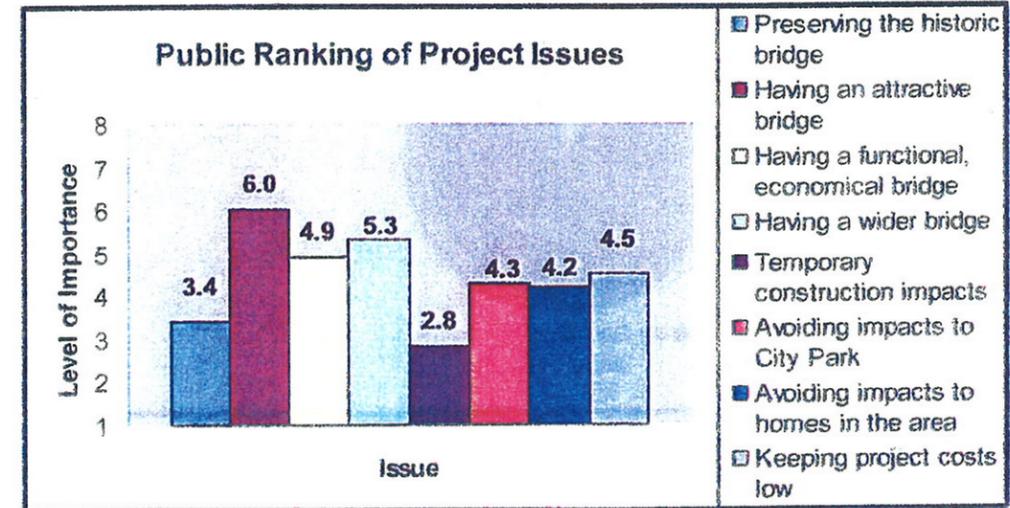
**Public Involvement**

This is the third and final public meeting planned for the EA phase of this project. The Public meetings are summarized below:

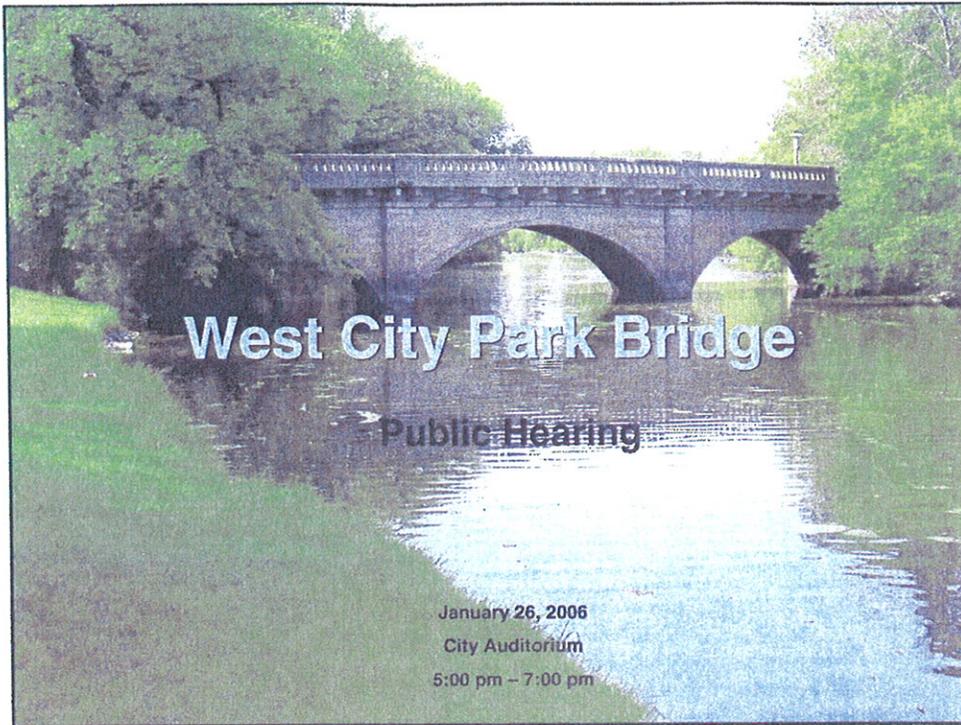
- **Project Kickoff Meeting**
  - Held March 11, 2004 at the City Auditorium. The purpose of this meeting was to inform the public and agencies of the project, including the scope of the study and the project timeline, and to receive input from the public. Thirty people attended the meeting, and 9 written comments were received during the two-week comment period following the meeting.
- **Alternatives Public Workshop**
  - Held July 28, 2004 at the City Auditorium. The purpose of the meeting was to present the alternatives being evaluated to the public and agencies and to receive feedback. Sixteen people attended the meeting. During the two-week comment period following the meeting, 21 completed project surveys and 30 written comments were received.
- **Public Hearing**
  - Scheduled for January 26, 2006. The purpose for this meeting is to hold an open discussion about the proposed improvements and their social, economic, and environmental impacts.

**We're Listening**

Members of the public were asked to rank eight issues in order of importance. Twenty-one completed surveys provided the results shown below:



The average level of importance that the responding public placed on the issues ranked. The graph shows that having an attractive bridge was the most important public issue, and temporary construction impacts (detours, accessibility, noise, dust, etc.) was the least.



### Tonight's Meeting

- 3<sup>rd</sup> and final public input meeting planned
- Final opportunity for public comments before decisions are made

**Project Planners**

**Public**

## Meeting Format

- Brief presentation
- Questions after presentation
  - Group
  - Individual
- Open house format until 7:00 pm

## Scope of Study

- Identify purpose and need for project
- Develop improvement alternatives
- Evaluate impacts of each alternative
- Evaluate ways to avoid, minimize, or mitigate negative impacts
- Receive public & agency input
- Used for project decisions

## Historic Significance

- Bridge built in 1929
- Designed to look like East City Park Bridge
- False arch bridge
- Listed on National Register of Historic Places in 1997 for its aesthetic merit

## Purpose and Need

- Need
  - Structural and geometric deficiencies
  - System linkage
- Purpose
  - Improve structural condition of the bridge to meet NDDOT standards
  - Maintain system linkage along 4<sup>th</sup> Street SW
  - Improve safety conditions for the traveling public, including pedestrians, bicyclists, automobiles, trucks, and emergency vehicles

## Project Alternatives

- Alternative 1: No Build
- Alternative 2: Rehabilitate Existing Bridge
- Alternative 3: One Way Pairs
  - Option 3a: New Bridge North of Existing
  - Option 3b: New Bridge South of Existing
- Alternative 4: Replace Existing Bridge
  - Option 4a: Modern Bridge
  - Option 4b: False Arch Bridge
  - Option 4c: Functioning Arch Bridge

## Alternative 1: No Build

- Nothing done at site, aside from routine maintenance
- Bridge would continue to deteriorate to the point of closure
- Does not meet purpose and need

## Alternative 2: Rehabilitate Existing Bridge

- Bridge cannot be widened while maintaining historic integrity
- Concerns for constructability
- Does not meet purpose and need
- Ruled out from further consideration

## Alternative 3: One Way Pairs

- Rehabilitation of existing bridge
  - Remove and replace bridge deck and stringers
  - Reinforce existing substructure if necessary
  - Add traffic rail to new deck
  - Cover balustrade openings with mesh
  - Existing arch facades and balustrade rails would remain in place
- New modern bridge constructed parallel to existing bridge
- 24' clear roadway width on each bridge
- Sidewalks provided

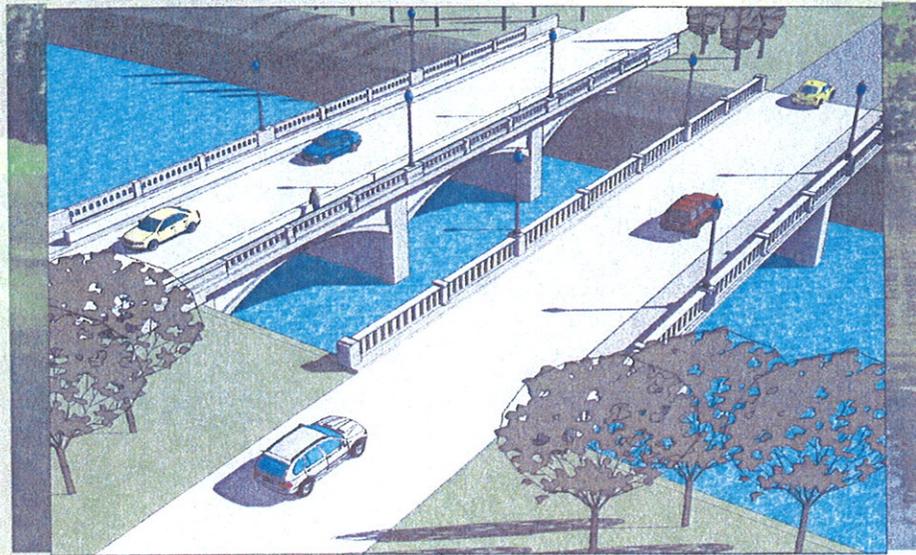
### Alternative 3: One Way Pairs

- Constructability – cofferdams required across entire Sheyenne River channel
  - Flooding concerns
  - Impacts to river ecosystem
- Numerous unknowns make this financially risky

### Option 3a: One Way Pairs – New Bridge North

- Existing bridge carries one-way traffic eastbound
- New modern bridge to the north carries one-way traffic westbound
- Est. Cost: \$2.6 to \$3.3 Million

### Option 3a: One Way Pairs – New Bridge North



### Key Issues - Alternative 3a

- Relocation of 2 residential properties
- ROW impacts to City Park
- Blocks view of existing bridge from City Park
- *Adverse Effect* to 4 historic properties
- ~80 trees removed & replaced
- 0.1' increase in upstream backwater at 100-year flood event
  - Does not meet floodway requirements

### Alternative 3b: One Way Pairs – New Bridge South

- Existing bridge carries one-way traffic westbound
- New modern bridge to the south carries one-way traffic eastbound
- Estimated Cost: \$3.3 to \$4.0 million

### Alternative 3b: One Way Pairs – New Bridge South



## Key Issues – Alternative 3b

- Relocation of 4 residential properties
- Maintains view of historic bridge from City Park
- *Adverse Effect* to 4 historic properties
- ~75 trees removed & replaced
- 0.1' increase in upstream backwater at 100-year flood event
  - Does not meet floodway requirements

## Alternative 4: Replace Existing Bridge

- Remove existing bridge and replace with new bridge on existing alignment
  - Option 4a: Modern Bridge
  - Option 4b: False Arch Bridge
  - Option 4c: Functioning Arch Bridge
- 40' clear roadway width
- Sidewalks provided

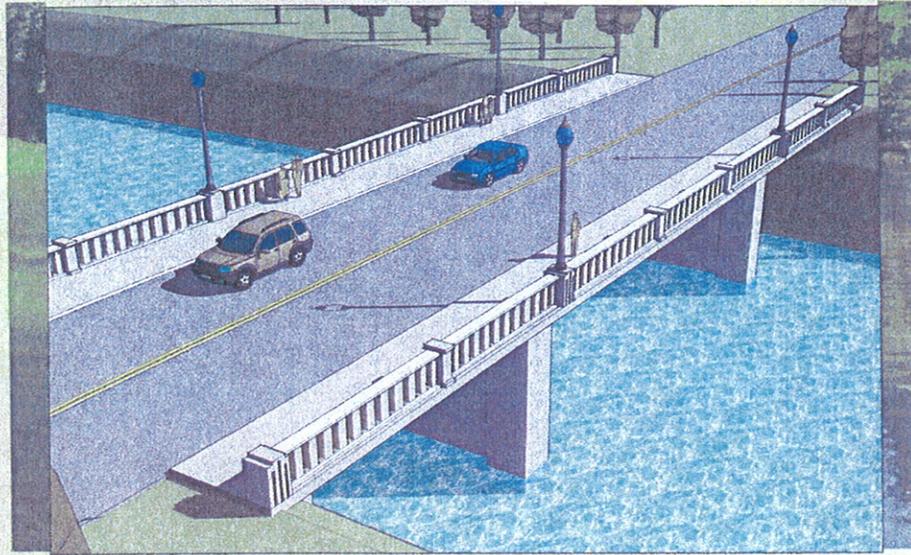
## Key Issues – Alternative 4

- No relocations or ROW impacts
- *Adverse Effect* to historic bridge/district
- ~15 trees removed & replaced

## Option 4a: Replace with Modern Bridge

- New bridge would be designed as a modern concrete structure
- Estimated Cost: \$1.6 million
- 0.3' decrease in backwater at 100-year flood event

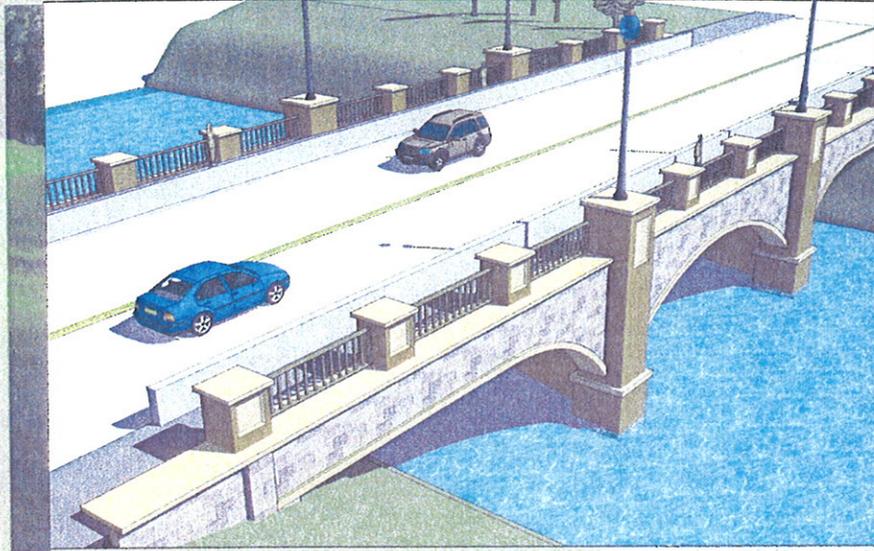
### Option 4a: Replace with Modern Bridge



### Option 4b: Replace with False Arch Bridge

- New bridge would be designed as a modern concrete structure
- Could be designed to look like the existing bridge or with other distinctive design
  - False arches
  - Patterns, colors, and shapes
  - Look-out areas
- Estimated Cost: \$1.9 to \$2.0 million
- 0.2' decrease in backwater at 100-year flood event

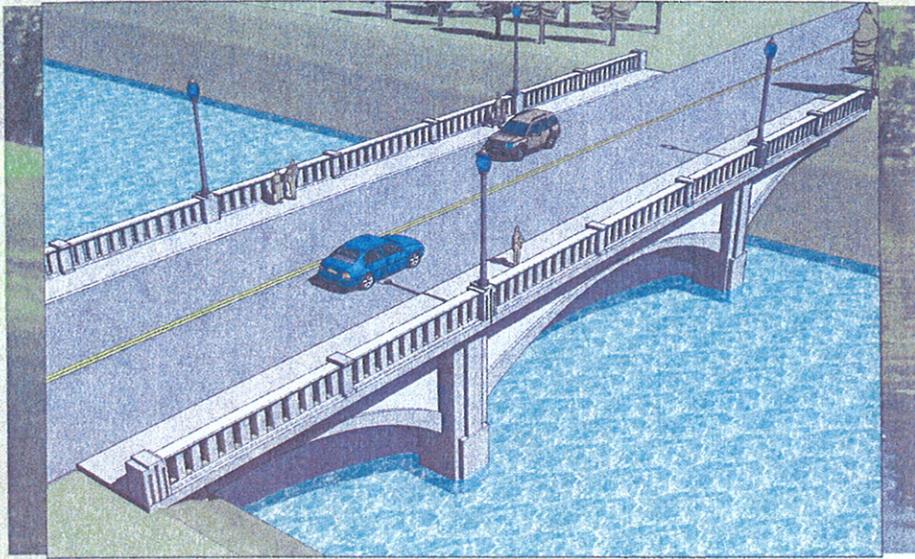
### Option 4b: Replace with False Arch Bridge



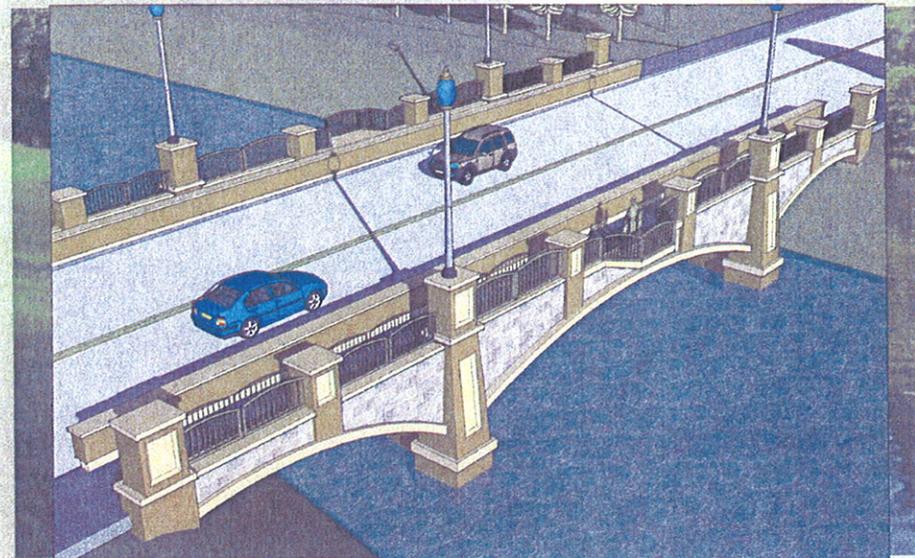
### Option 4c: Replace with Functioning Arch Bridge

- New bridge would be designed with functioning concrete arches
- Bridge may be designed as a replica to the East City Park Bridge
- Bridge may employ other aesthetic enhancements
  - Patterns, colors, and shapes
  - Look-out areas
- Estimated Cost: \$2.7 to \$2.8 million
- 0.1' decrease in backwater at 100-year flood event

**Option 4c:  
Functioning Arch Bridge – Replica of ECPB**



**Option 4c:  
Functioning Arch Bridge – Distinctive Design**



## Construction Issues

- Detour required during construction
- MDU gas lines would need to be moved
- Reasonable access to adjacent properties maintained
- Temporary access to City Park would be provided
- Construction staging likely in FEMA-acquired lots on west side; possibly in City Park on east side

## Public Involvement

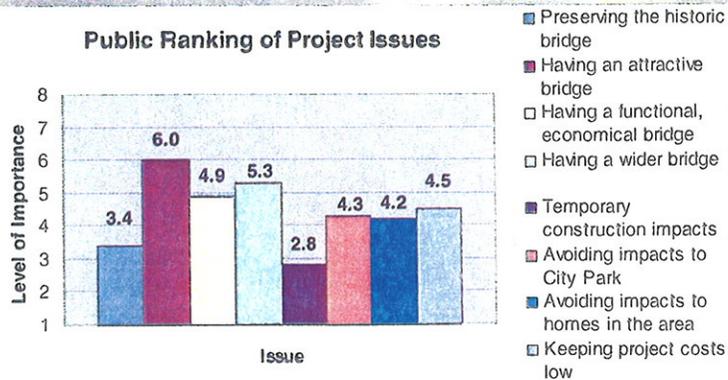
- Kickoff Meeting
  - March 11, 2004
- Alternatives Public Workshop
  - July 28, 2004
- Public Hearing

## Kickoff Meeting

- 36 people attended
- 9 written comments received
  - Aesthetic/historic significance of the existing bridge
  - Safety concerns associated with existing bridge width
  - Flooding concerns
  - Pedestrian/bicyclist safety

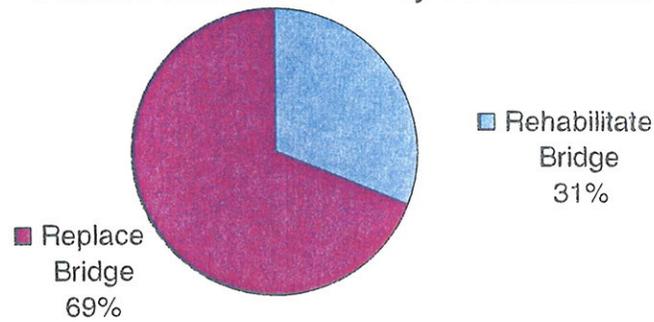
## Alternatives Public Workshop

- 16 people attended
- 21 completed project surveys and 30 written comments were received



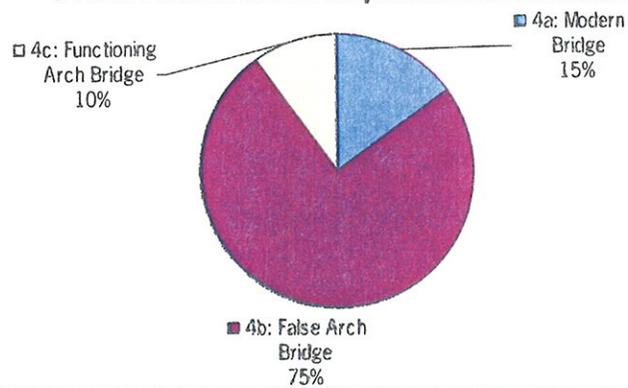
## Alternatives Public Workshop

### Public Preference for Project Alternatives



## Alternatives Public Workshop

### Public Preference for Replacement Alternatives

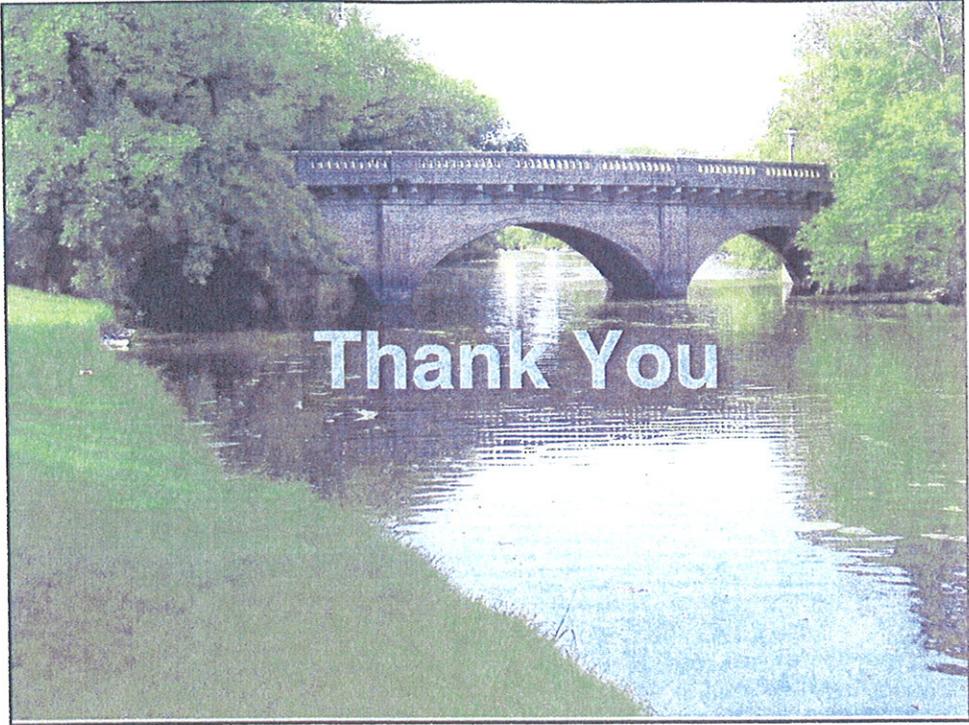


## Schedule

- Project Decisions
  - Spring 2006
- Design
  - Summer 2006 - Winter 2006-2007
- Construction
  - 2007

## Comments/Questions

- Comment cards will be accepted tonight
- Written comments accepted until February 9, 2006
- Written & spoken materials public record



## **Appendix E**

### Transcript of Public Hearing

1  
COPY

RE: WEST CITY PARK BRIDGE  
PUBLIC HEARING, VALLEY  
CITY, NORTH DAKOTA

T R A N S C R I P T

OF

PUBLIC HEARING

January 26, 2006

5:30 O'clock P.M.

City Auditorium  
320 Central Avenue South  
Valley City, North Dakota

COURT REPORTER: DOUGLAS T. KETCHAM

A P P E A R A N C E S

SHAWN MAYFIELD, Project Management  
WADE FRANK, Project Management  
CHARLOTTE BRETT, Environmental Specialist

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1 WHEREUPON,

2 The following proceedings were had,  
3 to-wit:

4 MR. FRANK: Can I have your  
5 attention, please. We are going to get started  
6 now with the presentation portion of our public  
7 hearing.

8 First of all, I want to introduce  
9 who we are. My name is Wade Frank with Kadrmas,  
10 Lee & Jackson, Shawn Mayfield and Charlotte  
11 Brett. After the presentation is done, if you'd  
12 like to ask any of us individual questions, feel  
13 free to come up and talk to any one of us.

14 With that I think we're going to  
15 turn the lights off here and go through our  
16 presentation. Take about 15, 20 minutes and  
17 have time for questions.

18 This is the public hearing for the  
19 West City Park Bridge Project. This is the  
20 third and final public input meeting we'll be  
21 having. This is the last opportunity for the  
22 public to make comments on this project before  
23 decisions are made.

24 The meeting format, we are going to  
25 do a brief presentation and we'll have time for

1 some questions afterwards like I just said. You  
 2 can either do it in front of the group or if you  
 3 are not comfortable with that you can come up  
 4 afterwards and, like I say, talk to one of us or  
 5 talk to the court reporter and have it  
 6 recorded. Everything that's said from when I  
 7 started giving this presentation until the  
 8 questions are closed will be recorded by the  
 9 reporter. And we'll be here until 7:00 o'clock.

10           What we've been doing is an  
 11 environmental assessment and the purpose of  
 12 that, or the scope of an environmental  
 13 assessment is to identify the purpose and need  
 14 for the project, basically what's wrong and why  
 15 does it need to be fixed. We develop the  
 16 alternatives, evaluate the impacts of each of  
 17 those alternatives and evaluate ways to avoid or  
 18 minimize negative impacts associated with any of  
 19 the alternatives and then to receive input from  
 20 the public like we are doing here tonight, and  
 21 all this is put together in documents and it  
 22 will be used by the Barnes County commissioners,  
 23 the North Dakota DOT and the Federal Highway  
 24 Administration to make decisions about the  
 25 project.

1           The existing bridge was built in  
2 1929. It's on the National Register of Historic  
3 Places. It was designed to look like the East  
4 City Park Bridge. The difference between the  
5 East and the West City Park Bridge, the East  
6 City Park Bridge is a functioning arch bridge,  
7 meaning the arches that you see are carrying the  
8 load of traffic. The west bridge the arches are  
9 false. They don't carry the load of traffic.

10           Talk about the purpose and need for  
11 the project. The need is structural and  
12 geometric deficiencies. And structural is  
13 probably pretty obvious. What that means that  
14 there is problems with the load carrying  
15 members. Geometric means that some of the  
16 dimensions are inadequate, specifically the  
17 roadway width. The width on this bridge is 24  
18 feet and the width of the street leading up to  
19 it on either side is 40 feet and when a bridge  
20 has a much narrower roadway than the approach  
21 roadway it's considered deficient.

22           The purpose of this project is to  
23 improve the structural condition of the bridge,  
24 and you saw the pictures scrolling through  
25 before, you saw some of the problems associated

1 with it. So to improve the structural condition  
2 to meet current standards and maintain the  
3 system linkage along 4th Street. What that  
4 means is to make sure the corridor is  
5 continuous. There is a functioning bridge there  
6 and that traffic can continue to use it for the  
7 future. And lastly to improve overall safety  
8 for the traveling public.

9 We had four general alternatives and  
10 some of them had subheadings underneath them. I  
11 won't list them off here. We'll get into them  
12 in a second. They range from doing nothing to  
13 completely replacing the bridge.

14 The no build alternative means  
15 exactly that. Nothing would be done other than  
16 to perform routine inspection and maintenance on  
17 the bridge. Eventually that would lead to the  
18 bridge deteriorating to the point of having to  
19 close the bridge and that does not meet the  
20 purpose and need. That does not address the  
21 structural or the geometric deficiencies.

22 Next alternative, alternative 2, to  
23 rehabilitate the existing bridge, and the bridge  
24 cannot be widened due to the construction of the  
25 false arches and decorative railings on it. So

1 for that reason this alternative does not meet  
2 the purpose and need of the project because it  
3 would address the structural deficiencies but  
4 the geometric deficiencies, the roadway width,  
5 would not be addressed. So since it does not  
6 meet the purpose and need, this alternative has  
7 been ruled out from further consideration.

8 There are also concerns with constructability of  
9 rehabilitating the bridge and I'll explain a  
10 little bit about that as I get into alternative  
11 3.

12           Alternative 3 consists of  
13 rehabilitating the existing bridge and using it  
14 for one-way traffic and then building a new  
15 bridge next to it either north or south to carry  
16 one-way traffic in the other direction. Each of  
17 the two bridges would then have a 24 foot clear  
18 roadway and there would be sidewalks on each.

19 So this alternative would address both the  
20 structural deficiency by rehabilitating the  
21 existing bridge and also the geometric because  
22 the road would be split into two one-way pairs.

23           You can see there what would be  
24 involved in rehabilitating the bridge. The  
25 constructability concerns are that we do not

1 have plans for the existing bridge. We don't  
2 know how it was built, other than what we can  
3 see above the waterline. We don't know what the  
4 foundations are. So if the bridge were to be  
5 rehabilitated, one of the first things that  
6 would happen during construction is that the  
7 contractor would be required to excavate out and  
8 expose the foundation under that bridge so that  
9 we could make an assessment of the ability of  
10 those foundations to continue to support  
11 traffic. The challenge with that is the only  
12 way to allow a contractor to be able to dig down  
13 and look at those footings, you'd have to build  
14 a cofferdam basically on each side of the bridge  
15 because there is no way to go around an  
16 individual pier with the cofferdam. So what  
17 there would be would be two lines of sheet  
18 pilings, one upstream and one downstream  
19 basically damming up the river. In order for  
20 the river to continue to flow, the contractor  
21 would have some kind of method to either have a  
22 pipe letting water go through or pumps to get  
23 water from one side of the bridge to the other.  
24 So that would be very costly obviously. Then  
25 some of the unknowns are once we do dig down and

1 look at those footings, there is a chance they  
 2 could be perfectly fine and able to support  
 3 traffic, they could be very, very poor shape.  
 4 So there is some definite risks associated with  
 5 rehabilitating this bridge and that reflected  
 6 that in the process. That's why you see a range  
 7 there. If everything looks very good with the  
 8 existing foundation, you'd be on the lower end,  
 9 2.6 million. If everything was really bad, then  
 10 it would be much higher to 3.3.

11 This is the rendering of option 3a  
 12 which is a new bridge constructed to the north.  
 13 This is, would be the rehabilitated existing  
 14 bridge and the new bridge north of it. So on  
 15 city park property right now.

16 As you can see, there is sidewalks  
 17 on both bridges, little bit of decorative  
 18 lighting and so on.

19 The key issues with alternative 3a,  
 20 it would require relocation of two residential  
 21 properties and if you didn't get a chance to  
 22 look at that board over there, you can do that  
 23 after we get done with the presentation. That  
 24 shows you which properties would be affected.  
 25 It would require taking right of way from city

1 park. It would block the view of the existing  
2 bridge from city park because the new bridge  
3 would be between you and the existing bridge.  
4 There is an adverse affect to four historic  
5 properties. About 80 trees would need to be  
6 removed and replaced. There is a slight  
7 increase in the river level during the 100 year  
8 flood due to putting that second bridge in  
9 there. And requirements for building a bridge  
10 in the floodway like this are that you do not  
11 increase basically the stage behind the bridge,  
12 the water level, so this technically does not  
13 meet floodway requirements. It's one tenth of a  
14 foot which is a little bit more than an inch,  
15 but technically it would not.

16 3b is basically the same thing  
17 except the new bridge would be on the south  
18 side. The cost estimate you see there is  
19 another range of 3.3 to 4 million, and it is  
20 similar, the new bridge on the south and the  
21 rehabilitated bridge on the north.

22 Bear with me a second, it will get  
23 there.

24 Okay. This alternative would  
25 require the relocation of four residential

1 properties. Again that's shown on the board  
2 over there. It would maintain the view of the  
3 existing bridge from the park because the new  
4 bridge would be on the south side. There would  
5 be an adverse affect to four historic  
6 properties. There would be about 75 trees  
7 removed and replaced, similar to the other  
8 option. There would be a slight increase in the  
9 upstream water level during the 100 year flood.

10           Alternative 4 consists of completely  
11 removing the existing bridge and building a new  
12 one in the same alignment. We have three  
13 suboptions underneath that. A modern bridge, a  
14 false arch bridge and a functioning arch  
15 bridge. And all three of these would be  
16 designed with a 40 foot clear roadway which  
17 would match the approach roadway. So that's how  
18 this alternative meets the purpose and need as  
19 opposed to how 3 does. There is a sidewalk on  
20 it as well. There would be no relocation or  
21 right of way problems with this. Everything  
22 would be built on the existing right of way.  
23 There would be an adverse affect to the historic  
24 bridge because it would be removed. Then there  
25 are some trees immediately adjacent to the

1 existing bridge that would be removed and  
2 replaced, about 15.

3           The new bridge would be designed as  
4 what we're calling a modern concrete structure  
5 for alternative 4a and estimated cost, about 1.6  
6 million. This one would have three tenths of a  
7 foot in the decrease in the upstream water level  
8 during a hundred year flood. A slight  
9 improvement over the existing conditions.

10           For the new bridge options, the  
11 rendering you see here are really just one idea  
12 of what the bridge could look like. But  
13 basically 4a would be kind of a typical bridge  
14 that you might see like some of the newer  
15 overpasses been built along I-94, something like  
16 that. There would be opportunities do some kind  
17 of a decorative rail and metal light fixtures,  
18 things like that, but basically it's kind of a  
19 traditional bridge.

20           For 4b it would be a similar  
21 structure from a bridge design standpoint, I  
22 guess. It would be a regular girder bridge, but  
23 it would be something like the existing with  
24 false arches on the side. It could look like  
25 the existing bridge or it could be a totally

1 different design with a different arch shape or  
2 different colors, things like that. Estimated  
3 cost is about 1.9 to 2 million, and this one  
4 provides a little bit of improvement in waterway  
5 area also. I shouldn't say it provides a  
6 significantly bigger waterway area, it's just  
7 the backwater is an improvement of .2 feet.

8           Again this is just a concept of what  
9 it might look like, this one that is shown  
10 here. We have two different areas. We have one  
11 for traffic and one for pedestrians. You can  
12 also have one barrier on the outside that  
13 accommodates both traffic and pedestrian, so  
14 there is a lot of different things it could look  
15 like. This is just one idea.

16           For 4c the functioning arch bridge,  
17 this one would be, as the name implies, a true  
18 arch. The arches that you see would be carrying  
19 the traffic load. It could be designed as a  
20 replica of the East City Park Bridge or, like I  
21 just talked about for 4b, it could have a  
22 totally different look with different patterns  
23 and shapes and things like that. The estimated  
24 cost for this is 2.7 to 2.8 million and this one  
25 would provide 0.1 feet of decrease in backwater

1 during the one hundred year flood.

2           What you see here is the functioning  
3 arch bridge if it were a replica of the East  
4 City Park Bridge. This one is another concept  
5 of what it could look like with a different  
6 aesthetic treatment.

7           Some of the construction issues that  
8 will happen regardless of which alternative is  
9 selected other than the no build, there will be  
10 a detour required during construction and we had  
11 a picture of that in the rolling slide show that  
12 we had before this and we'll put that back up  
13 again. MDU has gas lines on the existing  
14 bridge. They would need to be at least  
15 temporarily relocated during construction. The  
16 contractor would have to maintain access for  
17 adjacent properties. The access to the city  
18 park itself would be affected during the  
19 construction so a temporary access would have to  
20 be provided. The contractor will need somewhere  
21 to stage equipment and materials. Some likely  
22 locations are there are some lots adjacent to  
23 the project that have been bought out by FEMA.  
24 Those may be available for use, and possibly in  
25 city park on the east side. That would be up to

1 the parks and rec department.

2           Public involvement process we have  
3 gone through to date. We had a kick off meeting  
4 in March of 2004, second meeting in July of 2004  
5 and tonight's public hearing. The kick off  
6 meeting we had 36 people attended and that  
7 meeting was basically designed to introduce the  
8 project to let everybody know what we are going  
9 to be studying. At the time we received nine  
10 written comments and they were mainly about the  
11 aesthetic and historic significance of the  
12 existing structure, safety concerns, flooding  
13 concerns and pedestrian and bicycle safety.

14           At the alternative public workshop  
15 we for the first time presented the alternatives  
16 I just discussed a moment ago. At this meeting  
17 we had 16 people attend and either at the  
18 meeting or in the two weeks afterwards we  
19 received 21 project surveys and 30 written  
20 comments. And what this graph is showing is  
21 during that meeting we asked people to rank  
22 certain issues in terms of importance to them,  
23 and I won't go through all of these, but the two  
24 highest things that were rated as important to  
25 people that responded to this was having an

1 attractive bridge and having a wider bridge and  
2 the two that came out to be least important is  
3 temporary construction impact and preserving the  
4 historic bridge.

5           People who commented were also asked  
6 to indicate their preference of whether to  
7 rehabilitate the existing bridge or to replace  
8 it. As you can see about 69 percent prefer to  
9 replace it. Of those that preferred to replace  
10 it, they were then asked to indicate which of  
11 the three replacement options they preferred.  
12 As you see, 75 percent preferred 4b which is a  
13 false arch bridge.

14           The schedule after, there will be  
15 two week comment period following this meeting  
16 where we will take written comments from the  
17 public. After that we will assemble all the  
18 comments and present the information to the  
19 county and to the DOT and Federal Highway  
20 Administration. At some point in the spring of  
21 2006 they will make their decision on how this  
22 project will proceed. If a build alternative or  
23 anything other than the no build is selected, we  
24 are going to have to move immediately into  
25 design in preparation for construction in 2007.

1 Don't have this on the slide here  
2 but as far as funding goes for this project, it  
3 will be funded by 80 percent federal and 20  
4 percent local regardless of the alternative and  
5 that would include both the construction cost  
6 itself and the construction engineering costs  
7 which would be costs for inspectors and  
8 engineers to be on site during construction.

9 At this point design costs would be  
10 funded mostly by the county.

11 Moving on to what's on the slide  
12 here, we have comment cards here you can fill  
13 out and send in written comments until February  
14 9th, and after we are done with the  
15 presentations here if you want to make a public  
16 comment you can do so. We just ask if you do  
17 you identify yourself before you do so that the  
18 reporter can get your name. If you're not  
19 comfortable giving your comments in front of the  
20 entire group, like I said before, you can come  
21 up and talk to one of us or to the court  
22 reporter.

23 And then on the comment sheets there  
24 is Charlotte's e-mail address and mailing  
25 address. If you want to submit your comments

1 that way, that's fine as well.

2 We have a TV set up in the back that  
3 has a video about right of way acquisition if  
4 you're one of the property owners who would  
5 potentially be affected by one of these  
6 alternatives. If you would like to watch that  
7 video, let one of us know. Otherwise, at this  
8 time, I think, Shawn, can you turn the lights  
9 back on.

10 We will take some time for  
11 questions. Who has the first question? Yes,  
12 sir.

13 MR. VOGLE: Tom Vogle is my name.  
14 I'm wondering is it necessary that there be two  
15 supports on that width of bridge? Can it get by  
16 with one center support?

17 MR. FRANK: Yes. You could design a  
18 bridge, just the two span bridge with one  
19 support in the middle.

20 MR. VOGLE: The reason I ask, having  
21 lived in Valley all my life, and the bridge to  
22 me serves just one function, basically that's to  
23 get from side a to side b.

24 MR. FRANK: Right.

25 MR. VOGLE: Has minimal impact as

1 possible on the water when we get our, what we  
2 used to call annual floods, and anything that's  
3 got an arch on it there whether it's imitation  
4 or make believe arch or real arch is going to  
5 hold back more water than if you have just a  
6 single upright stand.

7 MR. FRANK: Okay.

8 MR. VOGLE: To me that you have got  
9 to replace it but keep it simple.

10 MR. FRANK: Okay. One of the  
11 concerns with a two span bridge like you're  
12 talking about, the spans would be longer than a  
13 three span so your structure gets deeper so that  
14 creates more potential to impact adjacent  
15 properties but it's certainly viable. We  
16 generally do not like to put a pier right in the  
17 middle of the stream just because that's where  
18 most of the flow or the fastest flow is.

19 MR. VOGLE: You're the engineer, not  
20 me. I'm just looking at what the arch does as  
21 far as holding water. That was my prime  
22 consideration.

23 MR. FRANK: At this particular site  
24 with the way the city park is, the land there,  
25 the water spills into the park before it really

1 gets up on to the arches of the bridge anyway.

2 Yes.

3 MR. COLVILLE: Keith Colville. I  
4 read in the newspaper that this bridge if it's  
5 watched could last for five to 10 years. If  
6 that's true, then why are we talking doing  
7 something here right away in 2007?

8 MR. FRANK: Said five to 10 years?

9 MR. COLVILLE: That's what it said.  
10 Could last five to 10 years if it's carefully  
11 watched and make sure it wouldn't fall down.

12 MR. FRANK: What we have in our  
13 document says that we are estimating, I believe  
14 we are estimating the life to be, needs to be  
15 replaced within five years. So I guess the  
16 position of the county is to pursue this project  
17 and determine what needs to be done before  
18 you're in a position of scrambling to try to  
19 figure out what to do.

20 MR. COLVILLE: I'm saying the taxes  
21 have gone up so much in Valley City and not a  
22 lot of tax money out there. And I was just  
23 thinking if we could stretch this thing out a  
24 little bit, give it a little more time.

25 MR. FRANK: Okay. The next

1 question.

2 MR. FORMO: I'm Jack Formo from  
3 Litchville. How much are the design costs?

4 MR. FRANK: Design costs?

5 MR. FORMO: Yes.

6 MR. FRANK: The cost of the  
7 environmental assessment was, I believe, about  
8 150,000 and we don't know exactly what the  
9 design costs will be until an alternative is  
10 selected. It could be up to \$200,000, I think,  
11 somewhere in there.

12 MR. FORMO: Does the county -- you  
13 mentioned the county pays for that, right?

14 MR. FRANK: Yes. The environmental  
15 assessment and design engineering would be paid  
16 for by the county. Construction engineering and  
17 construction costs are 20 percent county, and  
18 there was also, for the environmental assessment  
19 there was a federal fund match of \$50,000,  
20 Barry, wasn't it?

21 The work has been done so far was  
22 50,000 of that was federal dollars. Does that  
23 answers your question?

24 MR. FORMO: Sort of. Just a comment  
25 on what Tom said on these arches. You can

1 remember, I have been here quite some time. If  
2 you have too much restriction there for ice, you  
3 know, that's something, have you considered?

4 MR. FRANK: Yes. That is one of the  
5 concerns with an arch bridge that hangs below  
6 the road. Certainly it could cause ice or tree  
7 branches, debris to back up, things like that,  
8 yes.

9 MR. KEMMIS: Jon Kemmis from MDU. Is  
10 there any idea at this point where the utility  
11 easement is going to be, north side, south  
12 side?

13 MR. FRANK: No. That's not something  
14 we talked about. If you have a preference you  
15 can state that in your comments.

16 Yes.

17 MR. ERTELT: Jack Ertelt. That cost  
18 estimate on that modern bridge, does that  
19 include removal of the old bridge also?

20 MR. FRANK: Yes. The replacement  
21 alternatives, yeah, removal of the existing is  
22 included in there.

23 Any other questions?

24 MR. SCHLAGEL: Gary Schlagel. I live  
25 about five houses south of there and I'm here as

1 a citizen. But I have been under that bridge  
2 and it is scary, folks. One of the things that  
3 you need to consider is, I don't know, with the  
4 technology that's available out there you  
5 probably can't get a real good read on this  
6 thing and once you start getting the corrosion  
7 and stuff that you see under there, there is  
8 some pretty nasty things start happening real  
9 fast. I don't know if anybody would want to  
10 take a chance on waiting five years. I guess  
11 I'm in favor of a modern one with maybe some  
12 decorative guard rails that can be done  
13 reasonable. And I guess, you know, take some  
14 pictures of it. Maybe one of the, pay a local  
15 photographer to write a story and get it out of  
16 there. It's like an old tired dog, family dog,  
17 but we all love it but it needs to be put down.  
18 Have something there that is aesthetic, and I  
19 get to look at a lot of bridges in my line of  
20 work and I would urge the county commission and  
21 the designers to take a look at the bridge on  
22 the 52 bypass over the Burlington Northern.  
23 It's very clean, clean design and if that could  
24 be incorporated here, I think it would be a  
25 great value to the taxpayers of the county. I'm

1 going to thank Kerry for the work he's done on  
2 the bridges with the mill levy and stuff. You  
3 can always tell Kerry's been on the road when  
4 you get, the mill levy is great tool for this  
5 county and projects like this.

6 MR. FRANK: Any other comments or  
7 questions? If not, like I said, we'll be around  
8 until 7:00 o'clock and I'll put the previous  
9 slide show back up. That has the pictures  
10 rolling through it and you want look at anything  
11 specifically, come up and let me know. I'll  
12 stop it, we can go through it. Thank you very  
13 much for attending and for your attention.

14 (This hearing was concluded at 6:05  
15 p.m.)

NOTARY REPORTER'S CERTIFICATE

STATE OF NORTH DAKOTA

COUNTY OF CASS

I, Douglas T. Ketcham, a Notary Public within and for the County of Cass and State of North Dakota do hereby certify: That said hearing, consisting of twenty-five (25) pages of typewritten materials, was taken down by me in Stenotype at the time and place therein named, and was thereafter reduced to typewriting under my direction.

I further certify that I am neither related to any of the parties or counsel nor interested in this matter directly or indirectly.

WITNESS my hand and seal this 13th day of February, 2006.

*Douglas T. Ketcham*  
Douglas T. Ketcham  
Notary Public  
Fargo, North Dakota

My commission expires June 27, 2008.

## **Appendix F**

### **Public Hearing Comments**

**List of Commenting Parties  
Public Hearing**

Anonymous (2)  
Allan Anderson  
Wes Anderson  
Wes Anderson, Bridges Arts Council  
Wes Anderson, VCSU Planetarium  
Jerry Bennefeld  
Dale Roland Bentley, Preservation North Dakota  
Nyle and Arlene Burchill  
Sharon E. and James B. Buhr  
Lorraine Bultema  
Ellen Chaffee  
Lorraine Curtis, Antique Mall  
Carole Flatau  
Paul Gage  
Connie Gullickson  
Maurice Gullickson  
Donna Hass  
Becky Heise  
Paul and Barb Henke  
Dean Ihla, Valley City Area Chamber of Commerce  
Jodi Rae Ingstad  
Tyler Jacobson, Valley City Parks and Recreation  
Jan and Ted Jelliff  
Martin Kelly  
Bobby Koeplin  
Bobby Koeplin, Sheyenne River Valley National Scenic Byway  
Christi Kracht  
Kara Kramin  
Robert Law  
Becky Leonard  
James Lindberg, National Trust for Historic Preservation  
Wanda Melchert, Manfred Heritage Museum  
David Melgaard  
Julie Munkeby and Drew Strobeck  
SJ Olgeirson  
Rodney Oppegard  
Patti Patrie  
Janinne Paulson  
Palmer Paulson  
Tyra Rolfe  
Steve Schoenig  
Janet E. Schultz  
Dennis Stillings  
Danielle Stuckle  
Tom Vagle  
Paul Vangerud

Public Hearing

West City Park Bridge

# Comments

Please use the space below to tell us your comments regarding the West City Park Bridge project.

I would like to see a replacement bridge that would be a replica of the existing bridge.

It is an oak tress and one of the most photographed & visited bridges that we have

\* Written statements will be made part of the official transcript if received on or before February 9, 2006

Please mail your comments to: Charlotte Brett, Environmental Scientist  
Kadmas, Lee & Jackson  
PO Box 937  
Valley City, ND 58072  
charlotte.brett@kljeng.com

Kadmas  
Lee &  
Jackson  
Engineers, Surveyors  
and Planners

Public Hearing

West City Park Bridge

# Comments

Please use the space below to tell us your comments regarding the West City Park Bridge project.

We need to have a bridge that looks attractive that would be a good addition to the bridge tour. This bridge is highly visible and much photographed. It is also one of the most popular bridges on the tour. I would recommend a replica bridge that would honor the fact that the current bridge is on the National Register. Replacing this beautiful bridge with a modern looking bridge with merely a decorative railing and lights would be a crime and would go far to ruin our "City of Bridges" brand that many have worked so hard and so long to create.

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Please mail your comments to: Charlotte Brett, Environmental Scientist  
Kadmas, Lee & Jackson  
PO Box 937  
Valley City, ND 58072  
charlotte.brett@kljeng.com

**Kadmas  
Lee &  
Jackson**  
Engineers, Surveyors  
and Planners

Charlotte Brett, Environmental Scientist  
Kadmas, Lee and Jackson, Inc  
P.O. Box 937  
Valley City, ND 58072

January 26, 2006

Dear Ms. Brett,

In regards to the West City Park Bridge of Valley City North Dakota. I agree that it needs to be replaced with a new modern false arch bridge of similar esthetic quality that it will blend in with historic City Park. The initial costs above the expense of a basic structure will be returned many times over due to revenue generated by tourism to our community.

Because Valley City is renowned as the "City of Bridges," this collection of historic bridges must be retained as a whole. This is very important to the future of Valley City as it maintains its focus on heritage tourism to our community and along the National Scenic Byway. While it need not be identical to the current West City Park Bridge, a new bridge must be respectful of what is there now in theme and esthetics. This is a very visible bridge that should be of such a high quality that in time it too will be eligible for the national register someday based upon the merits of its construction.

I strongly agree with the need for a new false arch bridge to replace the West City Park Bridge. This is a unique opportunity to create something that will be a gift to the future citizens of Valley City.

Sincerely,



Allan Anderson  
499 3<sup>rd</sup> Ave NW  
Valley City, ND 58072  
701-845-2508

Charlotte Brett, Environmental Scientist  
Kadrmass, Lee and Jackson, Inc  
P.O. Box 937  
Valley City, ND 58072

January 26, 2006

Dear Ms. Brett,

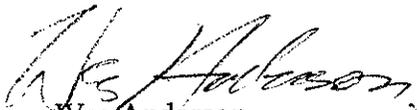
In regards to the West City Park Bridge of Valley City North Dakota. It is my opinion that it needs to be replaced with a modern false arch bridge that while fulfilling the needs of modern traffic and water movement, also remains esthetically pleasing to the historical City Park surroundings.

Valley City is known as the "City of Bridges." It has a remarkable collection of bridges that the likes of which cannot be found anywhere else. It is this collection of historic bridge technology that is integral to development and sustenance of heritage tourism to Valley City and the Sheyenne River Valley National Scenic Byway. Visitors come to see these bridges and take part in the walking and driving tours. These visitors bring money to our community when they pay for food, gas, lodging and patronize the many specialty business of our town dependant upon out of town visitors.

The West City Park Bridge is in a very prominent structure in a highly visible location where it is essential that a new bridge of similar esthetic beauty take its place. The immediate costs far outweigh the long term gains to the community by retaining a false arch bridge of high quality in this location.

I sincerely urge the replacement of the West City Park Bridge with a modern, but similar in esthetic theme, bridge that will maintain more than the basic transportation needs but also fulfill the economic necessities of tourism to our community.

Respectfully,



Wes Anderson  
499 3<sup>rd</sup> Ave NW  
Valley City, ND 5072  
701-845-2508

## Charlotte Brett

---

**From:** Wes Anderson [wes\_anderson75@hotmail.com]  
**Sent:** Tuesday, February 07, 2006 1:18 PM  
**To:** charlotte.brett@kljeng.com  
**Subject:** West City Park

Hi Charlotte,

I don't know if it is proper for me to send a letter to you regarding the need for the replacement of the west city park bridge with a new false arch bridge as president of the Bridges Arts Council.

But if I can, I strongly recommend the need for a new false arch bridge to take the place of the current bridge for the sake of historical tourism and beauty in the City Park.

Best Regards,

Wes Anderson  
President  
Bridges Arts Council  
Valley City.

## Charlotte Brett

---

**From:** Wes Anderson [wes\_anderson75@hotmail.com]  
**Sent:** Tuesday, February 07, 2006 1:29 PM  
**To:** charlotte.brett@kijeng.com  
**Subject:** West City Park Bridge

Dear Charlotte,

I wonder if it is appropriate for me to recommend the construction of a new false arch bridge for replacement of the West City Park Bridge as Director of the Valley City State University Planetarium?

As director of the planetarium I deal directly with many groups that come to valley city to partake in the many attractions we have to offer, among which is the City of Bridges tour. This unsurpassed collection of bridges for North Dakota and such a small town, is integral to the sustenance and further development of heritage tourism to our community. A new false arch bridge, respectful of the historical design and theme would be most conducive to both crossing the river AND attracting visitors to our community. I sincerely recommend the construction of a new false arch bridge for City Park to take the place of the historic West City Park Bridge.

Respectfully,

Wes Anderson  
Director VCSU Planetarium

**Charlotte Brett**

---

**From:** Bennefeld, Jerry G -1 [JBENNEF1@amfam.com]  
**Sent:** Tuesday, February 07, 2006 1:47 PM  
**To:** charlotte.brett@kljeng.com  
**Subject:** Public Input

Charlotte,

My vote is for the new arch bridge system with functioning arches. The functioning arches make more sense if they provide additional strength. I really like the design of the arches and am all for anything that will add to the beauty of our city. Please let me know if clarification is needed.

Thank you for allowing me to voice my opinion!

Jerry Bennefeld

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## Charlotte Brett

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**From:** Banker's House [bankers@ictc.com]  
**Sent:** Tuesday, February 07, 2006 12:56 PM  
**To:** charlotte.brett@kljeng.com  
**Cc:** Barbara S. Lang (E-mail); Susan Sigurdson  
**Subject:** West City Park Bridge



Bentley Dale  
Roland.vcf (627 ...

Dear Ms. Brett-

Please register our organization's request to build a false arch bridge that is in keeping with the historic character of the current bridge at the West City Park site. We support Alternate 4b, the false arch design.

Preservation North Dakota is the only statewide, private, non-profit focused on promoting historic preservation in ND. We have two local affiliate organization's in your region, and several hundred members across the state. We will be holding our annual statewide historic preservation conference in Valley City this coming May 5-6-7.

We always prefer preservation, but understand that this option has been ruled out. This is unfortunate, as the bridge is listed on the National Register of Historic Places.

Dale Roland Bentley, Executive Director  
Preservation North Dakota  
305 4th St N  
PO Box 28  
Buffalo, ND 58011-0028

Voice: 701-633-2763  
Fax: 701-633-2763  
Cell: 701-361-9657  
Email: bankers@ictc.com or bentley@prairieplaces.org  
Web: www.prairieplaces.org

"When we build, let us think that we build forever..." - Ruskin

## Charlotte Brett

---

**From:** NYLE K BURCHILL [nyleb1@msn.com]  
**Sent:** Tuesday, February 07, 2006 2:28 PM  
**To:** charlotte.brett@kljeng.com

We would like to see the west city park bridge replaced with the Alternate 4b. This design keeps with the historic look of the existing bridge.

Nyle and Arlene Burchill  
835 8th Ave. NW  
Valley City, ND 58072

February 8, 2006

Charlotte Brett  
Kadmas, Lee and Jackson, Inc  
PO Box 937  
Valley City, ND 58072

Dear Charlotte:

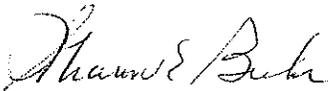
**TOPIC: COMMENTS ON CITY PARK BRIDGE**

Valley City is a beautiful city of bridges and the city park bridge is presently gorgeous. We do want to keep the same beauty that we presently have and yet have a safe bridge.

We would like the false arch bridge that looks the most like the original. This bridge is a tourism icon and an integral part of the CITY OF BRIDGES TOUR for which Valley City is known.

Thank you for inviting comments.

Sincerely,



Sharon E. Buhr  
613 Chautauqua Blvd  
Valley City, ND 58072



James B. Buhr

Public Hearing

West City Park Bridge

# Comments

Please use the space below to tell us your comments regarding the West City Park Bridge project.

Preserve the bridge and if not keep the same design. <sup>ing to need one.</sup> It is now on the Nat'l Register of Historic Places. Which is also used to promote Valley City's Historic Bridge Drive.

To replace with just an ordinary bridge we loose - little by little these points of interest which also bring visiting people here.

This bridge is unique - many pictures have been taken of it. Our daughter had one of these wedding pictures taken with the bridge in the background - beautiful. When she returned to New York City, her co-workers asked where she had it taken - said it was like it could have been taken in England.

Just think of the engineers that built it - they could have put in an ordinary bridge - but they had the foresight to make it special - to compliment the City and

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Please mail your comments to: Charlotte Brett, Environmental Scientist  
Kadmas, Lee & Jackson  
PO Box 937  
Valley City, ND 58072  
charlotte.brett@kljeng.com

Kadmas  
Lee &  
Jackson  
Engineers, Surveyors  
and Planners

the Sheyenne Valley.

To Replace with "just a bridge" would  
be a loss to our beautiful city of  
which we are proud.

Thank you.

Lorraine Bultema



Ms. Lorraine Bultema  
1004 Riverview Dr.  
Valley City, ND 58072

Public Hearing

West City Park Bridge

# Comments

Please use the space below to tell us your comments regarding the West City Park Bridge project.

West City Park Bridge is beautiful as it is. I strongly favor option 4B, false arch bridge, constructed to look like the existing bridge!

Thank you for soliciting public input.

Allen Chadfee  
540 4th Ave SW

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Please mail your comments to: Charlotte Brett, Environmental Scientist  
Kadmas, Lee & Jackson  
PO Box 937  
Valley City, ND 58072  
charlotte.brett@kljeng.com

Kadmas  
Lee &  
Jackson  
Engineers, Surveyors  
and Planners

## Charlotte Brett

---

**From:** Antique Mall [antiquemail@daktel.com]  
**Sent:** Wednesday, February 08, 2006 9:39 AM  
**To:** charlotte.brett@kljeng.com  
**Subject:** west park bridge

Hi, Valley City is unique and lovely. We need to keep it that way. It is our marketing tool for both retail and community. If we start letting our standards down we will become just another town with nothing to offer. Please carefully consider the replica replacement. The ramifications of just another functional bridge might be too much. Thank you for taking the time to read my concerns. Lorraine Curtis, Antique Mall, Valley City.

## Charlotte Brett

---

**From:** carole flatau [cflatau@hotmail.com]  
**Sent:** Thursday, February 09, 2006 2:20 PM  
**To:** charlotte.brett@kijeng.com  
**Subject:** bridge

Dear Charlotte,

I hope I'm not too late to voice my preference for the bridge replacement. I surely would like to retain the historic look, so count me in for 4B.

Thanks.

Carole Flatau  
453 3rd Avenue NW  
Valley City

845-0068

Public Hearing

West City Park Bridge

# Comments

Please use the space below to tell us your comments regarding the West City Park Bridge project.

In regard to the West City Park Bridge:

With the cost of maintaining our streets, sewers, and water mains plus Law Enforcement, Fire Department and our Schools, we cannot afford higher taxes to construct a fancy style bridge costing of a million dollars more than a modern bridge like we have on 8<sup>th</sup> Ave SW and like the one near the Hospital.

With sharply rising property taxes, we are in danger of tapping many people out of their homes. I vote for a affordable practical design, rather than a extravagant style which would over burden our struggling tax payers.

Respectfully yours,  
Paul H. Gage 860 Riverview Drive

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Please mail your comments to: Charlotte Brett, Environmental Scientist  
Kadmas, Lee & Jackson  
PO Box 937  
Valley City, ND 58072  
charlotte.brett@kljeng.com

INCORPORATED  
Kadmas  
Lee &  
Jackson  
Engineers, Surveyors  
and Planners

Public Hearing

West City Park Bridge

# Comments

Please use the space below to tell us your comments regarding the West City Park Bridge project.

I believe we need to replace the bridge but lets do it in the most economical way. If 4-A is adequate as far as safety and structure why spend more money than we have and expect the people who pay taxes to foot the bill.

I actually live in Barnes County but our mailing address is now Spiritwood.

Conner Gullikson  
9734 36 St. SE  
Spiritwood, ND

701-646-6104

58481

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Please mail your comments to: Charlotte Brett, Environmental Scientist  
Kadmas, Lee & Jackson  
PO Box 937  
Valley City, ND 58072  
charlotte.brett@kljeng.com

Kadmas  
Lee &  
Jackson  
Engineers, Surveyors  
and Planners

Public Hearing

West City Park Bridge

# Comments

Please use the space below to tell us your comments regarding the West City Park Bridge project.

My opinion on the bridge is go with  
4-A it is the cheapest at 300,000  
if they want 4-B <sup>or 4-C</sup> and some  
generous donor wants to kick in the  
extra money that's fine but don't  
burden the people who already  
pay taxes.

I live in Barnes County (but our  
mailing address is Spiritwood, N.D)

Maurice Gullubian  
9724 76th St. S.E.,  
Spiritwood, N.D

701-646-6104

58481

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Please mail your comments to: Charlotte Brett, Environmental Scientist  
Kadmas, Lee & Jackson  
PO Box 937  
Valley City, ND 58072  
charlotte.brett@kljeng.com

**Kadmas  
Lee &  
Jackson**  
Engineers, Surveyors  
and Planners

2-1-06

Kadmon, Lee + Jackson  
1010 4<sup>th</sup> Ave SW  
Valley City, N.D.

Dear Sir

I was unable to be  
at the meeting on the 4<sup>th</sup>  
Ave bridge replacement.

Since the bridges of V.C.  
are important to the  
tourist trade I believe we  
should keep our bridges  
the same as the original  
when being replaced.

With the 2 bridges close  
together they need to be kept  
compatible.

The Rainbow Bridge looks  
good + I'm glad it was  
rebuilt an original. Please

Mrs. Donna Hass  
106 6th Ave. SW  
Valley City, ND 58072

**Charlotte Brett**

---

**From:** The Heises [heise@nodaknet.net]  
**Sent:** Monday, February 06, 2006 5:52 PM  
**To:** charlotte.brett@kljeng.com  
**Subject:** West City Park Bridge

Dear Charlotte;

Thank you for the opportunity to comment on the proposed replacement of the West City Park Bridge. The history behind the West City Park Bridge and the beautiful and serene image it lends to the view at City Park is one of the main reasons we chose to highlight this bridge on our Bridges Tour. The bridge is featured on Valley City's 10K Volksmarch and is one of Valley City's many attractions for the Sheyenne River Valley National Scenic Byway travelers.

A few of us have put a lot of work into developing these and several other tourism destinations for this city and region. While many do not understand the significance of these tourism destinations and the dollars they bring to our community in the form of gas, food, lodging and shopping, the increase in the lodging and food and beverage tax dollars speaks to the fact that our hard work is paying off. We are banking on these tourism destinations to boost the economy of our town. If we systematically remove our scenic and historic bridges one by one, and replace them with bridges that no one wants to look at, what repercussions will there be to the future of tourism in Valley City?

For these reasons I would prefer Alternate 4b or the replacement of the existing bridge with another false arch bridge which looks the same or similar to the current bridge. It would also be nice if it could incorporate decorative approaches like the ones on the East City Park Bridge and similar light fixtures.

Sincerely,  
Becky Heise

Public Hearing

West City Park Bridge

# Comments

Please use the space below to tell us your comments regarding the West City Park Bridge project.

I prefer a new bridge similar in style to the current one. If we are to be the city of bridges, we should have bridges that people would actually like to look at.

Paul & Barb Henke

1701 5<sup>th</sup> Ave N.E.

Valley City, N.D.

58072

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Please mail your comments to: Charlotte Brett, Environmental Scientist  
Kadmas, Lee & Jackson  
PO Box 937  
Valley City, ND 58072  
charlotte.brett@kljeng.com

Kadmas  
Lee &  
Jackson  
Engineers, Surveyors  
and Planners



February 7, 2006

Charlotte Brett, Environmental Scientist  
Kadmas, Lee and Jackson  
PO Box 937  
Valley City, ND 58072

Re: West City Park Bridge

The Valley City Chamber of Commerce is in agreement that it is necessary to replace the West City Park Bridge on 4<sup>th</sup> Street SW. Although the existing bridge was placed on the National Registry of Historic Places in 1997, the condition of the bridge has made it unsafe and delaying the replacement will only increase the cost of the project when it eventually must happen.

As explained by Kadmas, Lee and Jackson, there are three options for the replacement bridge:

- 4a) a modern bridge at a cost of \$1.6 million
- 4b) a false arch bridge at a cost of \$1.9 to \$2 million
- 4c) a functioning arch bridge at a cost of \$2.7 to \$2.8 million.

**The Valley City Chamber of Commerce favors option "B", the false arch bridge.** This option most closely matches the historic 1929 bridge that it would replace. The fact that the existing bridge is a "false" arch design would indicate that in 1929, the people had a concern for the aesthetics of this structure. I would hate to think that 75 years later, we are no longer as concerned about the appearance of the replacement.

The present West City Park Bridge has been identified for its own historic and architectural significance as one of eight stops on Valley City's scenic historic bridge tour. A panel that outlines the history and impact of this bridge is located nearby. The Chamber office has distributed over 10,000 copies of the scenic bridges tour self guided map and receives numerous requests for more information on Valley City's historic scenic bridges. This simple attraction creates the allure that draws visitors to our community.

When the Rainbow Arch Bridge on Valley City's Main Street needed to be replaced, a design replicating the existing bridge was chosen, adding significantly to the cost of the project. According to the estimates for West City Park Bridge project, the additional cost for the false arch bridge over the modern bridge is relatively minimal.

Sincerely,

Dean Ihla  
Executive Vice President  
Valley City Area Chamber of Commerce

**Charlotte Brett**

---

**From:** Jodi Rae [jodi@nodaknet.net]  
**Sent:** Tuesday, February 07, 2006 9:36 PM  
**To:** charlotte.brett@kljeng.com  
**Subject:** west city park bridge valley city

*Greetings,*

*Please let my voice be heard. I'm hoping everyone agrees and votes in favor of plan Alternate 4b. The arch design is so important in continuing on with the bridge designs of our magnificent and growing city.*

*Thank You Kindly,  
Jodi Rae Ingstad*

## Charlotte Brett

---

**From:** Tyler Jacobson [tjacobso@csicable.net]  
**Sent:** Wednesday, February 01, 2006 1:47 PM  
**To:** charlotte.brett@kljeng.com  
**Subject:** West City Park Bridge

Hi Charlotte,

Here are some comments on West City Park Bridge,

1. Pedestrian traffic. We have concerns that there will be safe travel for pedestrians on both sides of the bridge.
2. Drainage dip on the east side of the bridge, would like this eliminated if possible, very hard on our equipment when crossing it.
3. Little impact on City Park. I hope we can be included on the impact of a new bridge would have on City Park.
4. Access to City Park during construction. Our maintenance shop is located in City Park and need access to it at all times. Would like the contractor to work with us and hopefully keep access open until later in the fall when we have less traffic going in and out of City Park.

Thank you for your time,

Tyler J. Jacobson, Director  
Valley City Parks and Recreation

## Charlotte Brett

---

**From:** Jan [jjelliff@gra.midco.net]  
**Sent:** Wednesday, December 31, 1969 6:06 PM  
**To:** charlotte.brett@kljeng.com  
**Subject:** Valley City Bridge

Please decide in favor of the Alternate 4B bridge in Valley City. It will be in keeping with other historic bridges in Valley City, and will be an enhancement to the city. Thank you. Jan and Ted Jelliff

## Charlotte Brett

---

**From:** martin.kelly@vcsu.edu  
**Sent:** Tuesday, February 07, 2006 2:54 PM  
**To:** charlotte.brett@kljeng.com  
**Subject:** the fourth street bridge



martin.kelly.vcf  
(445 B)

Charlotte,

I am told that if I send my comments on the proposed replacement bridge on 4th street, just west of City Park, that my comment may be given to those who help make the decision.

I live on 4th street, just west of the park (724 4th St. SW), and I use the bridge sometimes several times daily.

I hope the new bridge will blend harmoniously into the neighborhood, and that it will have a traditional look to it, and try to have some of the same features, such as the arches, seen in the existing bridge.

I don't think it is asking too much to design a bridge that will embody the tradition, neighborhood, and beautiful seeing right next to the most visited park in Valley City.

Thank you for considering my comments, and please let me know if my message came through.

Thanks so much.

Martin Kelly

## Charlotte Brett

---

**From:** Bobby Koeplin [bkoepplin@kwh.com]  
**Sent:** Tuesday, February 07, 2006 12:14 PM  
**To:** Charlotte Brett  
**Subject:** West City Park Bridge

Ms. Charlotte Brett,

Via this e-mail I strongly support the replacement of the West City Park Bridge using the original design as is currently built. If that option is not viable I would suggest replacement with nothing less than a replacement false arch bridge.

An interpretive panel located north of the bridge currently showcases the bridge and the bridge serves as a major attraction to visitors that hike the North Country National Scenic Trail (a 4,600 mile premier hiking trail from Crown Point, New York to Lake Sakakawea, ND that passes through Valley City) or walk the 10 K Valley City Volksmarch of Bridges. The bridge also serves as a gateway to the community due to its close proximity to the Rosebud Visitor Center.

Due to the historical significance of the existing bridge and as tribute to our ancestors the West City Park Bridge is one of eight bridges on the Historic Bridges Tour that Valley City promotes via printed and electronic marketing materials as a destination tour. Increased tourism is critical to the growth and sustainability of our community businesses, organizations and tax base.

I would also suggest consideration of Valley City Food & Beverage Tax funds as some local match for extra costs associated with identical replacement of the existing bridge. Thank you for your consideration.

Bobby Koeplin  
Valley City resident and tax payer  
230 15th Street NE  
Valley City, North Dakota 58072

701-845-2935 home  
701-840-0250 cell

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## Charlotte Brett

---

**From:** Christi Kracht [historicfoods@hotmail.com]  
**Sent:** Friday, February 10, 2006 11:10 AM  
**To:** charlotte.brett@kljeng.com  
**Subject:** Alternate 4b False Arch Design

Dear Charlotte,

I have heard about plans for a new West City Park bridge. I would like to voice my opinion that you go with Alternate 4b, the False Arch Design in keeping our tourism promotion viable that we are the City of Bridges. People want to see works of art, not just a way to get across a river. My great uncle told me a story that my great grandfather, Levi Etzell was moving a house and he got it stuck on I believe the West CP bridge, he says there are still marks on it from the house getting stuck, did you find them on inspection? I live right next to the Rainbow Arch Bridge and I am very happy that we went the extra mile and got that beautiful bridge. Thank you for your time.

Christi L. Kracht  
701-845-4372  
654 3rd St NE  
Valley City Resident

---

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Sheyenne River Valley National Scenic Byway  
Rosebud Visitor Center  
250 West Main Street  
Valley City, ND 58072  
[www.hellovalley.com](http://www.hellovalley.com)

January 26, 2006

Charlotte Brett  
Environmental Scientist  
Kadrmas Lee & Jackson  
1010 4<sup>th</sup> Avenue SW  
P.O. Box 937  
Valley City, ND 58072

Charlotte:

Thank you for the opportunity to comment on the proposed West City Park Bridge rehabilitation or replacement. We understand that the bridge is in poor physical condition, but this bridge is an important part of Valley City's heritage tourism draw. The history behind the West City Park Bridge and the breathtakingly beautiful image from the view at City Park is one of the main reasons we chose to highlight this bridge on our Historic Bridges Tour. The bridge is located on the North Country National Scenic Trail, which is becoming another tourism draw to this community. It is also featured on Valley City's 10K Volksmarch and is one of Valley City's many attractions for Sheyenne River Valley National Scenic Byway travelers. For these reasons we would prefer Alternative 2 which is to rehabilitate the existing bridge.

If, and only if, this alternate is not acceptable, we would prefer Alternate 4b or the replacement of the existing bridge with another false arch bridge that looks the same as the current bridge. We would, however, appreciate decorative approaches like the ones on the East City Park Bridge and replacement of the historic light fixtures.

Sincerely,

Bobby Koepplin, Chairperson and Byway Coordinator  
Sheyenne River Valley National Scenic Byway

Hi Charlotte.

Sorry I didn't get this in sooner, but I think I'm not late, am I?

Anyway, on the City Park Bridge, I for sure don't want a plain one like the hospital bridge or the other similar ones in town. They're just plain ugly. But those fancy ones you showed at the meeting were way too fancy & I think would look out of place....besides, all the fancy work on the outsides is pretty much wasted since there's only a couple places it can be seen from unless you're in a boat on the river.

Why can't we get a fairly plain, simple, false-arch bridge, similar to what is now there. This one is nice & simple & elegant. No fancy colors, or at least much more muted so it doesn't look so gaudy.

I guess I would not be unhappy with a stone look...either random fieldstone or stacked, (but not all sorts of weird colors) rather than the fairly plain concrete there now, if you think it has to be fancier than the existing bridge, and then a nice smooth concrete cap or whatever it's called along the top

I don't remember if there will be sidewalks on both sides, but I think that's a good idea. However, I don't like the 'jersey barrier' look of the divider between the driving lanes & sidewalks. At 25 MPH or whatever the speed is there, is a divider even necessary? Could some of the extra expense of one of the fancy multicolor bridges be used instead for a nice open work concrete railing similar to the one that will be on the outsides of the bridge? Or would a fairly simple wrought iron railing of some sort fit in with the codes?

The only thing I liked about the fancy bridges was the little 'lookout' on each side where the sidewalk widens & overhangs the river a bit. I don't know if something like that could be worked in with a simpler false-arch design similar to what is there.

As far as lighting, could something with round globes more like what was originally there be used rather than the acorn shape that everyone and their uncle are using now to make things look 'old-fashioned'?

On the shape, on at least one of the 'samples', there was a nice arch in the center and on the 2 outer sections it was flat where it came over to the banks. I think that looks awkward. All 3 sections should be arched.

Kara Kramin

**Charlotte Brett**

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**From:** Robert Law [lalaland@restel.net]  
**Sent:** Wednesday, February 08, 2006 9:45 PM  
**To:** charlotte.brett@kljeng.com  
**Subject:** West City Park Bridge, Valley City, ND

I am asking for the replacement of the West City Park Bridge with Alternate 4b, the false arch design to look the same or similar to the existing bridge, in keeping with the simple gracefulness of the other historic bridges in Valley City and to maintain the integrity of the City of Bridges image.

## Charlotte Brett

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**From:** Becky Leonard [abstract@utma.com]  
**Sent:** Tuesday, February 07, 2006 1:42 PM  
**To:** charlotte.brett@kljeng.com  
**Subject:** Valley City Bridge project

I am in support of Alternate 4b or the false arch bridge as proposed. Thank you.

Becky Leonard

## Charlotte Brett

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**From:** James Lindberg [James\_Lindberg@nthp.org]  
**Sent:** Tuesday, February 07, 2006 12:55 PM  
**To:** charlotte.brett@kljeng.com  
**Cc:** Banker's House  
**Subject:** West City Park Bridge

Dear Ms. Brett,

In regard to the possible replacement of the West City Park Bridge in Valley City, I would like to express support for Alternative 4b, which would replicate the distinctive design features of the original structure. Valley City is gaining state and national attention for its collection of fine historic bridges. In those instances where replacement is required, every effort should be made to match the original structures, especially in a park setting where traffic volumes are modest and scenic and pedestrian values are primary.

Thank you for considering our views.

**Jim Lindberg**  
Director of Preservation Initiatives & Rural Heritage Coordinator  
National Trust for Historic Preservation  
Mountains/Plains Office  
535 16th Street, Suite 750  
Denver, CO 80202  
303-623-1504  
303-623-1508 (fax)  
[james\\_lindberg@nthp.org](mailto:james_lindberg@nthp.org)

## Charlotte Brett

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**From:** Wanda Melchert [wrmelchert@westriv.com]

**Sent:** Tuesday, February 07, 2006 1:38 PM

**To:** charlotte.brett@kljeng.com

**Subject:** The West City Park Bridge

To: Charlotte Brett, Environmental Scientist at Kadrmas Lee & Jackson

Greetings!

I would like to express my support and interest 'for the replacement of the West City Park Bridge with Alternate 4b, the false arch design to look the same or similar to the existing bridge, in keeping with the simple gracefulness of the other historic bridges in Valley City and to maintain the integrity of the City of Bridges image.'

As I have learned in my work at Manfred, history and its architecture are vital in helping to express something of who we are as North Dakotans and as Americans. The bridges of Valley City are so very unique to the history of North Dakota. When people of common heart rally around a project, it is possible to reach goals thought impossible.

My very best wishes to the City of Bridges as it proceeds forward!

Wanda Melchert, Director  
Manfred Heritage Museum  
Manfred, ND

## Charlotte Brett

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**From:** David Melgaard [david.melgaard@vcsu.edu]  
**Sent:** Tuesday, February 07, 2006 3:59 PM  
**To:** Charlotte.brett@kljeng.com  
**Cc:** Bobby Koepplin  
**Subject:** Valley City - West City Park Bridge

Ms Brett,

As the chair of the former Valley City Bridge Project Committee and community volunteer, I am endorsing the bridge design for the West City Park Bridge that is identical to the current bridge. I could support Alternate 4b, the false arch design, but would prefer a similar replacement.

The West City Park Bridge has great historical significance and is a showcase on the Historic Bridges Tour. It is also an important piece of an attractive, growing tourism package. Valley City is always working tirelessly on marketing strategies that include telling the story of the historical significance of this bridge as well as others on the tour. It would be a huge injustice to replace the bridge with anything less than an identical design from both a historic and tourism point of view.

David Melgaard  
Former Chair, Valley City Bridge Project Committee

--  
David Melgaard  
Professor/CTE Coordinator  
101 College Street  
Valley City State University  
Valley City, ND 58072  
1.800.532.8641 Ext 37721  
701-845-7721

Public Hearing

West City Park Bridge

# Comments

Please use the space below to tell us your comments regarding the West City Park Bridge project.

MS. Brett-

Just a quick note on the bridge project -  
I am in favor of either 4A or 4B -  
My main concern is if 3B would be used  
my family's home would fall under imminent  
domaine - you can understand my concern -  
we have worked extremely hard on transforming  
our house to a home and we are very  
happy with our location ~ The expense of  
having 2 bridges to maintain does not seem  
the best choice either ~ Once again our  
family is in favor of either 4A or 4B  
Thank you for your time ~

Julie Munkelby &  
Drew Storbeck -  
422 5th Ave SW

\* Written statements will be made part of the official transcript if received on or before February 9, 2006

Please mail your comments to: Charlotte Brett, Environmental Scientist  
Kadrmass, Lee & Jackson  
PO Box 937  
Valley City, ND 58072  
charlotte.brett@kljeng.com

Kadrmass  
Lee &  
Jackson  
Engineers, Surveyors  
and Planners

**Charlotte Brett**

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**From:** shirley.olgeirson@us.army.mil  
**Sent:** Tuesday, February 07, 2006 8:24 PM  
**To:** charlotte.brett@kijeng.com  
**Subject:** Valley City Bridge

Hi--

I have been following the Valley City Bridge issue. I would urge your consideration of alternative 4b, which would maintain a historic appearance to the area.

Thank you/ SJ Olgeirson

2/8/2006

## Charlotte Brett

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**From:** rod oppegard [roppegard@hotmail.com]  
**Sent:** Tuesday, February 07, 2006 4:22 PM  
**To:** charlotte.brett@kljeng.com  
**Subject:** West City Park Bridge

Dear Mrs Brett:

It has come to my attention that Becky Heise of Valley City, ND has been involved with the efforts to replace the West City Park Bridge. In her judgement she favors Alternate 4b, the false arch design. I trust Mrs. Heise's judgement and therefore as a friend of historic preservation, I would also opt for the Alternate 4b design. Thank you for your time.

Sincerely,

Rodney Oppegard  
Dazey, ND

## Charlotte Brett

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**From:** Patti Patrie [patric@daktel.com]  
**Sent:** Tuesday, February 07, 2006 10:29 PM  
**To:** charlotte.brett@kljeng.com  
**Subject:** West City Park Bridge

Dear Ms. Brett,

I am a member of Preservation ND. I ask that you support a replacement of the West City Park Bridge in Valley City with the Alternate 4b plan using the false arches similar to the existing bridge. Thank you for supporting the historic bridges theme of Valley City.

Thank you,

Patti Patrie  
Bowdon, ND 58418

**Charlotte Brett**

---

**From:** J Paulson [janinne1@midstatetel.com]  
**Sent:** Wednesday, February 08, 2006 3:16 PM  
**To:** charlotte.brett@kljeng.com  
**Subject:** Valley City bridge

Dear Charlotte:

This message concerns the replacement of the West City Park Bridge.

As a board member of Preservation North Dakota and a native of eastern Barnes-western Cass County areas, I wanted to express my preference for Alternate 4b, the false arch design.

By choosing this alternative, the new bridge could look most similar to the existing bridge. Since Valley City has found an identity as City of Bridges, it is important to maintain the integrity of the City of Bridges image.

Alternate 4b would correspond with the designs and simple gracefulness of the other historic bridges in Valley City.

Thank you,  
Janinne Paulson  
Stanley, ND

Public Hearing

West City Park Bridge

# Comments

Please use the space below to tell us your comments regarding the West City Park Bridge project.

The additional cost doesn't warrant the arches that commonly be seen from the Park. I think it is very important to increase the capacity of the bridge. Most of the other bridges have more capacity than this one. The County doesn't have enough money to cover this. And it is an increase in tax costs that we should not have to bare.

4A

signed

Palmer Paulson

2909 River Road Valley City, ND 58072

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Please mail your comments to: Charlotte Brett, Environmental Scientist  
Kadmas, Lee & Jackson  
PO Box 937  
Valley City, ND 58072  
charlotte.brett@kljeng.com

Kadmas  
Lee &  
Jackson  
Engineers, Surveyors  
and Planners

## Charlotte Brett

---

**From:** Tyra Rolfe [bay\_no78@yahoo.com]  
**Sent:** Tuesday, February 07, 2006 1:03 PM  
**To:** charlotte.brett@kljeng.com  
**Subject:** Bridge replacement

I just wanted to voice my support in replacing the West City Park Bridge with "Alternate 4B," the false arch design, to look the same or similar to the existing bridge.

It is so important to maintain the integrity of the City of Bridges image with a similar replacement!

Thank you for your consideration.

Tyra Rolfe

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Brings words and photos together (easily) with  
[PhotoMail](#) - it's free and works with Yahoo! Mail.

## Charlotte Brett

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**From:** Steve & Miriam Schoenig [smschoenig@frii.com]  
**Sent:** Wednesday, February 08, 2006 10:31 AM  
**To:** charlotte.brett@kljeng.com  
**Subject:** West City Park Bridge

I'm am writing to register my desire to see the West City Park Bridge in Valley City replaced with Alternate 4b. As a North Dakota native and former resident of Valley City, I strongly desire to see valuable asthetic aspects of the City's historic character be preserved.

Thank you!

Steven Schoenig  
Fort Collins, CO

Public Hearing

West City Park Bridge

# Comments

Please use the space below to tell us your comments regarding the West City Park Bridge project.

2/7/06

To Whom It May Concern: (Charlotte)

I have been photographing the unique and beautiful bridges of Valley City for many years. The West City Park Bridge has always been one of my favorites for its beauty.

I fully understand the need to replace an unsafe bridge. My fervent hope is to replace this bridge with one of a similar design - with arches.

It would be a shame for Valley City to have another plain, practical bridge. Let's keep the aesthetic value of our Valley City bridges by maintaining the beauty of an arch bridge near city park. Thank you!

Janet E. Schultz

\* Written statements will be made part of the official transcript if received on or before February 9, 2006

Please mail your comments to: Charlotte Brett, Environmental Scientist  
Kadmas, Lee & Jackson  
PO Box 937  
Valley City, ND 58072  
charlotte.brett@kljeng.com

Ms. Janet E. Schultz  
249 6th St. NE  
Valley City, ND 58072-2621

Kadmas  
Lee &  
Jackson  
Engineers, Surveyors  
and Planners

## Charlotte Brett

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**From:** Dennis Stillings [dstillings@archaeusproject.com]  
**Sent:** Wednesday, February 08, 2006 6:03 PM  
**To:** charlotte.brett@kljeng.com  
**Subject:** West City Park Bridge

To whom it may concern:

In the matter of replacement of the West River Park Bridge, I would prefer that Alternate 4b--the "false arch design"--be chosen for that purpose.

Sincerely yours,

Dennis Stillings  
Kamuela, HI  
Property owner & tax payer in Valley City, North Dakota

## Charlotte Brett

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**From:** Danielle Stuckle [dstuckle@earthlink.net]  
**Sent:** Tuesday, February 07, 2006 12:49 PM  
**To:** charlotte.brett@kljeng.com  
**Subject:** West City Park Bridge Design, Valley City



Bentley Dale  
Roland.vcf (627 ...

Dear Ms. Brett,

I am e-mailing this request regarding the West City Park Bridge in Valley City, ND. I am a graduate of Valley City State University. I grew up in the region and went to public school in Barnes County. The history of the area, and public perception of Valley City is important to me as I am both a preservationist and historian. I also have a background in heritage tourism and community development. I consider it essential that every effort is made to preserve the design of the park bridge as closely as possible to the original. The Alternate 4b, the false arch design, is the preferable design for the replacement bridge. The history of Valley City bridges is significant to the community, as is the aesthetic considerations for the traditional arch design.

Thank you for your consideration.

Sincerely,  
Danielle Stuckle  
Graduate Student, History--NDSU

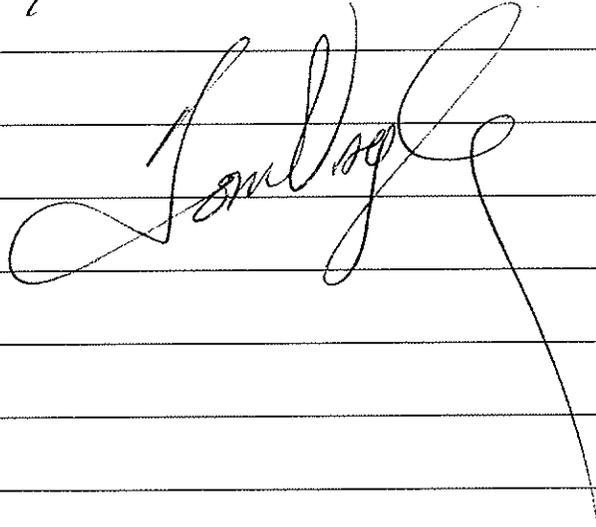
Public Hearing

West City Park Bridge

# Comments

Please use the space below to tell us your comments regarding the West City Park Bridge project.

Go for Simplicity — Replace Bridge.  
Use Modern Bridge with  
Least Water/Debris Restriction.



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Please mail your comments to: Charlotte Brett, Environmental Scientist  
Kadmas, Lee & Jackson  
PO Box 937  
Valley City, ND 58072  
charlotte.brett@kljeng.com

**Kadmas  
Lee &  
Jackson**  
Engineers, Surveyors  
and Planners

## Charlotte Brett

---

**From:** PT Vangerud [vangerud@daktel.com]  
**Sent:** Wednesday, February 08, 2006 9:45 AM  
**To:** charlotte.brett@kljeng.com  
**Subject:** Bridge

I am in favor of option 4b: a False Arch Bridge. We should keep the the simple gracefulness of this bridge and maintain the integrity of the City of Bridges image.

Paul Vangerud

# **NATIONWIDE PROGRAMMATIC SECTION 4(f) EVALUATION**

**West City Park Bridge  
4th Street SW  
Barnes County, North Dakota**

**Project No. BRU-2-990(011)015**

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Prepared by

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

Website: <http://www.state.nd.us/dot/>

**DIRECTOR**

David A. Sprynczynatyk, P.E.

**June 2006**

# NATIONWIDE PROGRAMMATIC SECTION 4(f) EVALUATION FOR HISTORIC BRIDGES

Project # BRU-2-990(011)015  
 Project Name: West City Park Bridge  
 Location: 4th Street SW in Valley City, North Dakota

Date: June 2006

**NOTE:** Any response in a box will require additional information, and MAY result in an individual evaluation/statement. Consult the "Nationwide" Section 4(f) Evaluation procedures.

<u>APPLICABILITY</u>	<b>YES</b>	<b>NO</b>
1. Will the bridge be replaced or rehabilitated with Federal funds?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Will the project require the use of a historic bridge structure that is on or is eligible for listing on the National Register of Historic Places?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Is the bridge a National Historic Landmark?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Will the project impair the historic integrity of the bridge either by demolition or rehabilitation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ALTERNATIVES AND FINDINGS**

<p>1. The "do-nothing" <b>ALTERNATIVE</b> has been evaluated, and is <u>not</u> considered to be feasible and prudent.</p> <p style="margin-left: 40px;">The existing bridge has structural and geometric deficiencies that reduce safety for the users of the West City Park Bridge. The bridge's sufficiency rating, operating rating, deck condition, and width are related to the design and age of the bridge and can only be corrected by reconstruction.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>2. An <b>ALTERNATIVE</b> has been evaluated to build a new structure at a different location without affecting the historic integrity of the old bridge or the historic district, and is <u>not</u> considered to be feasible and prudent (Refer to the EA).</p> <p style="margin-left: 40px;">Building a new bridge at a new location and re-routing traffic to the new bridge would be possible. However, 4th Street S (on which the bridge is located) is a minor arterial route, which means it provides a connection between principal roadways. Part of the project purpose and need is to maintain system linkage along 4th Street S. Also, if a new structure were constructed immediately north or south of the existing bridge location, new Section 4(f) impacts would be introduced.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3. An **ALTERNATIVE** has been evaluated to rehabilitate the historic bridge without affecting the historic integrity of the structure or the historic district, and is not considered to be feasible and prudent.

**YES**

**NO**

In order to rehabilitate the existing bridge without affecting its historic integrity, the existing arch facades and balustrade rails would need to remain in place during and after the rehabilitation work. It would not be possible to remove the rails and arches during construction for later placement without damaging them. Due to this limitation, the clear roadway width of the bridge would remain at 24 feet, and the bridge would remain geometrically deficient. This would not meet the project purpose and need.

**MEASURES TO MINIMIZE HARM**

This Nationwide Programmatic Section 4(f) Evaluation and approval may be used only for projects where the FHWA Division Administrator, in accordance with this evaluation, ensures that the proposed action includes all possible planning to minimize harm. This has occurred when:

*For bridges that are to be rehabilitated, the historic integrity of the bridge is preserved, to the greatest extent possible, consistent with unavoidable transportation needs, safety, and load requirements.*

1. Is this bridge being rehabilitated under this proposed project?

*For bridges that are to be rehabilitated to the point that the historic integrity is affected or that are to be moved or demolished, the FHWA ensures that, in accordance with the Historic American Engineering Record (HAER) standards, or other suitable means developed through consultation, fully adequate records are made of the bridge.*

2. Is this bridge being rehabilitated or demolished to the point historic integrity is affected under this proposed project? If so, are adequate records being made of the existing structure?

*For bridges that are to be replaced, the existing bridge is made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge.*

3. Is the existing structure being made available for alternative use with a responsible party to maintain and preserve the bridge?

It is not possible to move the bridge without destroying its historic integrity. The new bridge needs to be on the same alignment as the existing bridge so adoption in place is not possible.

**YES**

**NO**

*For bridges that are adversely affected, agreement among the SHPO, ACHP, and FHWA is reached through the Section 106 process of the NHPA on measures to minimize harm and those measures are incorporated into the project. This Programmatic Section 4(f) Evaluation does not apply to projects where such an agreement cannot be reached.*

- 4. If the bridge is being adversely affected, has agreement been reached through the Section 106 process of the NHPA on these Measures to Minimize Harm (which will be incorporated into the proposed project) with the following:

SHPO	✓	
Merl E. Paaverud, Jr., 4-3-06		
NDDOT	✓	
Grant Levi, 4-4-06		
FHWA	✓	
Allen R. Radliff, 4-5-06		

**SUMMARY AND APPROVAL**

The proposed action meets all criteria regarding the required Alternatives, Findings, and Measures to Minimize Harm, which will be incorporated into this proposed project. This proposed project therefore complies with the July 5, 1983 Programmatic Section 4(f) Evaluation by the U.S. Department of Transportation's Federal Highway Administration. This document is submitted pursuant to **49 U.S.C. 303** and in accordance with the provisions of **16 U.S.C. 470f**.

Approved: Allen R. Radliff  
Federal Highway Administration

Date: 7/13/06

"ALTERNATIVE ACCESSIBLE FORMATS OF THIS DOCUMENT WILL BE PROVIDED ON REQUEST"