

TRANSCRIPT OF PUBLIC HEARING

Held on January 26, 2006
At City Auditorium
Valley City, North Dakota

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

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

Prepared for:

**Barnes County,
North Dakota Department of Transportation
& Federal Highway Administration**

Kadrmass, Lee & Jackson, Inc.

February 2006

**23 USC § 409
Documents
NDDOT Reserves
All Objections**

TRANSCRIPT OF PUBLIC HEARING

Project No. BRU-2-990(011)015
West City Park Bridge
4th Street SW

Public Hearing held at City Auditorium, Valley City
January 26, 2006
5:00 p.m. – 7:00 p.m.
Formal Presentation at 5:30

CONTENTS

Notice of Public Hearing	
Explanation of Public Hearing	
Public Hearing Handout	
Transcript of Public Hearing	Appendix A
Presentation Slides	Appendix B
Attendance Sheets and Comment Cards	Appendix C

PUBLIC HEARING

OPEN HOUSE

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 Kadrmas, 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
Kadrmas, Lee, and Jackson, Inc.
PO Box 937
Valley City, ND 58072-0937
Email: charlotte.brett@klijeng.com

CONDUCTED BY

Barnes County, North Dakota Department of
Transportation, and Kadrmas, 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 2nd Ave NE
Valley City, ND

Barnes County Auditor
230 4th Street NW
Valley City, ND

NDDOT Valley City District Office
1524 8th Avenue SW
Valley City, ND

Kadrmas, Lee, and Jackson, Inc.
1010 4th Avenue SW
Valley City, ND

NDDOT Central Office
608 East Boulevard Avenue
Bismarck, ND

Federal Highway Admin.
1471 Interstate Loop
Bismarck, ND

**PUBLIC HEARING
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION**

PURPOSE

Public hearings in regard to roadway projects are held to inform the public of proposals for roadway improvements and to make known to the NDDOT the views of interested parties, prior to completion of final plans.

Such hearings (or acceptable substitute procedures) are required by federal law in some cases involving the expenditure of federal funds for roadway improvements. In addition, they are in accordance with the policy of the NDDOT to ensure that proper consideration is given to all social, economic, and environmental factors before the final decisions are reached in regard to roadway improvement projects.

PROPOSED IMPROVEMENTS

The proposed improvements have resulted only after careful study and consideration of all known pertinent factors. Engineering and economic factors, traffic behavior and desires, and safety have played an important part in the development of these plans. However, the present and future environmental, economic, and social needs of the community and the state have also been considered. Study reports covering all alternatives are available for examination or copying.

HEARING PROCEDURE

A public hearing was conducted with a formal presentation at the commencement of the hearing. At the conclusion of the formal presentation, the floor was open for public comments and questions. Following this group question period, an open house format allowed attendees to focus on the exhibit stations and to ask individual questions of the project team.

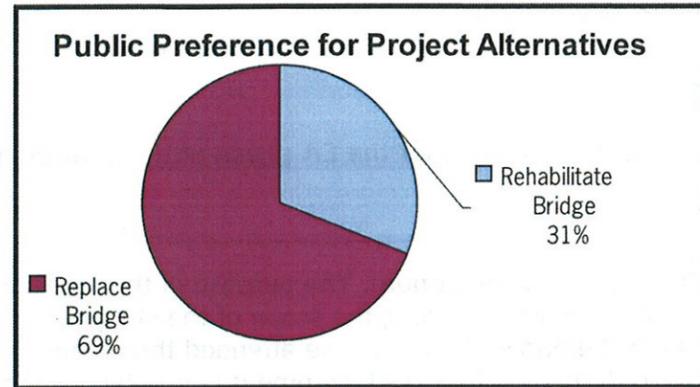
THE RECORD

A Registered Merit Reporter recorded the presentation and comment session. The Reporter was also available for persons wishing to make individual verbal comments. Comment cards were available for written comments that would be included in the transcript. Transcripts were furnished by the NDDOT and Federal Highway Administration and are made available to any interested party. These records are utilized in reviewing the points brought forth at the meeting.

POST HEARING

Following the public hearing, representatives from the Barnes County reviewed the project alternatives under consideration on the basis of what was brought forward during the hearing. When all factors have been addressed satisfactorily, the director of the Department of Transportation will request a FONSI (finding of no significant impacts) from the division administrator of the Federal Highway Administration of location and design features of the project before proceeding with the preparation of final plans.

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:



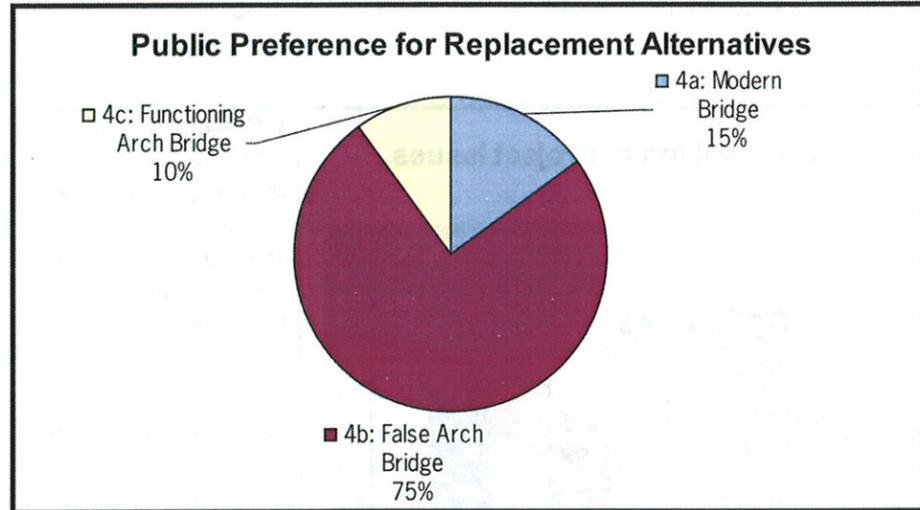
Of the 30 members of the public who commented on the project, 31% favored rehabilitation of the existing bridge, while 69% favored replacement of the bridge.

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:

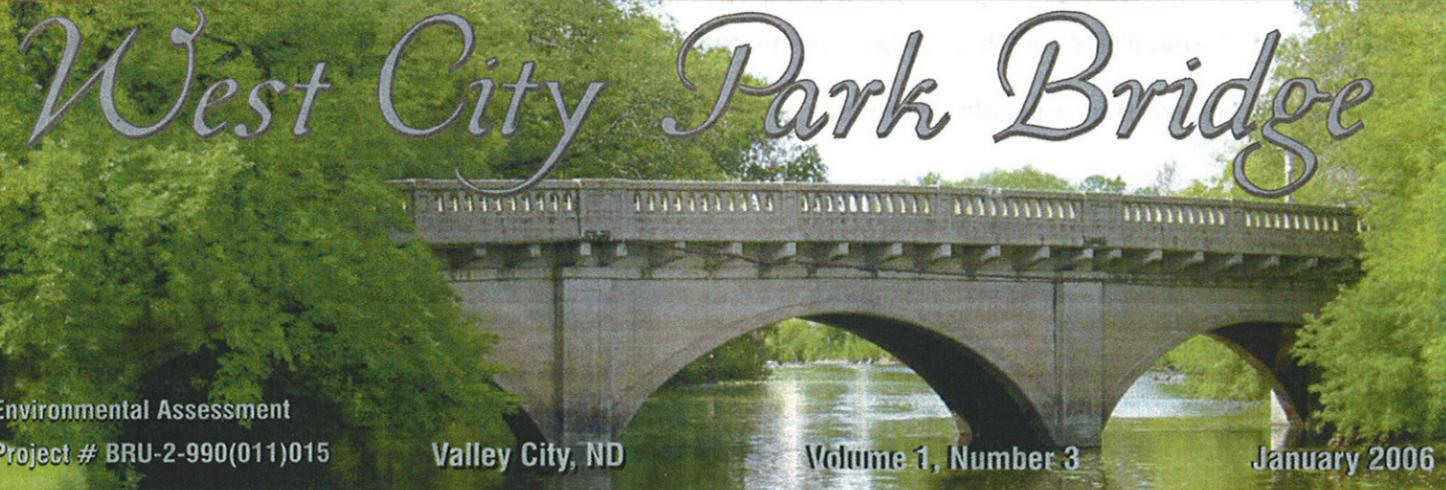
Charlotte Brett, Environmental Scientist

Kadrmass, Lee & Jackson

PO Box 937

Valley City, ND 58072

Email: charlotte.brett@kljeng.com



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:

West City Park Bridge Project Alternatives and Options	
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

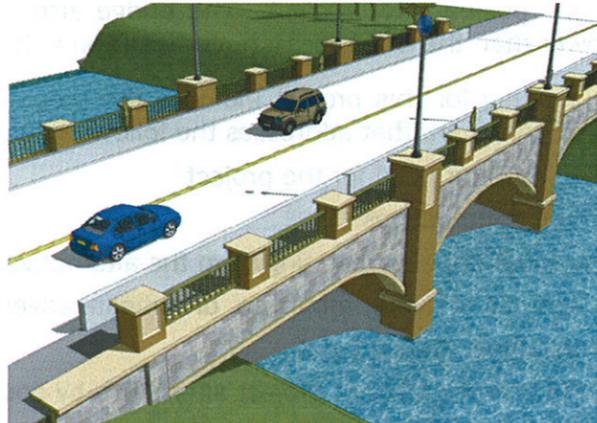


Alternative 4: Remove existing bridge and replace with a new bridge

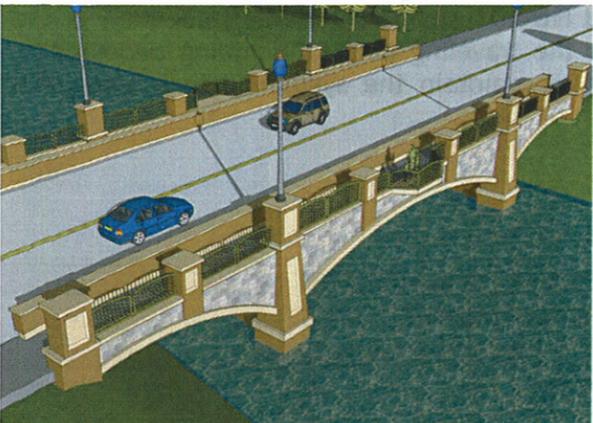
Option 4a: Modern Bridge



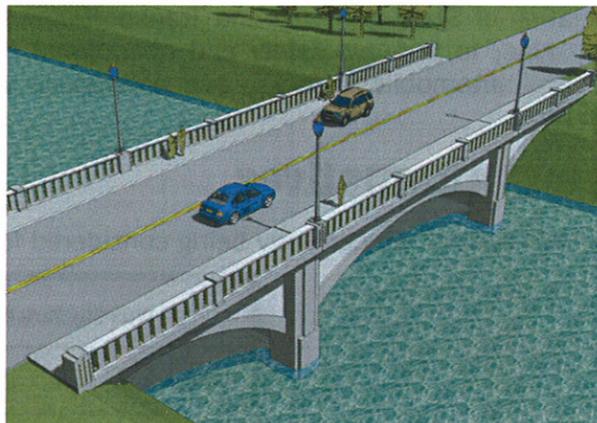
Option 4b: False Arch Bridge



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.

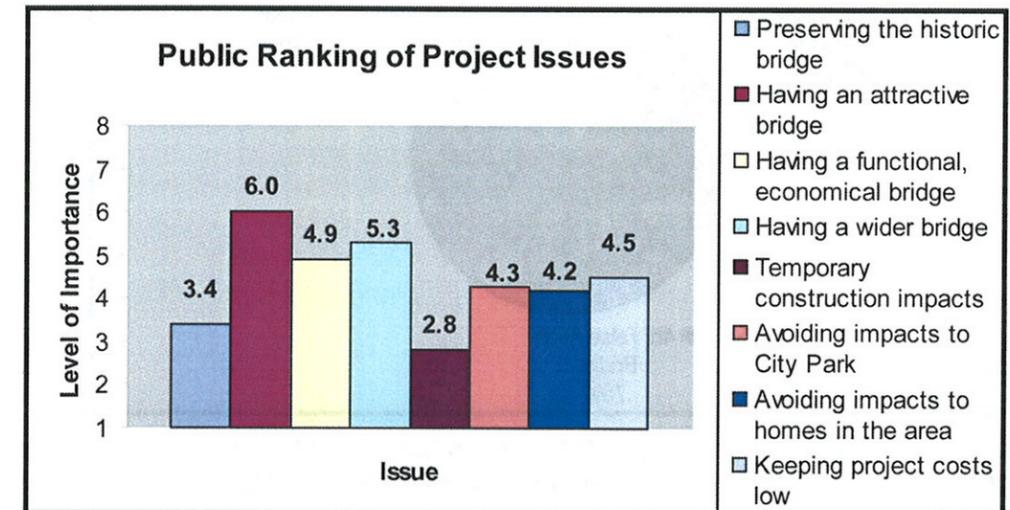
Public Involvement

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.

APPENDIX A
Transcript of Public Hearing

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

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

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

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.

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.

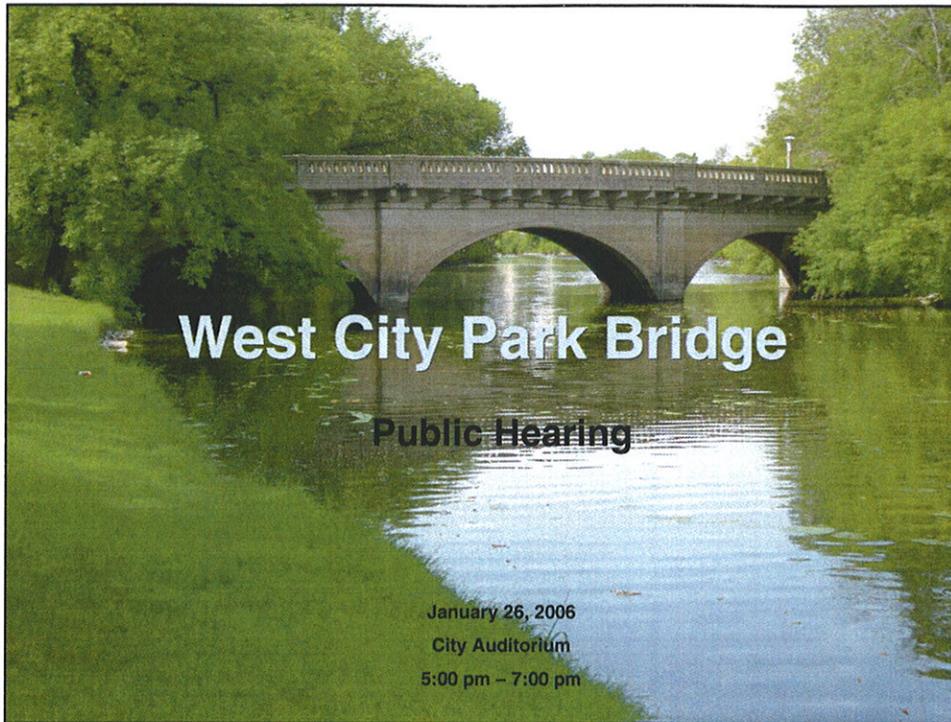
There will be an open house from 5:00 p.m. to 7:00 p.m. with a formal presentation at 5:30 pm. Representatives from the North Dakota Department of Transportation, Barnes County, and consulting engineering firm Kadrmass, Lee, and Jackson will be available to discuss these projects with the public. Questions,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

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 2nd Avenue NE, Valley City; Barnes County – Auditor's Office, 230 4th Street NW, Valley City; Kadrmass, Lee, and Jackson, Inc., 1010 4th Avenue SW, Valley City; NDDOT Valley City District Office, 1524 8th Avenue SW; NDDOT Central Office, 608 East Boulevard Avenue, Bismarck; and Federal Highway Administration Office, 1471 Interstate Loop, Bismarck.

APPENDIX B
Presentation Slides



Tonight's Meeting

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

The diagram features two large, light blue, curved arrows forming a circular path. The top arrow points from the 'Public' towards the 'Project Planners', and the bottom arrow points from the 'Project Planners' back towards the 'Public', indicating a continuous cycle of communication and feedback.

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

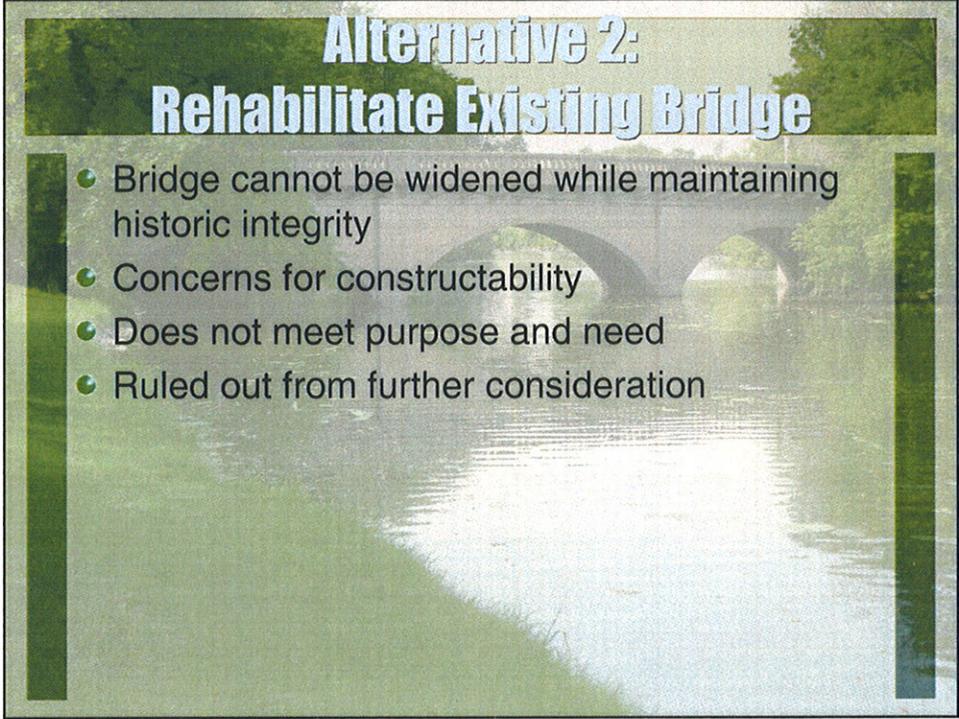
- Need
 - Structural and geometric deficiencies
 - System linkage
- Purpose
 - Improve structural condition of the bridge to meet NDDOT standards
 - Maintain system linkage along 4th Street SW
 - Improve safety conditions for the traveling public, including pedestrians, bicyclists, automobiles, trucks,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

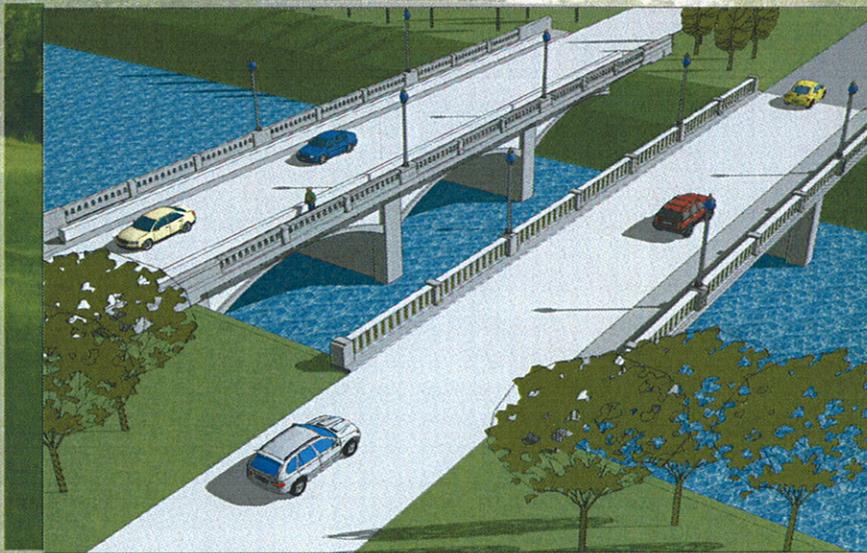
Alternative 3: One Way Pairs

- 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

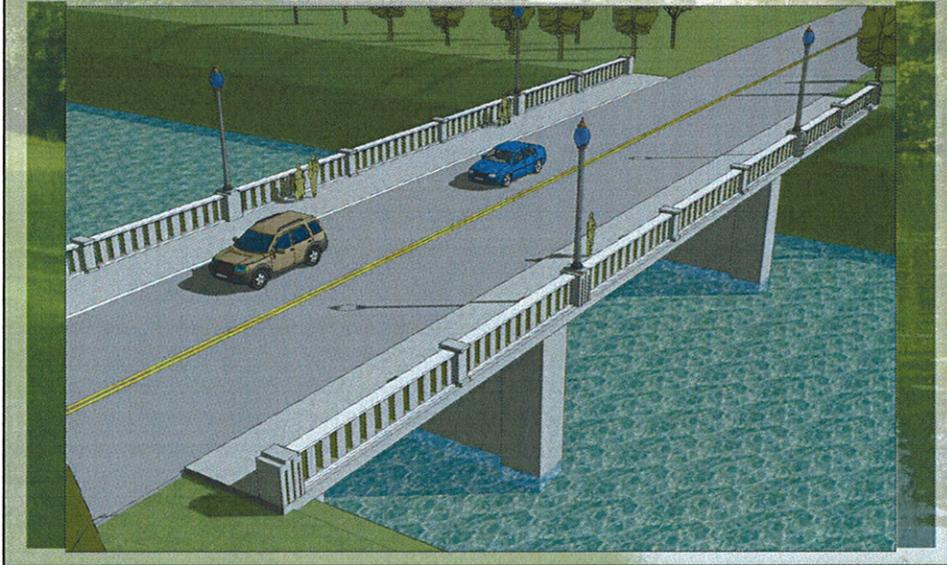
Key Issues – Alternative 4

- 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

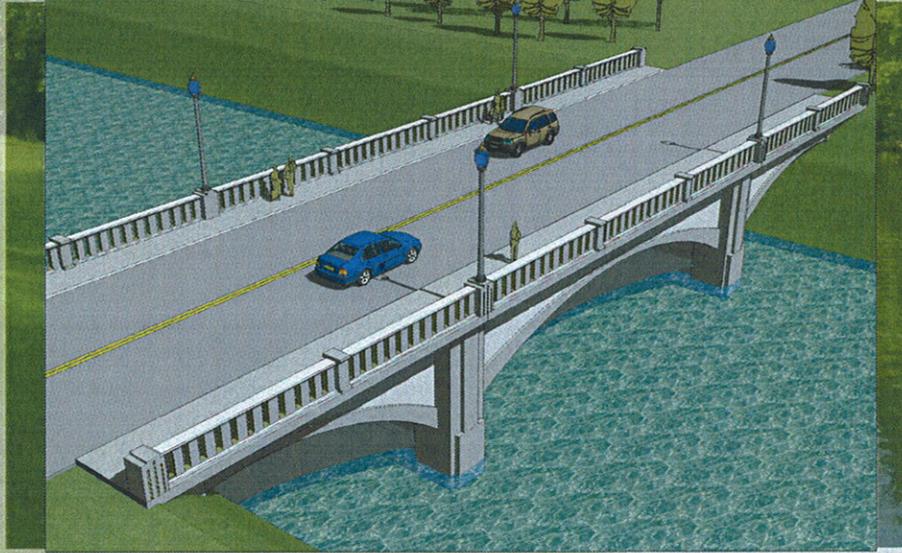
Option 4b: Replace with False Arch Bridge



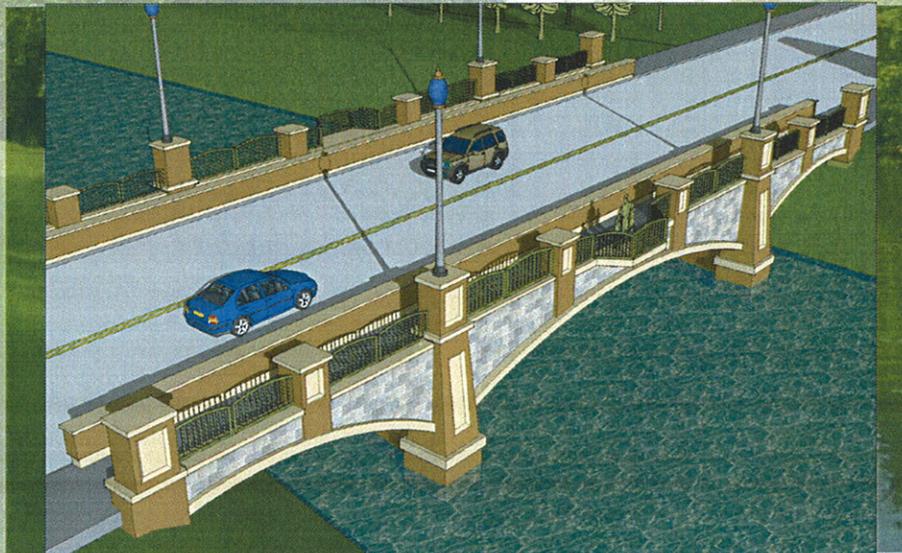
Option 4c: Replace with Functioning Arch Bridge

- 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

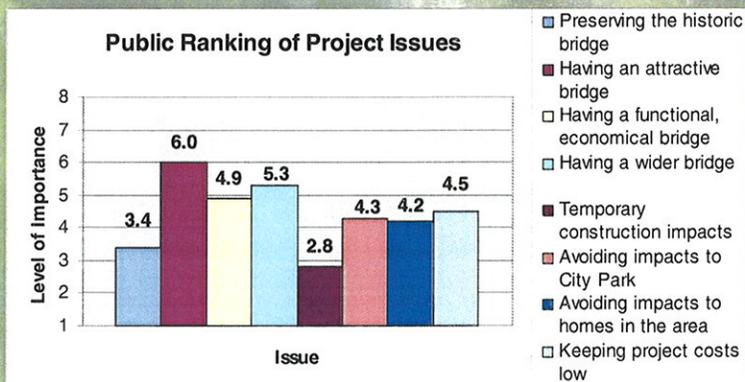
- Kickoff Meeting
 - March 11, 2004
- Alternatives Public Workshop
 - July 28, 2004
- Public Hearing

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

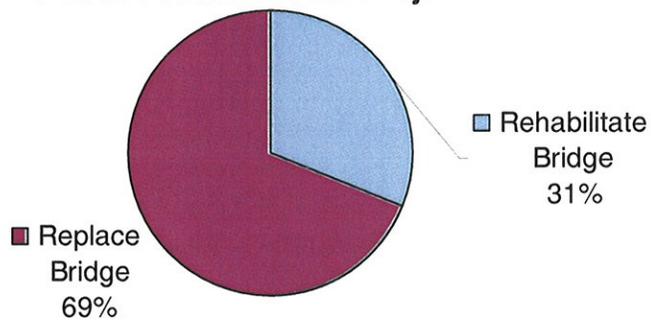
Alternatives Public Workshop

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



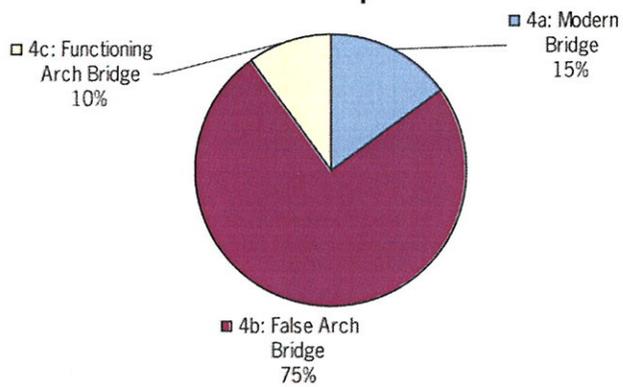
Alternatives Public Workshop

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 C
Attendance Sheets and Comment Cards

West City Park Bridge



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
Robert Benton	B.L. Comm.	10642 - 40 SE	Stanley	58480
Julia Malya DeCom			NOME	
Bob Christensen	ND DOT			
Charlotte Brett	KLD	P.O. Box 937	Valley City, ND	58072
Jon Kemmis	MDU	324 2nd Ave SW	Jamstown	58401
Jean Howard	ND DOT	1524 8TH Ave SW	V. C	58072
Harlan O'Leary Barnes County		511 1st AVE	Litchville	58461
Jacob Yomo		10624 52 ST SE	Litchville	58461
Ray Johnson	B.L. Hwy Dept.		V.C.	
Thomas Dutton		1004 Riverview Dr	VC	58072
George Ballena		1004 Riverview Dr	Valley City	58072
John Saulson		2909 River Road	V.C.	58072
May Lee Nelson		1228 Chant Blvd	VC	58072

West City Park Bridge



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 - Lyndal ^{Griff}	Capital Ground	Bismarck	58501
Ken Forban	BETHS	315 Central Ave	VC	58072
ALLAN ANDERSON		499-3RD AVENUE	VC	58072
Jack Estely		RR-1 Omaha	VC	58063
Tyler Jacobson	VCPR	PO 422	VC	58072
Andy Schuch	B. Condy			
DEAN J. HIL	VC CHAMBER	PO Box 724	VC	
Keith Leppell		3229 114th SE	VC	58072
Scott Winters	Times Record	406 8th NW	VC	58072
John J. Alleged		474 5TH AVE SW	VC	58072
Tom Wagle		335-6th Ave SE	VC	58072
Scott G. G.		280 4th ST NW	VC	58072
Karen Kramin		320-6th Ave SE	VC	58072

West City Park Bridge



Public Hearing

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

Name (Please Print)	Business/Organization	Mailing Address	City/State	Zip
<i>Margaret G. Williams</i>		9724 24th S.E.	Spiritwood	58487
<i>Andy Korman</i>		856 7th Ave NE	Valley	58072
<i>John J. R.</i>		207 11th Ave S.E.	Valley	58072
<i>Wade Frank</i>	KL65		Valley	
<i>Andre Bernard</i>	KL65			
<i>Stanford</i>	KL65			
<i>Devy Fisher</i>				
<i>Bob Miller</i>	100 Ship ofc	225 4th St SW	NC	
<i>Cheryl Chase</i>		218 2nd NE	NC	58072
<i>Stacy</i>			NC	
<i>Riley Ross</i>	City	1027 3rd St NW	NC	58072
<i>Patricia Ross</i>	UK		NC	
<i>Helen Colville</i>			NC	58072
<i>Dee Korb</i>		422 5th Ave SW	NC	58072

West City Park Bridge



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
Brian Johnson	KLS	280 college st sw	VC ND	58072
Larry Robinson	VC	3584 Steep. Crd	U.C.	58072
KEN EVENSON	V.C. COMMISS	1416 2nd Ave NE	VC	58072
Tom Weagan	VC Commish	522 6th Avenue	VC	58072
Betsy Hessel	Byswng	940 6th St. Sw	VC	58072
Doug Heise	VC	940 6th St Sw	VC	58072
Dean Casey	Valley City Police	216 2nd Ave NE	VC	58072
Edward R. McLaughlin	BE AUDITOR	11685 40th St SE	VC	58072
Barry Schuchard	KLS	1230 3rd Ave NW	VC	58072
Stewart Fink	VC	1228 Chestnut Blvd	VC	58072

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
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 Oppeward
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 on our tours 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.

* 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

Charlotte Brett, Environmental Scientist
Kadrmas, 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 3rd Ave NW
Valley City, ND 58072
701-845-2508

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. 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 3rd 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@kljeng.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

If you do not want to receive future unsolicited commercial email advertisements or promotions from American Family Insurance you may [opt-out by clicking here](#)

Note: After opting-out, you may receive emails that you have specifically requested from American Family. If you are a current American Family customer you will still receive transactional emails regarding your existing policies or accounts with American Family. American Family Mutual Insurance Company and it utilizes the PossibleNow DNEsolution to administer this email opt-out process.

Charlotte Brett

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:

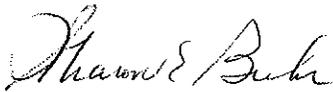
TOPIC: COMMENTS ON CITY PARK BRIDGE

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, ^{try a new one.} It is now on the Nat'l Register of Historic Places. Which is also used to promote Valley City's Historic Bridge Tour.

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

This bridge is unique - many pictures have been taken of it. Our daughter had one of their 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

* 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

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

Charlotte Brett

From: Antique Mall [antiquemall@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@kljeng.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 a million dollars more than a modern bridge like we have on 8th Ave SW and like the one near the Hospital.

With sharply rising property taxes, we are in danger of taking 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

* 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.

I believe we need to replace the bridge but lets do it in the most economical way. If 4-A is adequate as for 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 Gullidson
9734 36 St. SE
Spiritwood, ND

701-646-6104

58481

* 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.

My opinion on the bridge is go with
4-A it is the cheapest at 300,000

if they want 4-B ^{or 4-C} and some
generous donors 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 Gullickson

9724 76th St. E.

Spiritwood, N.D

701-646-6104

58481

* 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

2-1-06

Kadman, Lee + Jackson
1010 4th Ave SW
Valley City, N.D.

Dear Sir

I was unable to be
at the meeting on the 4th
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 as 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 5th Ave N.E.

Valley City, N.D.

58072

* 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



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 4th 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 setting 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 [bkoeplin@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

Confidentiality Notice: This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, copy, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.



Sheyenne River Valley National Scenic Byway
Rosebud Visitor Center
250 West Main Street
Valley City, ND 58072
www.hellovalley.com

January 26, 2006

Charlotte Brett
Environmental Scientist
Kadmas Lee & Jackson
1010 4th 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,

A handwritten signature in black ink that reads "Bobby Koepplin". The signature is written in a cursive, flowing style.

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

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

FREE pop-up blocking with the new MSN Toolbar - get it now!
<http://toolbar.msn.click-url.com/go/onm00200415ave/direct/01/>

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

From: Robert Law [lalaland@restel.net]
Sent: Wednesday, February 08, 2006 9:45 PM
To: charlotte.brett@kijeng.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

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

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

Charlotte Brett

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

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
danger - 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
Kadmas, Lee & Jackson
PO Box 937
Valley City, ND 58072
charlotte.brett@kljeng.com

Kadmas
Lee &
Jackson
Engineers, Surveyors
and Planners

Charlotte Brett

From: shirley.olgeirson@us.army.mil
Sent: Tuesday, February 07, 2006 8:24 PM
To: charlotte.brett@kljeng.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

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

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 can only 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

* 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

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

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

Charlotte Brett

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

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

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

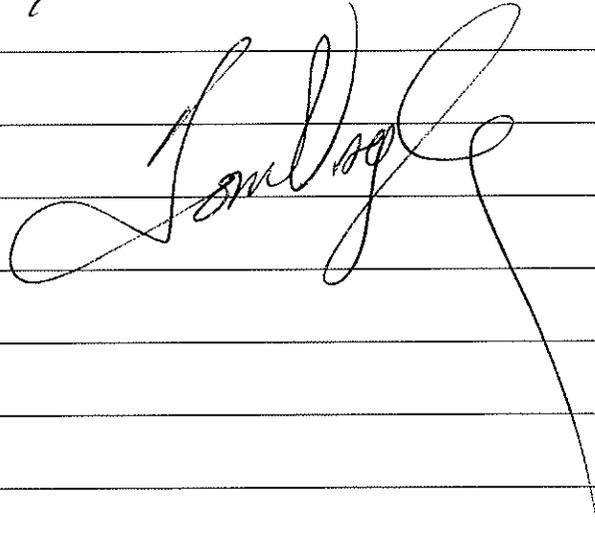
Public Hearing

West City Park Bridge

Comments

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

no for Simplicity — Replace Bridge.
Use Modern Bridge with
Least Water/Debris Restriction.



* 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

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