ENVIRONMENTAL ASSESSMENT

DECEMBER 2005
ENVIRONMENTAL ASSESSMENT

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

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

Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA

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

DIRECTOR
David A. Sprynczynatyk, P.E.

PROJECT DEVELOPMENT DIRECTOR
Francis G. Ziegler, P.E.

ENVIRONMENTAL ASSESSMENT

DECEMBER 2005
ENVIRONMENTAL ASSESSMENT

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

Project No. BRU-2-990(011)055

Submitted Pursuant to 42 U.S.C. 4332 (2)(c)
and 49 U.S.C. 303

12/21/05
Date

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

TABLE OF CONTENTS

CHAPTER 1 PURPOSE AND NEED FOR ACTION

CHAPTER 2 ALTERNATIVES

CHAPTER 3 EXISTING CONDITIONS AND IMPACTS

CHAPTER 4 PREPARERS AND COORDINATING PARTIES

TABLES

FIGURES

CHAPTER 1 PURPOSE AND NEED FOR ACTION

1.1 Introduction

This EA (Environmental Assessment) was prepared in accordance with 23 CFR (Code of Federal Regulations) 771, which prescribes the policies and procedures of the FHWA (Federal Highway Administration) for implementing the National Environmental Policy Act of 1969, as amended, and the regulations of the CEQ (Council on Environmental Quality), 40 CFR parts 1500 through 1508. This EA is an informational document intended for use by both decision-makers and the public. As such, it represents a disclosure of relevant environmental information concerning the proposed action.

1.2 Description of the Proposed Action

Barnes County, in cooperation with the NDDOT (North Dakota Department of Transportation) and FHWA, proposes to rehabilitate or replace the West City Park Bridge. The project is located on 4th Street SW in Valley City, North Dakota and provides a crossing over the Sheyenne River. The bridge is listed on the NRHP (National Register of Historic Places). ***Please refer to Figure 1.1 and Figure 1.2.***

The proposed rehabilitation or replacement of the West City Park Bridge is being administered by Barnes County and the NDDOT under a project designated as West City Park Bridge (Project Number BRU-2-990(011)015).

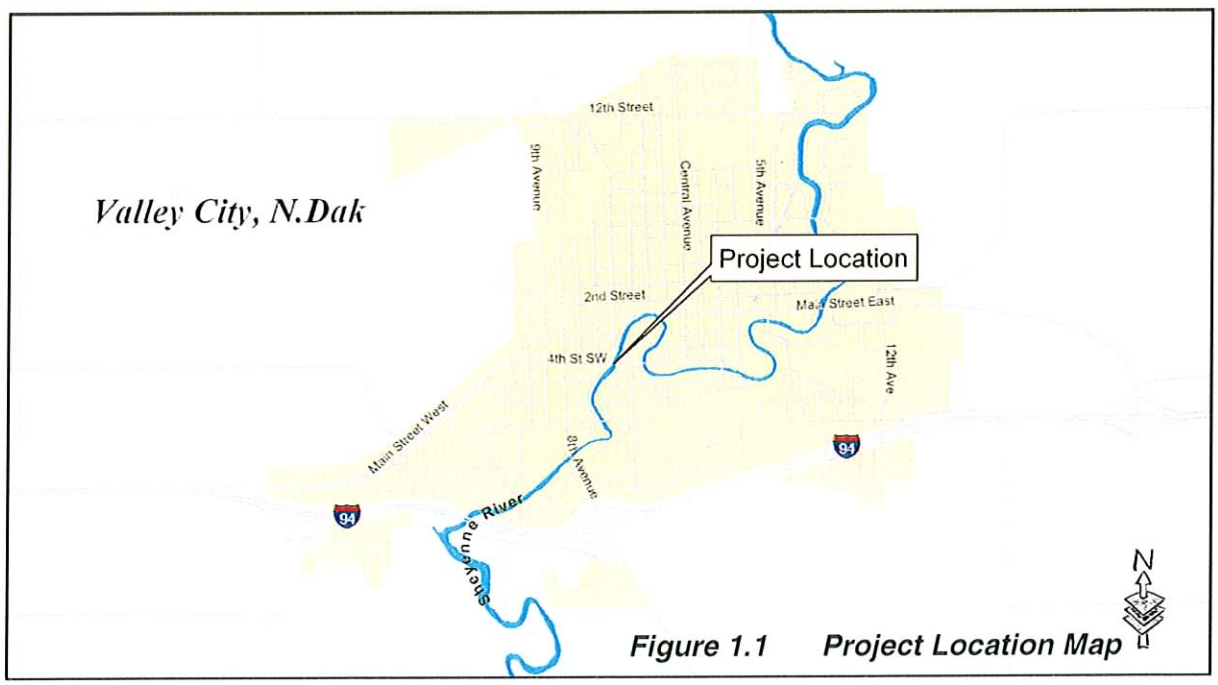


Figure 1.1 Project Location Map

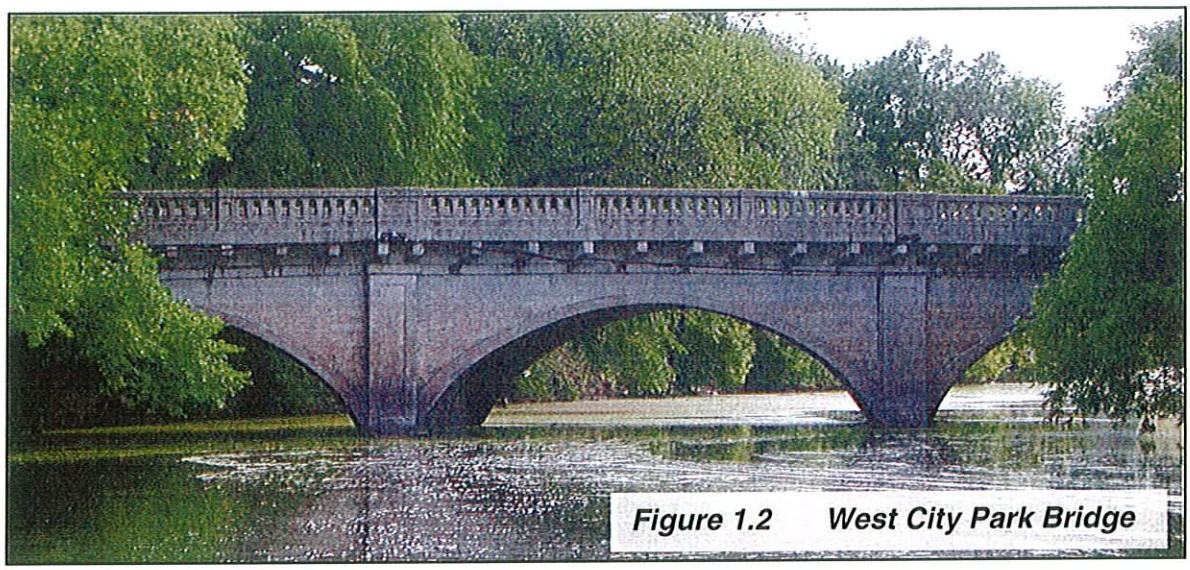


Figure 1.2 West City Park Bridge

1.3 Need for the Proposed Action

The West City Park Bridge project is needed because the bridge has structural and geometric deficiencies. The structural deficiencies must be addressed within an estimated five years, or the bridge may deteriorate to the point of closure. The condition of the bridge must be addressed to maintain the system linkage along 4th Street SW.

1.3.1 Structural Deficiencies

The West City Park Bridge has been classified by the NDDOT as "structurally deficient", with a sufficiency rating of 23.2. The sufficiency rating indicates the bridge's sufficiency to remain in service, and its ratings are a percentage in which 100 would represent an entirely sufficient bridge and zero percent would represent an entirely insufficient or deficient bridge. The latest NDDOT inspection, conducted in March 2004, listed the superstructure in serious condition and the overall structural condition as "intolerable, high-priority of repair[1]." The combination of the "structurally deficient" classification and sufficiency rating of 23.2 indicates the structure is in poor condition and eligible for replacement funds (a sufficiency rating of 0–50 indicates eligibility for replacement, while ratings of 50–80 trigger eligibility for rehabilitation funds). However, due to the historic significance of this structure, both rehabilitation and replacement alternatives have been developed.

The inventory rating of the bridge, which determines the load level that can safely use the bridge repeatedly, is 7 tons. The operating rating, which is the maximum permissible load level to be applied on an occasional basis, is 11 tons. To put this into perspective, a small to average sized sedan weighs approximately 1.5 tons, a mid-sized pickup truck about 2 tons, a utility truck up to 13 tons, and a garbage truck 20–25 tons. Due to the low inventory and operating ratings, Barnes County and Valley City have posted the bridge "No Trucks." This prohibits the use of emergency vehicles such as fire trucks, as well as garbage trucks, maintenance vehicles, and other large vehicles. Barnes County has noted that large vehicles fre-

[1] Please refer to the SI&A (Structure Inventory and Appraisal) Sheet dated March 2, 2004 and included in **Appendix A.**

quently ignore this posting, as the bridge is located in an urban area where these types of services are required. When large vehicles disregard the posting and use the bridge, there is a safety risk to the traveling public—the worst-case scenario is bridge failure. At best, the "No Trucks" posting impedes the function of 4th Street SW as a primary east-west corridor through Valley City.

1.3.2 Geometric Deficiencies

The West City Park Bridge is also geometrically deficient. The clear roadway width is 24 feet, with two 12-foot driving lanes and no shoulders. A 6-foot sidewalk is cantilevered off each side of the bridge, separated from the roadway by a 10-inch curb. Both approach roadways are 40 feet wide. Narrowing the roadway width through the bridge can create a bottleneck effect for traffic; however, the greater concern is due to the lack of roadway shoulders. There is no room for errant vehicle recovery on the bridge, and the 12-foot driving lanes become narrower during the winter months when snow and ice accumulate against the curbs. The NDDOT has classified the deck geometry as "intolerable, high-priority replacement," and the bridge as "functionally obsolete". The bridge received a deck geometry rating of 2 out of 9, the lowest possible rating for deck geometry for a bridge that is open to traffic.

It should be noted that the East City Park Bridge, located on 4th Street SW just east of the West City Park Bridge, also has a clear roadway width of 24 feet. However, the East City Park Bridge was constructed in 1924, and it will need some form of rehabilitation or replacement within the next 50 years. Bringing the bridge to current standards will be a part of the purpose and need for any future project on the East City Park Bridge. Not addressing the geometric deficiencies of the West City Park Bridge, using the justification that another narrow bridge exists next to it, would perpetuate the problem.

1.3.3 System Linkage

The West City Park Bridge is located on 4th Street SW, a minor arterial route. Fourth Street SW is one of the primary east-west routes in Valley City and provides a connection between Central Avenue and 8th Avenue, two of the most heavily traveled north-south routes. In addition to providing linkage between other minor arterials, 4th Street SW serves local traffic as well as VCSU (Valley City State University), home to nearly 1,000 students and 200 faculty and staff members. Approximately 2,500 vehicles cross the bridge daily. This project is needed to maintain the system linkage along 4th Street SW. ***Please refer to Figure 1.3.***

1.4 Purpose of the Proposed Action

The purpose of this project is to improve the structural condition of the bridge to meet AASHTO (American Association of State Highway and Transportation Officials)/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.

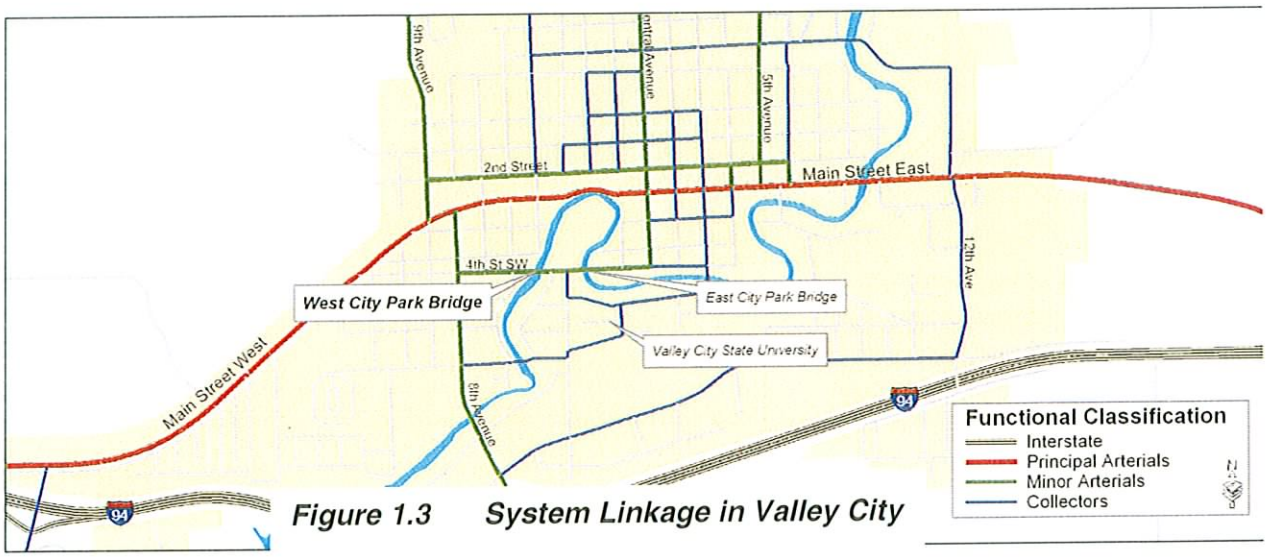


Figure 1.3 System Linkage in Valley City

1.5 History of the Planning Process

This EA follows several other projects focusing on the West City Park Bridge that have been commissioned by Barnes County and/or the NDDOT. These include a *Condition Report, Rehabilitation Study, Emergency Pavement Removal, Underwater Bridge Inspection,* and *Preliminary Engineering Report.* Following is a brief summary of the relevant project history.

1.5.1 Condition Report

From 2000–2001, LCE (Lichtenstein Consulting Engineers) and KL&J (Kadrmas, Lee & Jackson) conducted a study to determine the condition of the West City Park Bridge. They found that the overall condition of the structure was poor, which concurred with the NDDOT's "structurally deficient" classification. The results of this evaluation are included in a document referred to as the *Condition Report* throughout this EA[2] and summarized below. ***Please refer to Figures 1.4 and Figure 1.5.***

[2] Please refer to the *Condition Report for the 4th Street SW Bridge Over the Sheyenne River, Valley City, Barnes County, North Dakota*, prepared by Lichtenstein Consulting Engineers in June 2001 for further information.

- The structure is in overall poor condition.
- There are large chips and medium to wide cracks at the ends of several stringers above the piers, resulting in approximately 20–25% bearing area[3] loss.
- The top of the deck is in poor condition mainly due to water and salts trapped between the asphalt surfacing and the concrete deck. The underside of the deck is in fair condition, with large spalls as a result of long-term deck joint leakage.
- The bridge does not have adequate safety features: the concrete balustrades (decorative railings) on the bridge are geometrically inadequate as pedestrian and/or traffic rails per AASHTO standards and do not appear to meet AASHTO strength requirements.

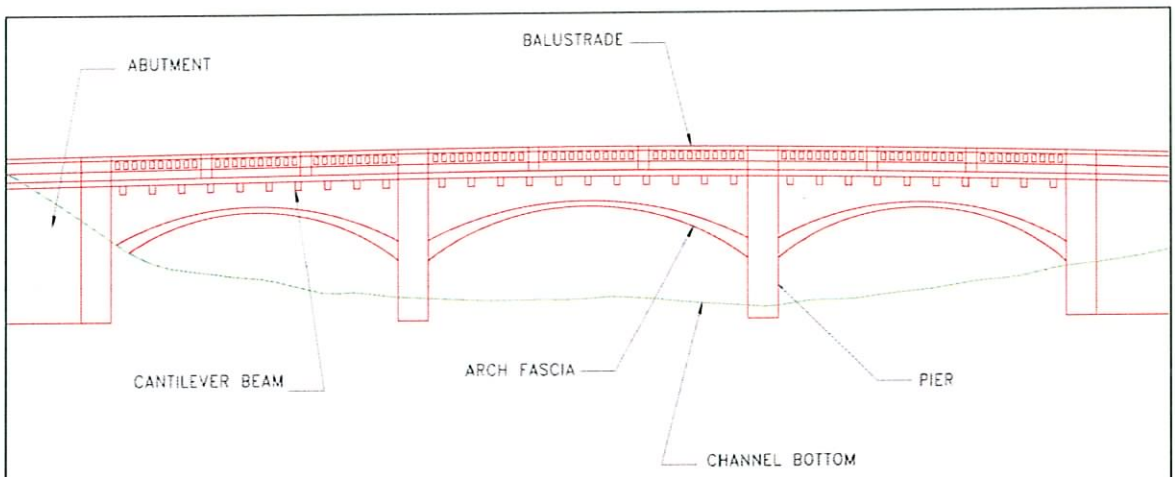


Figure 1.4 Existing Bridge Components, Elevation View

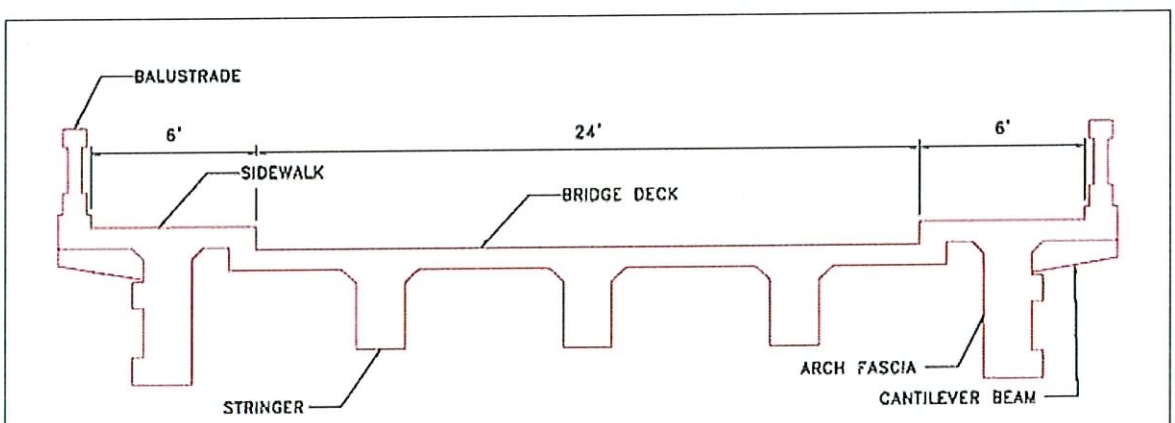


Figure 1.5 Existing Bridge Components, Cross Section View

[3] The bearing area is the part of the stringer that sits on the substructure (piers/abutments)

1.5.2 Rehabilitation Study

During 2001–2003, LCE, KL&J, and Braun Intertec conducted a second study, referred to as the *Rehabilitation Study* throughout this document[4]. The purpose of this investigation was to answer four questions regarding the possible rehabilitation, use, and reuse of the West City Park Bridge. The following issues were discussed:

(1) Can the bridge be upgraded to meet current design standards (HS20 (36 tons) or HS25 (45 tons) truck loading)? – *Yes, through replacement of the deck and floor beams.*

(2) Can the bridge be widened to provide a 40-foot roadway? – *No, not without destroying at least one of the false arches and decorative railings, which are crucial to the historic integrity of the structure.*

(3) Can the bridge be raised in order to improve the waterway opening? – *No.*

(4) Can the bridge be moved from its current location? – No.

The *Rehabilitation Study* also included an in-depth inspection of the structure, concrete testing program, and rating calculations. The results of this study confirmed again that the West City Park Bridge was in poor overall physical condition, with various conditions requiring immediate attention. The top of the deck and the concrete stringers were reported to be in poor condition; the underside of the deck and the balustrades in fair condition; and the fascia arch beams and substructure above the water level were found to be in good condition.

Results from the concrete testing program were used to determine the load capacity of the structure. The structure had a 0-ton rating at the inventory and operating levels due to 8" of asphalt surfacing on the deck.

1.5.3 Emergency Pavement Removal

Following the 0 ton rating, the city of Valley City and Barnes County posted the bridge "No Trucks." In 2002, the city of Valley City removed the existing asphalt wearing surface, which was approximately 8 inches thick at the roadway centerline, and replaced it with a thinner (3-inch) layer. Revised rating calculations resulted in an inventory rating of 7 tons and an operating rating of 11 tons. The bridge remains posted "No Trucks," which prohibits the use of emergency vehicles such as fire trucks, as well as garbage trucks, maintenance vehicles, and other large vehicles.

1.5.4 Underwater Bridge Inspection

During the *Rehabilitation Study,* an attempt was made to locate the original plans for the bridge, which would provide information about the substructure of the bridge. The plans were not located. Following the *Rehabilitation Study*, Collins Engineers conducted a routine underwater bridge inspection in September 2003. Divers found the substructure units to be in satisfactory condition. However, the foundation type, condition, and structural capacity are unknown.

[4] For more detailed information regarding the scope and findings of this study, please refer to the *Rehabilitation Study for the 4th Street SW Bridge (West Park Bridge) Over the Sheyenne River. Valley City. North Dakota,* prepared by Lichtenstein Consulting Engineers in June 2003.

1.5.5 Preliminary Engineering Report

A *PER (Preliminary Engineering Report)* was prepared in 2004–2005 by KL&J in conjunction with the development of this EA. The PER was used to develop improvement alternatives and cost estimates. The alternatives carried forward from the PER are evaluated based on feasibility and environmental, social, and economic impacts in the following chapters of this document.

CHAPTER 2 ALTERNATIVES

2.1 Introduction

This chapter provides information on the development and evaluation of project alternatives. The development of project alternatives is directly tied to the purpose and need for the project. Included in this evaluation are analyses of the no-build and build alternatives.

2.2 History and Development Process of Alternatives

Following the identification of the problems associated with the West City Park Bridge (need for the project) and the specific objectives of this project (purpose), several improvement alternatives and options were evaluated. These alternatives and options were developed to improve the structural and geometric deficiencies to meet current NDDOT and AASHTO design standards/guidelines for the facility type, to maintain system linkage, and to improve the safety and operational characteristics of the bridge. The aesthetic qualities and historic significance of the existing bridge were also factors that influenced the development of project alternatives.

2.3 Description of the Proposed Alternatives

Analysis of the West City Park Bridge resulted in the development of a no-build alternative (Alternative 1), two rehabilitation alternatives (Alternatives 2 and 3), and a replacement alternative (Alternative 4). Additional design options were developed to minimize environmental impacts and/or costs, and, in the case of the replacement alternative (Alternative 4), to mitigate the loss of the historic bridge (Options 4b and 4c). ***Please refer to Table 2-1.***

Table 2-1
West City Park Bridge Project Alternatives and Options

Alternative	Description	
1	**No build**	
2	**Rehabilitate existing bridge**	
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

2.4 Alternative 1: No Build

Alternative 1 is the no-build alternative. This would consist of doing nothing at the site, aside from routine maintenance. The bridge would remain in service and continue to be limited by the "No Trucks" posted condition. The bridge would continue to deteriorate to the point of closure, possibly within five years.

There would be no immediate costs associated with Alternative 1. However, future costs associated with Alternative 1 may include user costs due to the loss of service provided by the bridge at the point of closure. Alternative 1 would not meet the project purpose and need.

2.5 Alternative 2: Rehabilitate Existing Bridge

Alternative 2 would rehabilitate the existing bridge at its present location. The rehabilitation would include the removal and replacement of the bridge deck and stringers. The existing substructure would be evaluated during construction and reinforced if necessary to accommodate the new deck and beams along with a minimum of HS20 loading, the AASHTO recommendation for loading capacity on a rehabilitated bridge. To meet AASHTO crash standards, a crash-tested barrier would be added to the new deck. The addition of the barrier would reduce the clear sidewalk width from 6 feet to 5 feet. To meet safety standards for pedestrian rail openings, the balustrade openings would be covered on the inside face of the rail with a wire mesh or similar material.

In order to rehabilitate the bridge without affecting its historic integrity, the existing arch facades and balustrade rails would need to remain in place during and after the rehabilitation work; these are the key components noted when the bridge was nominated for the NRHP. It would not be possible to remove the rails and arches during construction for later replacement without damaging them. Due to this limitation, the clear roadway width of the bridge would remain 24 feet, and the bridge would remain deficient geometrically. This would not meet the project purpose and need. ***Appendix B contains Plan and Profiles and Cross Sections.***

AASHTO provides guidance regarding the factors to consider when addressing a bridge like the West City Park Bridge; one whose roadway width is narrower than the roadway approaches. The first consideration should be the extent to which such features that do not meet current policies and guidelines are likely to contribute to crash frequency and operational deficiencies. As discussed previously, the existing bridge has two 12-foot driving lanes and no shoulders and is along an urban arterial corridor. The bridge was designed and built in 1929 for a very different type of traffic than exists today. Rehabilitation measures would have an estimated life of 50 years; that means the 24-foot roadway width, insufficient enough for today's traffic to warrant an "intolerable, high priority replacement" rating, would remain in use for another half century. The rehabilitation alternative would require the installation of a traffic barrier, which would make the narrow bridge width feel narrower than it does today and may increase the potential for traffic accidents. Measures such as signage, pavement markings, flashing lights, or other measures could be used to alert drivers to the bridge's narrow width. Such measures are considered by AASHTO to be "interim" measures for special narrow bridges, not permanent solutions.

Further, AASHTO guidance offers the following factors to consider when determining whether and how to improve a narrow bridge: the remaining life of the bridge, the cost of

improvements and/or rehabilitation compared to replacement, and the historical significance, aesthetic value, and notoriety of the structure. These factors are evaluated in the following discussion.

- ***Remaining Life*** – The existing superstructure has an estimated remaining life of approximately five years at the time of this writing; its useful life is anticipated to end in approximately 2010. The bridge warrants immediate attention to continue to function for its intended purpose.

- ***Cost*** – As described further in the next section, the cost for rehabilitation of the bridge is widely uncertain due to a number of potential problems that could rapidly lead to higher costs. Rehabilitation of the existing bridge (Alternative 2) would cost an estimated $1.4 - $2.1 million. Rehabilitation of the existing bridge for one-way traffic and construction of a new bridge for one-way traffic in the opposite direction (Alternative 3) would cost an estimated $2.6 - $4.0 million (due to the same uncertainties with rehabilitation, the cost estimate for Alternative 3 also varies). Replacement of the bridge with a new bridge would range from an estimated $1.6 - $2.8 million, depending on which type of replacement structure was selected as preferred ($1.6 million for a modern bridge; $1.9 - $2.0 million for a new false arch bridge; and $2.7 - $2.8 million for a new functioning arch bridge).

- ***Historical Significance*** – As discussed previously, the West City Park Bridge is listed on the NRHP and is considered a locally significant structure due to its aesthetic appeal and presence on the Historic Bridges Tour. However, the Barnes County Historical Society and members of the public are in support of replacement of the bridge with a new bridge, provided its design reflects the history and aesthetics of its surroundings.

- ***Aesthetic Value*** – The West City Park Bridge is widely appreciated for its unique appearance. The bridge is located at the south end of City Park and is highly visible from the park. The West City Park Bridge is commonly photographed, and its image appears on marketing materials used to advertise Valley City as the "City of Bridges." However, public surveys were used during project planning to determine whether the general public preferred to rehabilitate (Alternative 2 and Alternative 3) or replace the existing bridge (Alternative 4), as well as the reasons behind their preference. The responding public clearly identified that aesthetic appeal was more important than preserving the historic structure. (Further information about the public input can be found in Chapter 4 of this document.)

- ***Notoriety*** – Although the West City Park Bridge is both well-known and widely appreciated, the local community is in support of its replacement. A clear majority of the responding public preferred to replace (Alternative 4) the bridge rather than rehabilitate it (Alternative 2 and Alternative 3). (Further information can be found in Chapter 4.)

Please refer to Figure 2.1.

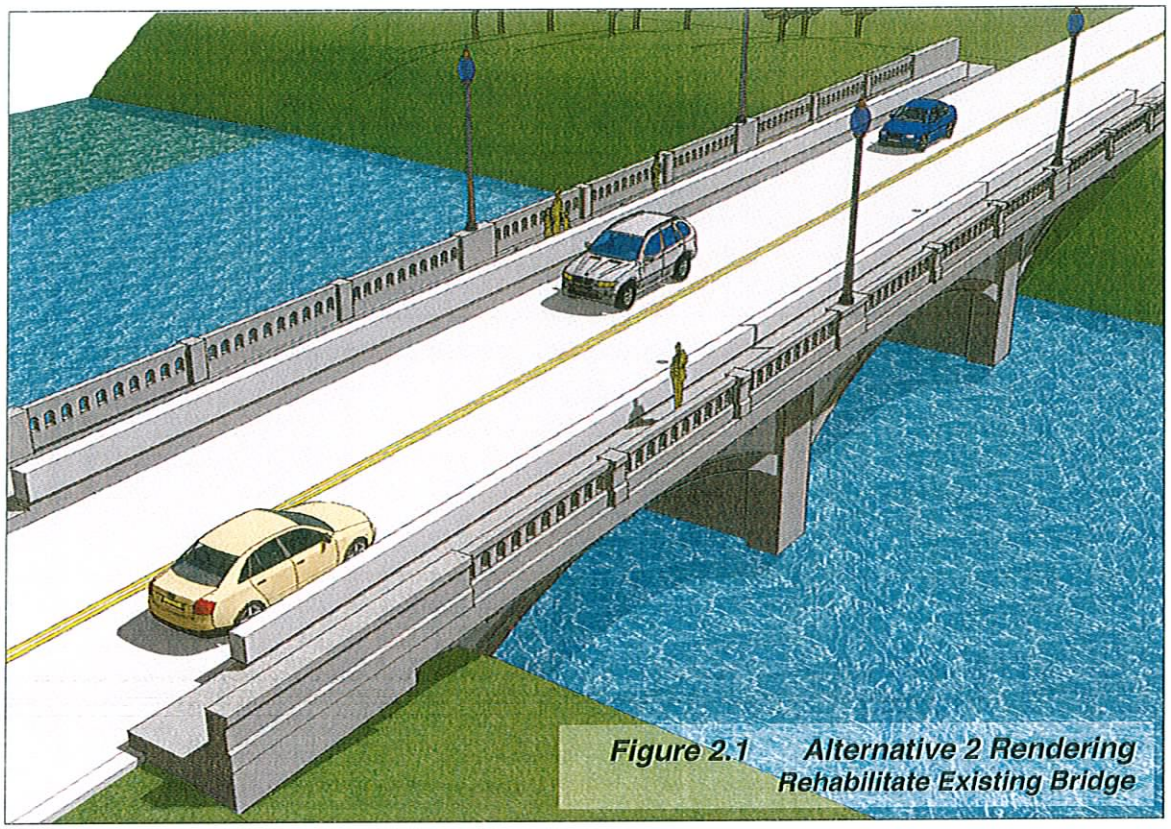


Figure 2.1 Alternative 2 Rendering
Rehabilitate Existing Bridge

Rehabilitation of the bridge would pose unique problems resulting from the unknown substructure of the bridge. In the *Rehabilitation Study*, LCE noted that there are no plans available for the existing bridge and that additional investigation would be required to verify that the piers and abutments are adequate for continued use. Based on the results of the inspection conducted by LCE and an underwater inspection conducted by Collins Engineering, the pier and abutment concrete appears to be sound. However, soundness of the concrete is not the only concern. In order to accurately assess the structural capacity of the piers and abutments, the foundation type and condition must be verified.

Typically in bridges, there are either concrete footings or pile foundations supporting the piers and abutments. Based on other bridges in the area built at about the same time, it is likely that timber piling supports the piers and abutments for this bridge.

There are testing methods available to determine whether or not piles are present, and possibly to determine the number of piles. However, the only way to accurately determine the length and soundness of in-place piles is through methods that require testing equipment to be physically attached to the piles. This type of testing would require the soil around the bottom of the piers and abutments to be excavated and removed to allow access for the testing equipment. Excavation at the piers and abutments would require the use of cofferdams.

Cofferdams are typically used when constructing new bridge piers in a waterway. Cofferdams usually consist of steel sheets driven vertically into the ground, forming an enclosed space around the work area. Once the sheets are in place, the contractor then pumps the water out of the enclosed space, providing access to the channel bottom, piers, and abutments.

While using cofferdams during the construction or rehabilitation of a bridge is common, it is rare to build cofferdams for preliminary engineering studies. The only practical way to perform the testing is to include the work with the bridge rehabilitation. If the testing reveals that the existing piers and abutments need to be reinforced with additional piling and concrete, the cofferdams are already in place to facilitate that work. If the testing is done during the preliminary engineering phase and reinforcement is required, cofferdams would need to be built again during the construction phase, increasing both costs and impacts to the channel.

For typical bridge pier construction or rehabilitation, individual cofferdams are built at each pier. This allows the contractor to access the work area while leaving the majority of the river channel open to carry water. For this project, it is not feasible to build individual sheet pile cofferdams at each pier. A cofferdam needs to form a completely enclosed loop around the pier. This would not be possible since the arches and railings cannot be removed. The contractor would not be able to drive the steel sheets under the arches, preventing the contractor from closing the loop around the pier.

There are two other methods of building temporary cofferdams available; however, these methods would not be feasible for this bridge. The first type consists of a series of steel frames placed on the channel bottom with an impervious membrane placed on top of the framework. ***Please refer to Figure 2.2.***

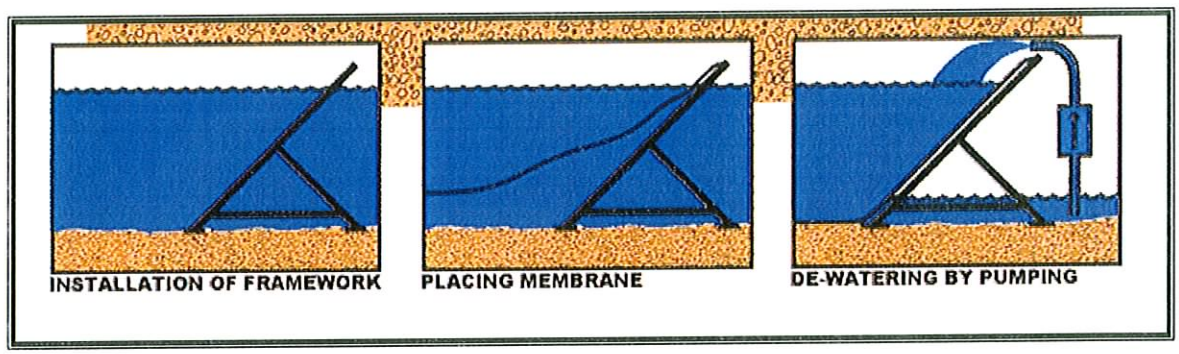


Figure 2.2 Portable Cofferdam

The second type consists of water inflatable barriers made of an impervious fabric. When the barriers are placed, they are pumped full of water to provide the cofferdam. ***Please refer to Figure 2.3.***

Figure 2.3 Inflatable Cofferdam

Both of these types require workers and/or equipment (crane or backhoe) to be in the water to install the systems. It would be very difficult for workers to install either of these systems for this bridge, as the minimum water depth at the bridge site is about 8 feet, due to a small dam downstream.

The maximum height of water that these systems can retain is 12 feet. With the channel bottom at approximately elevation 1200, this would allow protection up to elevation 1212.0. A stream flow of approximately 1500 cfs (cubic feet per second) would cause a water surface elevation of 1212.0.

The US Army Corps of Engineers began regulating the Sheyenne River from Baldhill Dam in 1950. Since that time, the annual peak stream flow measured at the USGS gage in Valley City has exceeded 1500 cfs 27 times and has been between 1000 and 1500 cfs an additional 6 times. While the peak flow typically occurs in April, it has occurred during the summer months (June through September) 16 times since 1950. These factors indicate that more than half of the time, a peak flow at or above 1500 cfs will occur, and approximately 30 percent of the time, peak flow occurs during the construction season. These combined factors result in an unacceptable risk to Barnes County. The potential for the river to exceed the capacity of the portable or inflatable cofferdams, and therefore the potential for damage to the rehabilitation work and historically significant arches and railings during construction, makes these cofferdam options not feasible.

The last remaining option is to enclose the entire bridge with a cofferdam. This would require two lines of sheet piling the entire width of the channel, one upstream and one downstream of the bridge.

To allow water to flow through the cofferdam, the contractor would have to either continuously pump the water over the cofferdam, or provide steel pipes welded to the cofferdam walls to carry water from the upstream side to downstream.

The contractor's cofferdam design would be subject to review by several environmental resource agencies, specifically as part of the Section 404 permitting process. The Sheyenne River is classified as a Class I Fishery (highest valued) by the North Dakota Game and Fish Department. The US Fish and Wildlife Service and ND Game and Fish Department have both stated that these methods would have an adverse effect on the Sheyenne River ecosystem (letters are included in Appendix B of this document). The potential impacts to the Sheyenne River ecosystem from the cofferdam operation may preclude a contractor from obtaining permission to build the cofferdam.

Since NDDOT specifications require the design of cofferdams to be the responsibility of the contractor, the contractor (or the contractor's engineer) would be taking a substantial risk with this scenario. If the river flow exceeded the contractor's capacity to transfer water from upstream to downstream, the contractor would risk damage to the work being performed as well as potential damage to upstream properties due to backwater.

Even if the cofferdam operation were approved and successfully constructed, Barnes County and NDDOT would be taking a serious financial risk in rehabilitating this bridge. The foundation investigation could reveal that components of the bridge that were planned to remain in place may need to be removed and replaced. For example, the existing foundations are assumed to be intact but in need of reinforcement to meet current design loads. If the contractor found once they were uncovered that the foundations were not intact (that is, with broken or cracked concrete) they would need to be repaired or replaced prior to being reinforced.

Additionally, operating heavy construction equipment on and near the existing bridge would create the potential to damage the existing bridge, particularly the arches. If one of the

arches sustained damage or collapsed during construction, the county and NDDOT would incur substantial costs to repair or replace the damaged components. If the original arches were not salvaged, the end result would be a bridge with a combination of old and new components visible to the public, which would not meet the goals of rehabilitating the bridge.

The estimated construction cost for Alternative 2 ranges from $1.4 million to $2.1 million. A base cost estimate of $1.6 million includes the costs to investigate the existing foundations and assumes that the existing foundations are intact but inadequate for the design loads and in need of reinforcement. If the foundation investigation revealed that the existing foundations are adequate for the design loads, the cost of this alternative could be reduced by up to $200,000. However, the costs also have the potential to grossly exceed the estimate; a flooding event, mitigation for impacts to the Sheyenne River ecosystem, unanticipated problems, or any combination of the above could increase the estimated cost by $500,000 or more.

2.6 Alternative 3: Rehabilitate Existing Bridge for One-Way Traffic; Construct Adjacent Bridge for Opposing Traffic

Alternative 3 would include rehabilitation of the existing bridge as discussed for Alternative 2. The rehabilitated bridge would be used for one-way traffic. A new modern bridge would be constructed approximately 50 feet from the centerline and parallel to the existing bridge. The new bridge would be constructed at a higher elevation than the existing bridge to meet current floodplain design standards. The new bridge would have a 24-foot roadway width and carry opposing one-way traffic. The new bridge would have a 6-foot pedestrian walkway and bridge lights similar to those on the existing bridge. Alternative 3 would involve significant approach reconstruction to provide the divided traffic flow through the two structures. The approach work would extend approximately 250 feet both east and west of the bridges.

2.6.1 Option 3a: New Bridge North of Existing

Option 3a would consist of one-way pairs with the new bridge constructed north of the existing bridge. The new bridge would block the view of the existing bridge from City Park. The City Park location currently provides the best vantage point for viewing and photographing the West City Park Bridge. New right-of-way would be required from City Park, which is protected under Section 4(f) of the Department of Transportation Act of 1966 and Section 6(f) of the Land and Water Conservation Fund Act of 1965. The accesses to City Park would also be closed for an estimated four weeks during construction. Additionally, two properties would be relocated, one of which is recommended as eligible for listing on the NRHP. The estimated cost of Option 3a is $2.6 - $3.3 million (the reason for the wide range is as described for Alternative 2). ***Please refer to Figure 2.4 and Figure 2.5.***

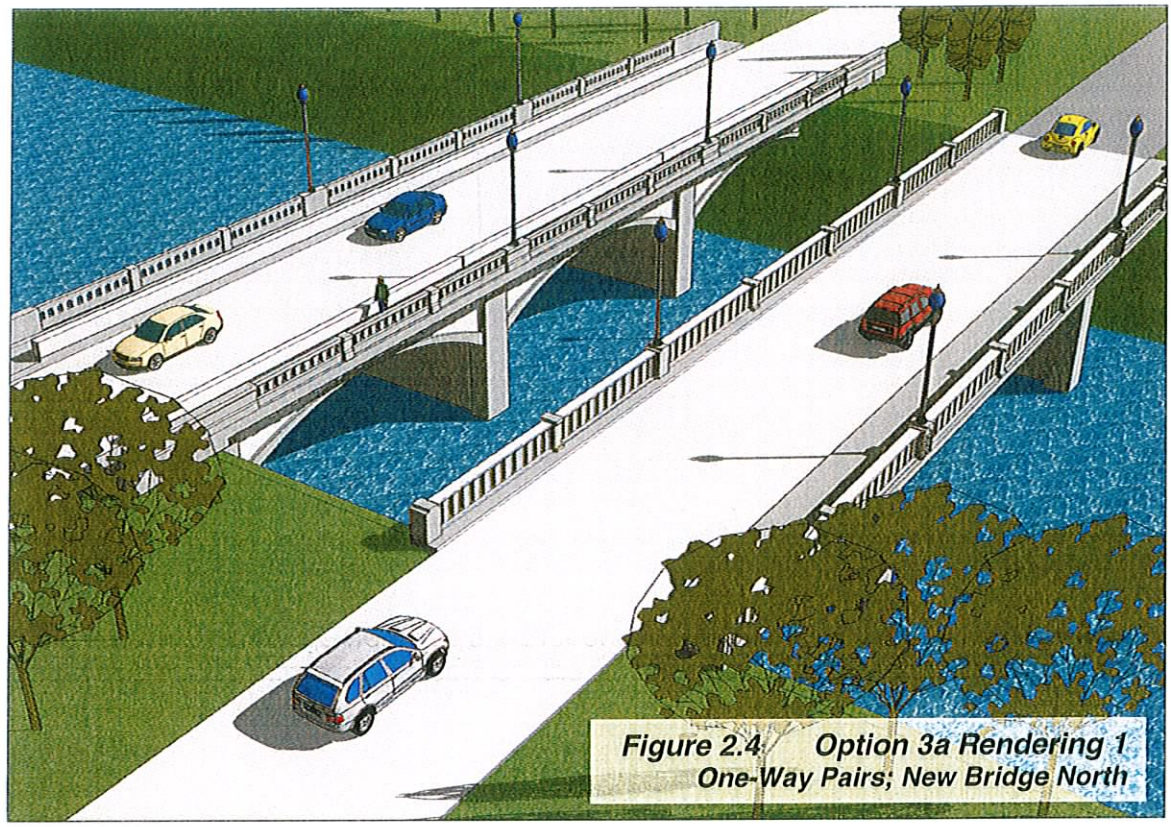


Figure 2.4 Option 3a Rendering 1
One-Way Pairs; New Bridge North

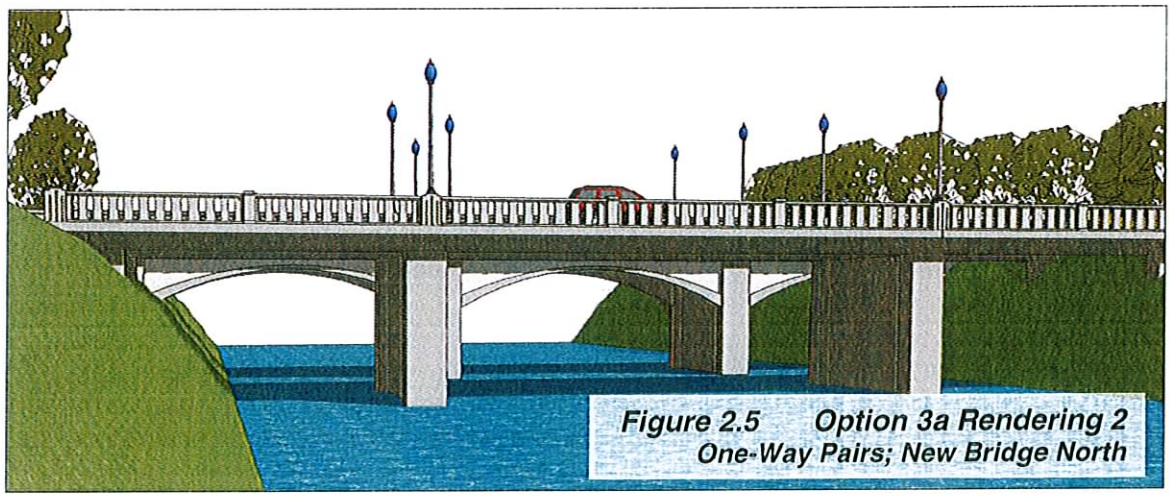


Figure 2.5 Option 3a Rendering 2
One-Way Pairs; New Bridge North

2.6.2 Option 3b: New Bridge South of Existing

Option 3b would consist of one-way pairs with the new bridge constructed south of the existing bridge. The view of the existing bridge from City Park would remain intact (since City Park is north of West City Park Bridge and the new bridge would be south). However, the accesses to City Park would be temporarily closed for approximately four weeks during construction. Four homes would need to be relocated to accommodate the new bridge, two of which are recommended as eligible for the NRHP. The estimated cost of Option 3b is $3.3 -

$4.0 million (the reason for the range in costs is as described for Alternative 2). ***Please refer to Figure 2.6.***

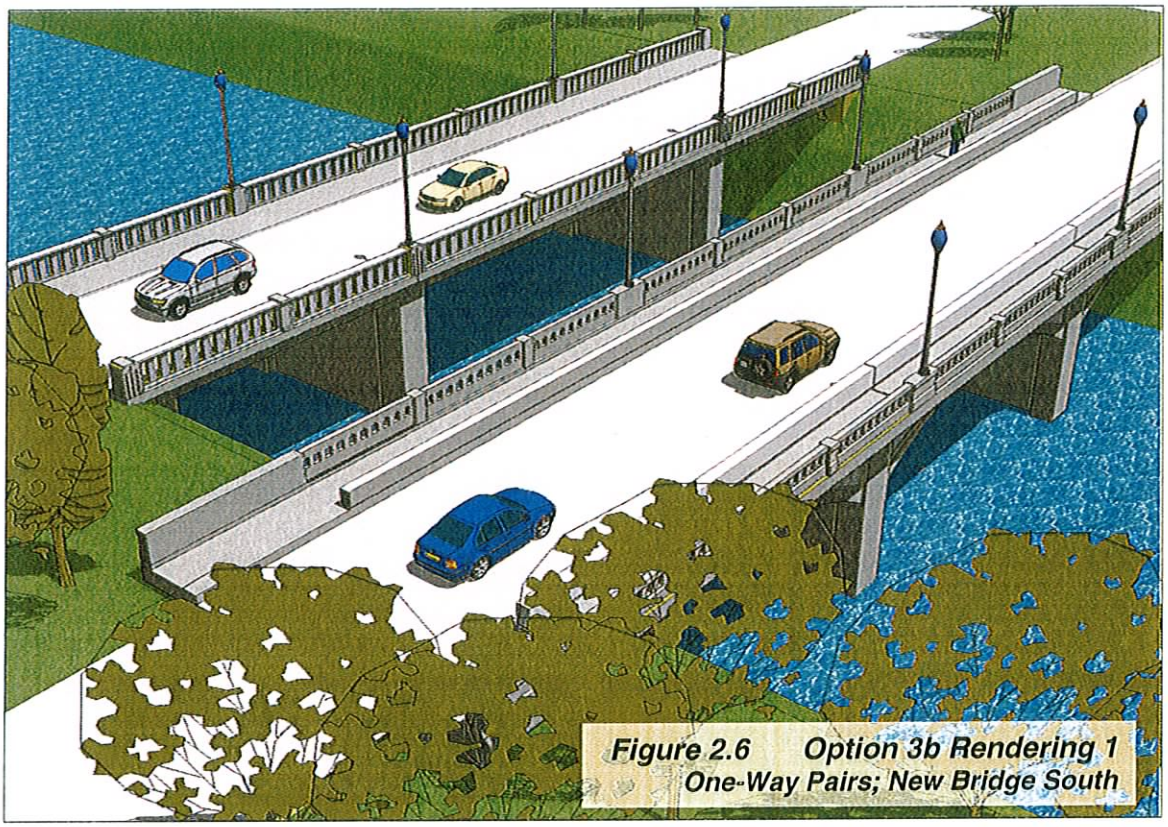


Figure 2.6 Option 3b Rendering 1
One-Way Pairs; New Bridge South

2.7 Alternative 4: Remove Existing Bridge and Replace With New Bridge

Alternative 4 would involve removal of the existing bridge and construction of a new bridge along the current roadway alignment.

A piece of history regarding the West City Park Bridge and the adjacent East City Park Bridge is noteworthy when examining the replacement options. The East City Park Bridge was constructed in 1924 as a functioning arch girder bridge---meaning that the arches help support the weight of the bridge as well as the traffic using the bridge. Five years later, the West City Park Bridge was constructed as a false arch bridge that mimicked the appearance of the East City Park Bridge. ***Please refer to Figure 2.7.***

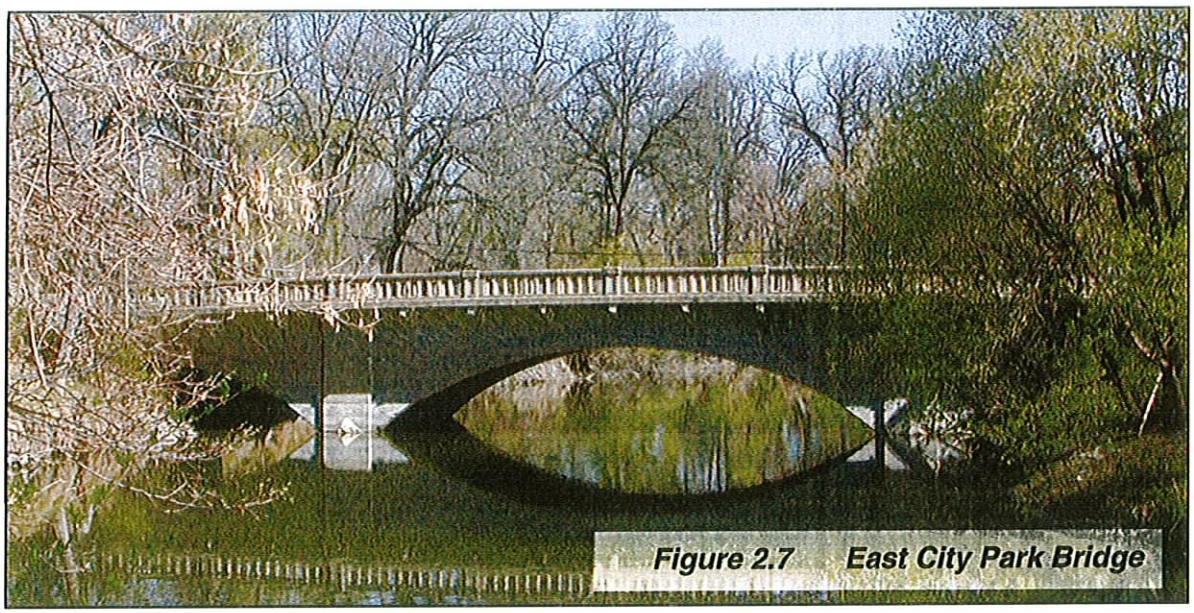


Figure 2.7 East City Park Bridge

The arches on the West City Park Bridge do not contribute to the function of the bridge; they were attached to the sides of the bridge for purely aesthetic reasons. With this history in mind, three bridge replacement options have been developed for this project: Option 4a (replace with modern bridge), 4b (replace with false arch bridge), and 4c (replace with functioning arch bridge).

For each of the replacement options, the roadway width through the new bridge would be 40 feet, consisting of two 12-foot driving lanes and two 8-foot shoulders. This section would match that of the approach roadways. The new bridge would incorporate 6-foot sidewalks[1] and bridge lighting on both sides of the bridge. The roadway approaches would be raised to match the elevation of the new bridge. Approximately 200 feet of the approaches would be reconstructed on either side of the structure, and the entrances to City Park would be relocated for approximately four weeks during construction. Also, some minor shaping of the channel would be required to transition from the new bridge to the existing banks up and downstream.

2.7.1 Option 4a: Modern Bridge Replacement

Option 4a would include replacing the existing West City Park Bridge with a modern bridge. The proposed modern bridge would consist of a prestressed concrete box girder bridge with a cast-in-place concrete deck. This option could include decorative lighting and railings. The estimated construction cost associated with Option 4a is $1.6 million. ***Please refer to Figure 2.8.***

[1] Please refer to Section 3.6.1 for a further discussion of pedestrian/bicycle facilities.

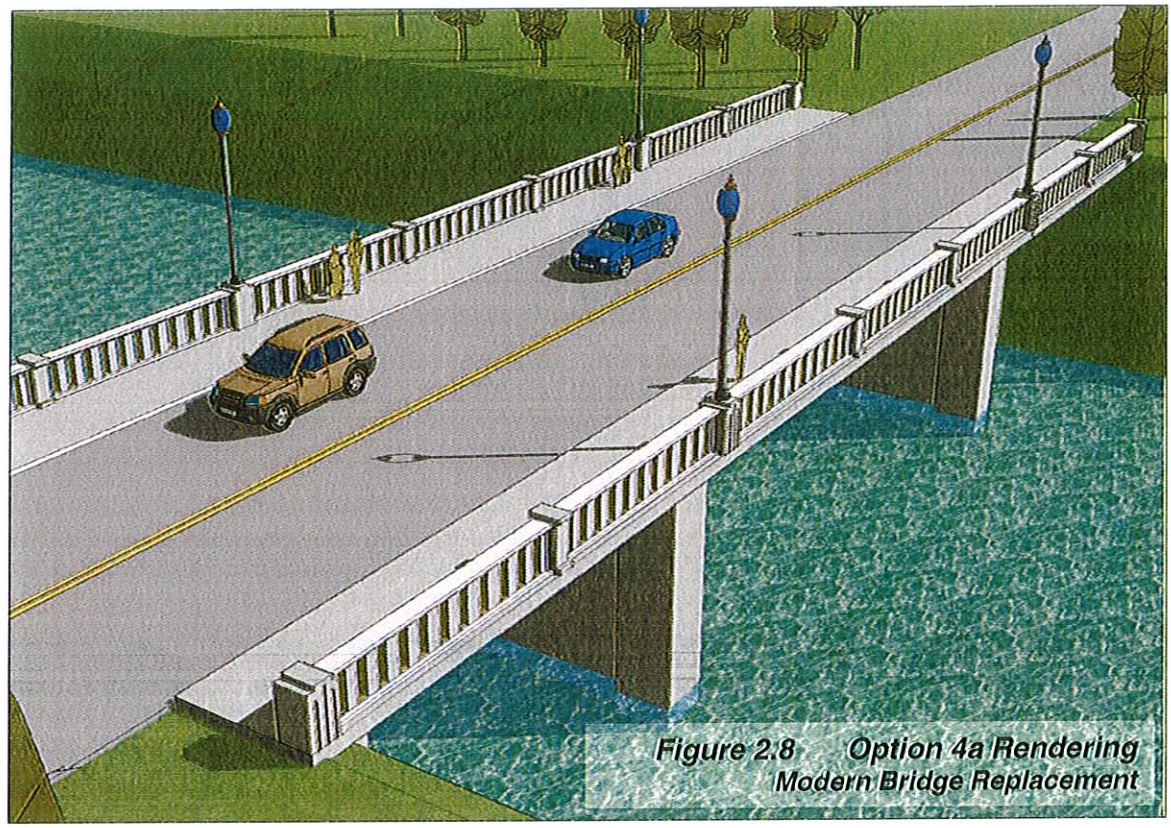


Figure 2.8 Option 4a Rendering
Modern Bridge Replacement

2.7.2 Option 4b: False Arch Bridge Replacement

Option 4b would include replacing the West City Park Bridge in-kind, with another false arch bridge. This would consist of a modern bridge similar to Option 4a with the addition of false arches along the sides; a design similar to that of the existing bridge. This option could be designed to look like the existing bridge or as a unique false arch bridge. Unique aesthetic features, such as colors, form-liner patterns, and decorative lighting and railings could be used to enhance the appearance of the new bridge. The estimated construction cost for Option 4b is $1.9 million for a bridge similar in appearance to the existing bridge and $2.0 million for a false arch bridge with a distinctive modern design. ***Please refer to Figure 2.9.***

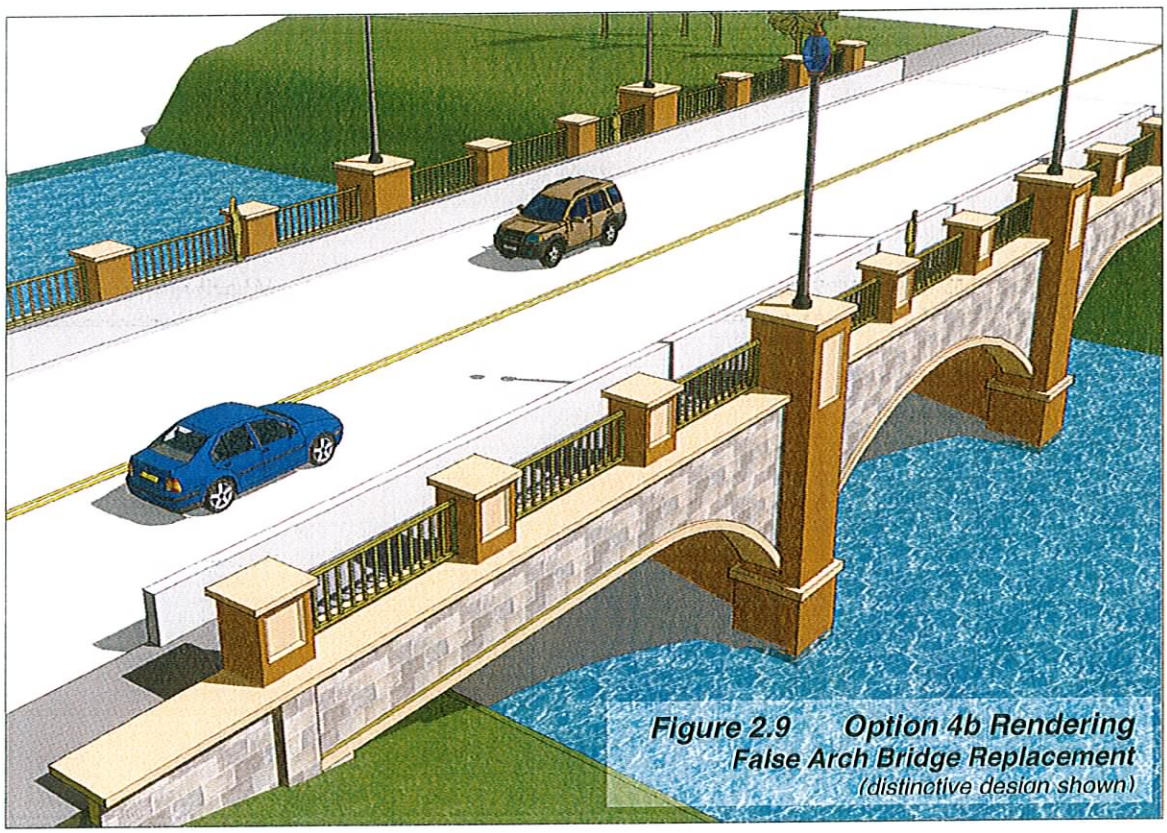


Figure 2.9 Option 4b Rendering
False Arch Bridge Replacement
(distinctive design shown)

2.7.3 Option 4c: Functioning Arch Bridge Replacement

Option 4c would include replacing the West City Park Bridge with a new functioning arch girder bridge. The new bridge would have cast-in-place concrete arch girders as the main support members of the bridge. This option could be designed similar to the adjacent East City Park Bridge, for which the original design plans are available. The new arch bridge could also be designed with unique aesthetic features, using colors, form-liner patterns, and decorative lighting and railings. The estimated construction cost for Option 4c is $2.7 million for a replica of the East City Park Bridge and $2.8 million for a functioning arch bridge with a distinctive modern design. ***Please refer to Figure 2.10 and Figure 2.11.***

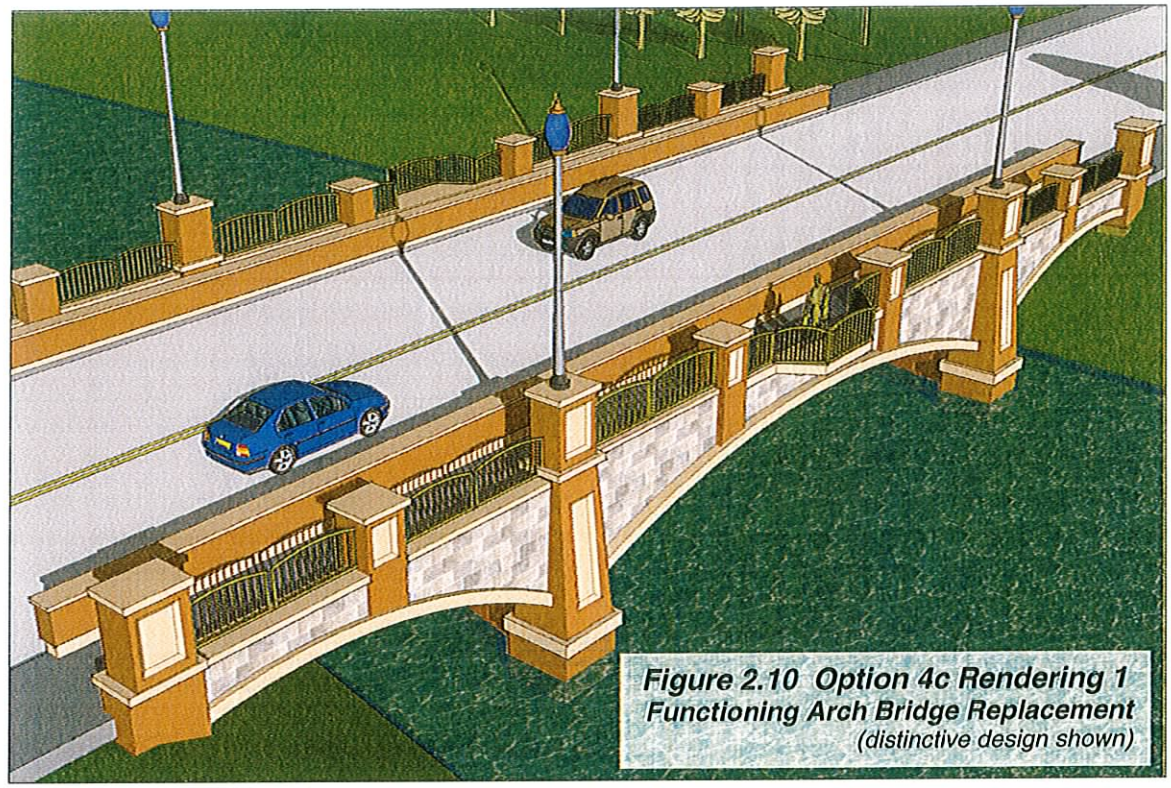


Figure 2.10 Option 4c Rendering 1
Functioning Arch Bridge Replacement
(distinctive design shown)

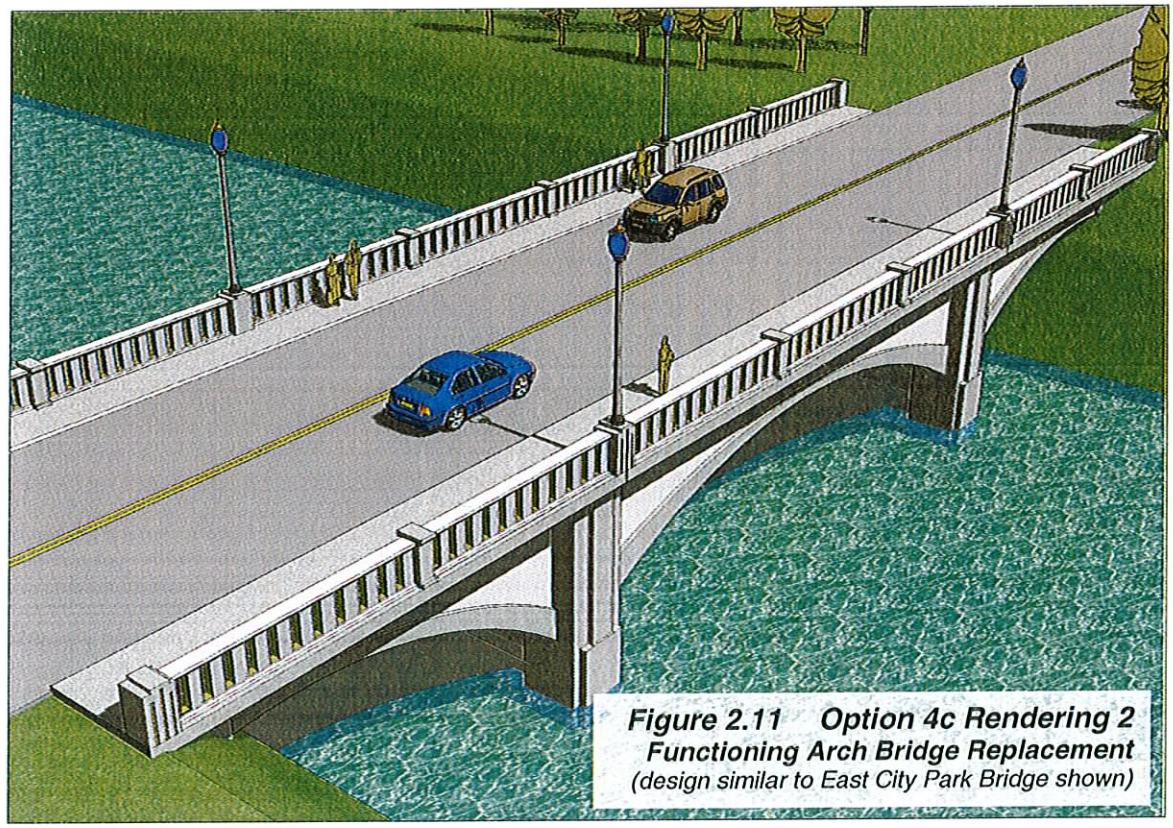


Figure 2.11 Option 4c Rendering 2
Functioning Arch Bridge Replacement
(design similar to East City Park Bridge shown)

2.8 Alternatives Eliminated from Further Study in this EA

2.8.1 Alternative 2: Rehabilitate Existing Bridge

As described previously in this chapter, Alternative 2 would not meet the project purpose and need. Alternative 2 would introduce numerous issues related to constructability, habitat, flooding, and financial risk. There is minimal public support for this alternative. For these reasons, Alternative 2 has been eliminated from further study in this document.

2.9 Alternatives Considered but Discarded After Preliminary Analysis

A preliminary analysis was conducted on five additional build alternatives, which were then eliminated from detailed study. Following is a brief description of each of those alternatives, including the reason(s) for their dismissal.

2.9.1 Short-Term Repairs

In the *Rehabilitation Study*, LCE recommended that if no long-term action were planned for this structure within the next two years, short-term repairs would be necessary. These repairs would include patching large cracks in the superstructure beams along with repairs to cracked and spalled areas of concrete throughout the bridge. The repairs would allow the bridge to remain in service for a longer period of time than the no build alternative. However, the repairs would not provide an increase in structural capacity, or be a viable solution for a 50-year design life. For these reasons, this alternative was eliminated from further study.

2.9.2 Rehabilitate and Widen Existing Bridge

Early in the planning process, an alternative to rehabilitate and widen the existing bridge was investigated. Under this alternative, the existing superstructure and the sidewalk, arch, and railing would be removed from either the north or south side. The bridge would then be widened to meet current roadway and traffic standards, and a new false arch, sidewalk, and railing would be added. However, as the arches and railing were significant factors in the bridge being placed on the NRHP, the bridge could not be widened without affecting the historic integrity of the bridge. For this reason, this alternative was eliminated from further study.

2.9.3 Rehabilitate and Eliminate Sidewalks to Increase Roadway Width

Since rehabilitation and widening was ruled out from further study, an alternative was evaluated that would include rehabilitating the bridge and eliminating the sidewalks, allowing the full deck width for traffic. This would require removal of the existing balustrade rails and could potentially damage the arches. Because the arches and railing were significant factors in the bridge being placed on the NRHP, this alternative could not be accomplished without affecting the historic integrity of the bridge. Additionally, eliminating the sidewalks would prevent pedestrians from crossing the bridge, and another crossing would need to be provided. For these reasons, this alternative was eliminated from further study.

2.9.4 Relocate Bridge; Preserve in New Location

The possibility of bridge adoption was evaluated as a potential measure to minimize harm associated with the removal of the West City Bridge, per Title 23 U.S.C. 144(o), which states: "Any State which proposes to demolish an historic bridge for a replacement project with funds made available to carry out this section shall first make the bridge available for donation to a State, locality or responsible entity if such State, locality or responsible entity enters into an agreement to (A) maintain the bridge and the features that give it its historic significance and (B) ensures all future legal and financial responsibility for the bridge."

One of the four questions that LCE set out to answer during the bridge inspection and rehabilitation study was whether the West City Park Bridge could be moved to another location. It was found that the bridge could not be moved. As reported in the *Rehabilitation Study*, it is virtually impossible to move a bridge of this type and maintain its design integrity. Relocating the structure would require a major disassembly and reconstruction of the bridge, including separating the floor system, fascia arch beams, and miscellaneous appurtenances into several manageable segments for transportation to a new site. Much of the historic fabric of the structure would be lost during the relocation process. The feasibility of this option was deemed not practical from both an engineering and economic perspective.

2.9.5 Preserve Existing Bridge in Place; Reroute Traffic to New Location

An alternative that would avoid the use of the historic bridge by allowing the bridge to be adopted in its current location while rerouting traffic to another river crossing was also evaluated and dismissed. The West City Park Bridge is located on 4th Street SW, a minor arterial route. Fourth Street SW is one of the primary east-west routes in Valley City and provides a connection between Central Avenue and 8th Avenue, two of the most heavily traveled north-south routes. In addition to providing linkage between other minor arterials, 4th Street SW serves local traffic as well as VCSU, home to nearly 1,000 students and 200 faculty and staff members. Approximately 2,500 vehicles cross the bridge daily. Relocation of traffic to another river crossing would be impractical on many fronts, including social, economic, and transportation engineering. Further, the bridge is surrounded by other historic properties. Placing a new bridge on a new alignment to the north would impact City Park and the City Park Historic District, both of which are eligible for listing on the NRHP. Placing a new bridge to the south of the existing bridge would impact residential properties and the VCSU Residential Historic District, both of which are eligible for listing on the NRHP.

CHAPTER 3 EXISTING CONDITIONS AND IMPACTS

3.1 Introduction

This chapter addresses the positive and negative environmental impacts of the alternatives carried forward from Chapter 2 and summarized in ***Table 3-1***.

Table 3-1
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

Information regarding the existing environment, potential effects to the environment resulting from each project alternative/option, and avoidance, minimization, and/or mitigation measures for adverse impacts is included.

3.2 Land Use

The land within the project area is primarily zoned for single-family and multi-family residential use, with City Park providing a recreational area. City Park is located on an oxbow formed by the Sheyenne River. The West City Park Bridge provides access to City Park from the west. The central business district is located north of the project area, and the West City Park Bridge provides access to the central business district from the south. VCSU is located south of the project area. The West City Park Bridge is used extensively by the VCSU community as a connection between the campus and the downtown area. As mentioned previously, the West City Park Bridge is located on a minor east-west arterial that is important to Valley City's transportation system. ***Please refer to Figure 3.1.***

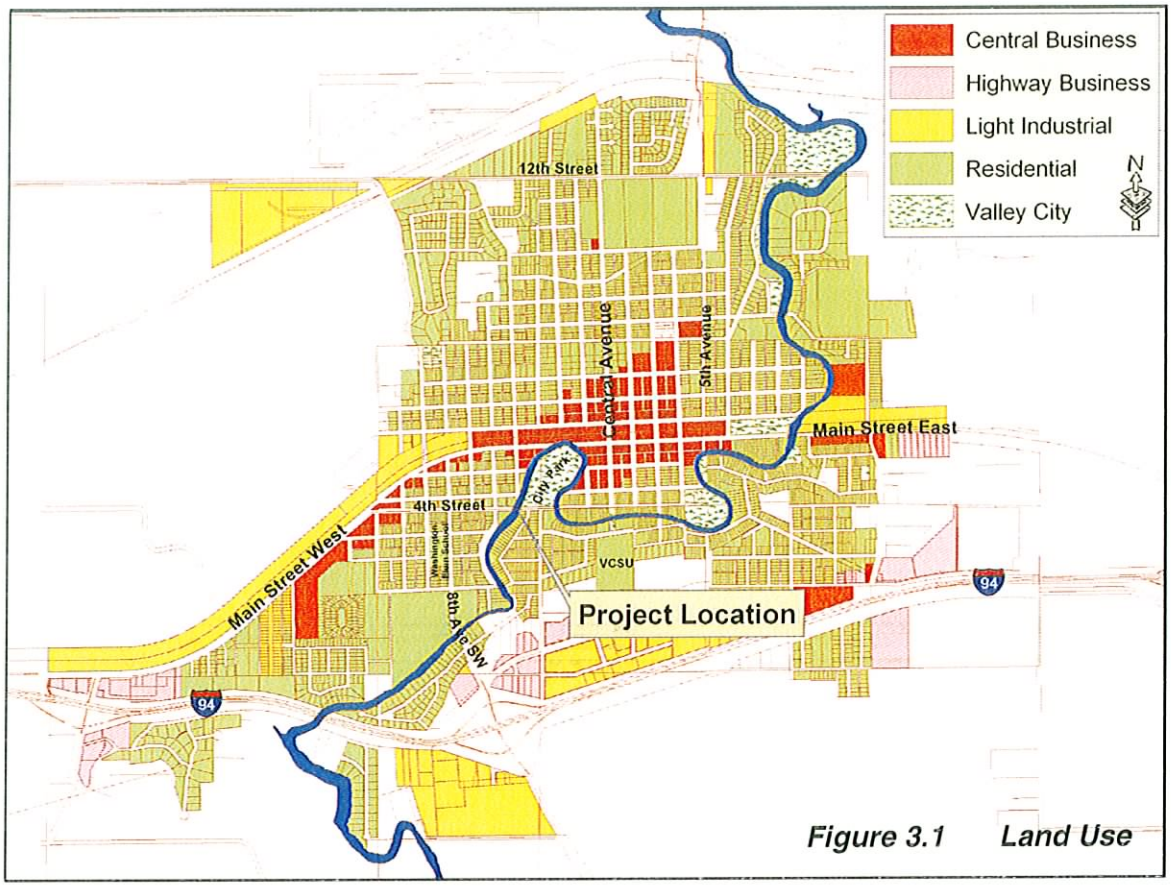


Figure 3.1 Land Use

3.2.1 Land Use Impacts/Mitigation

Alternative 1 (No Build) – Under Alternative 1, the West City Park Bridge would deteriorate to the point of closure, possibly within five years. The 4th Street SW corridor would no longer be able to function as a minor east-west arterial.

Alternative 3 (One Way Pairs) – Option 3a (new bridge located north of existing bridge) would require the conversion of recreational lands protected under Section 4(f) and Section 6(f) into a transportation corridor as well as the relocation of two homes. Option 3b (new bridge located south of existing bridge) would require the conversion of land zoned for residential use to a transportation corridor, including the relocation of four homes of which two are eligible for NRHP. ***Please refer to Figure 3.2 and Figure 3.3.***

Alternative 4 (Replace Existing Bridge) -- This alternative would have no impacts on land use.

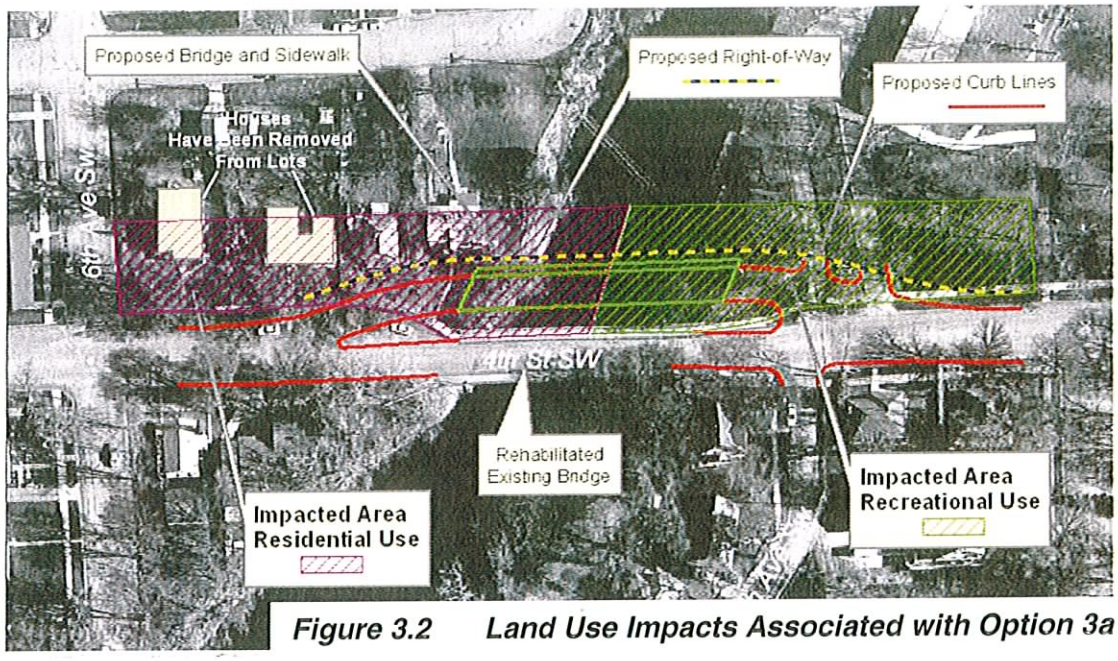


Figure 3.2 Land Use Impacts Associated with Option 3a

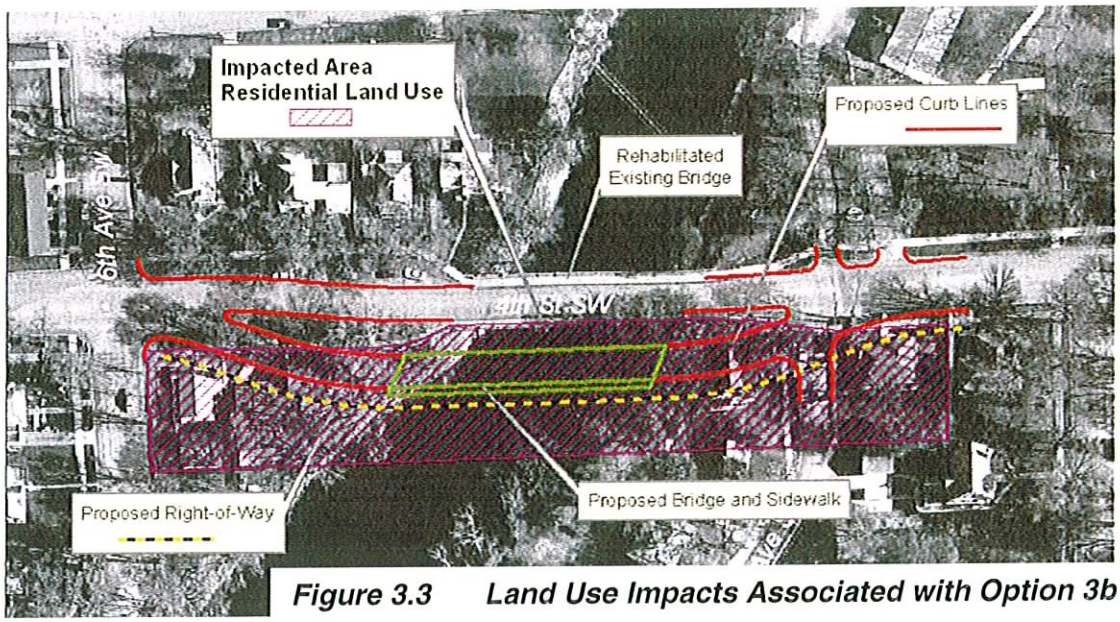


Figure 3.3 Land Use Impacts Associated with Option 3b

3.3 Social Considerations

Social impacts are those that affect the quality of life for residents living within the study area. Impacts to the social environment may include changes in neighborhoods or community cohesion for various social groups; changes in travel patterns and accessibility; impacts on school districts, recreation areas, churches, businesses, police and fire protection; and/or impacts on highway, traffic, and overall public safety.

3.3.1 Social Impacts/Mitigation

Alternative 1 (No Build) – The deterioration and ultimate closure of the West City Park Bridge, which may occur within five years, would affect the quality of life for residents within the study area. Travel patterns would change out of necessity. This would impact accessibility to residential properties, VCSU, City Park, and other properties in the area. The 4th Street SW corridor would not be able to function as an east-west minor arterial corridor, as intended. This would impact approximately 2,500 vehicle trips per day.

Alternative 3 (One Way Pairs) – Options 3a and 3b would remove the safety concerns associated with the narrow bridge deck. However, these alternatives would alter localized traffic maneuvering along and within the project corridor; the 4th Avenue SW roadway would be divided with a raised median. There would not be adequate sight distance for drivers making a left-hand turn onto 4th Street SW from City Park. It is possible that safety would be further compromised, at least initially, while drivers, pedestrians, and bicyclists adjust to the new conditions.

Alternative 4 (Replace Existing Bridge) – This alternative would provide the greatest increase in safety by improving both the geometric and structural conditions at the West City Park Bridge.

3.4 Relocations/Acquisitions

The "Uniform Act," or Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and amendments, provide important protections and assistance for people affected by federally funded projects which, although designed to benefit the public as a whole, may result in acquisition of private property and displacement of people from their homes, businesses or farms.

3.4.1 Relocation/Acquisition Impacts/Mitigation

Alternative 1 (No Build) – This alternative would not require any relocations.

Alternative 3 (One Way Pairs) – Option 3a (new bridge located north of existing bridge) would require the acquisition of two residential properties, both of which are occupied. Mitigation would consist of following standard NDDOT procedures for relocation assistance, including obtaining a property appraisal and assisting the relocated parties with finding comparable housing. Option 3b (new bridge located south of existing bridge) would require the acquisition of four residential properties that are currently occupied. Mitigation for these impacts would be as described for Option 3a. An estimated cost for acquisition and relocation assistance for those affected by this alternative is included in the cost estimate. ***Please refer to Figure 3.4 and Figure 3.5.***

Alternative 4 (Replace Existing Bridge) – This alternative would not require any relocations.

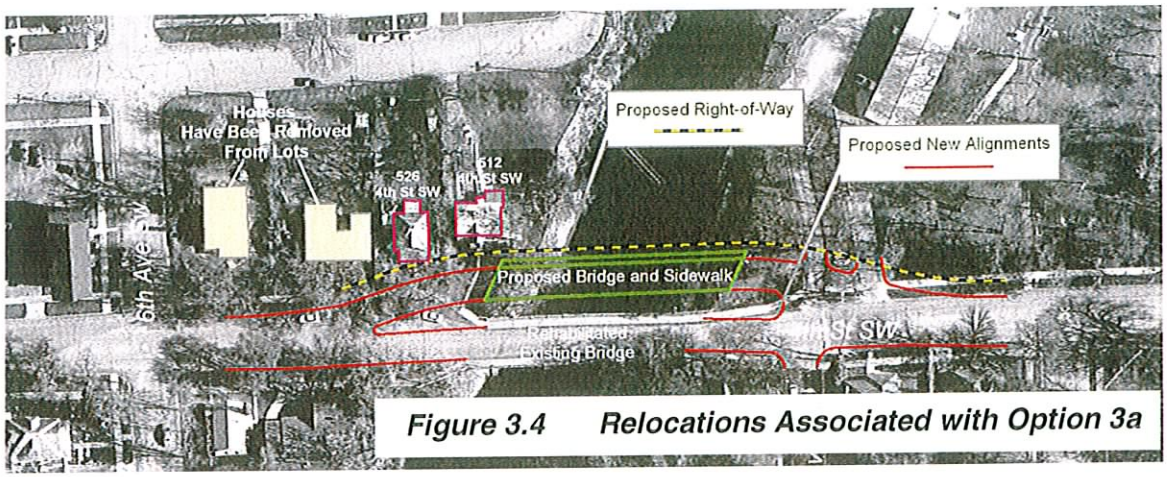


Figure 3.4 Relocations Associated with Option 3a

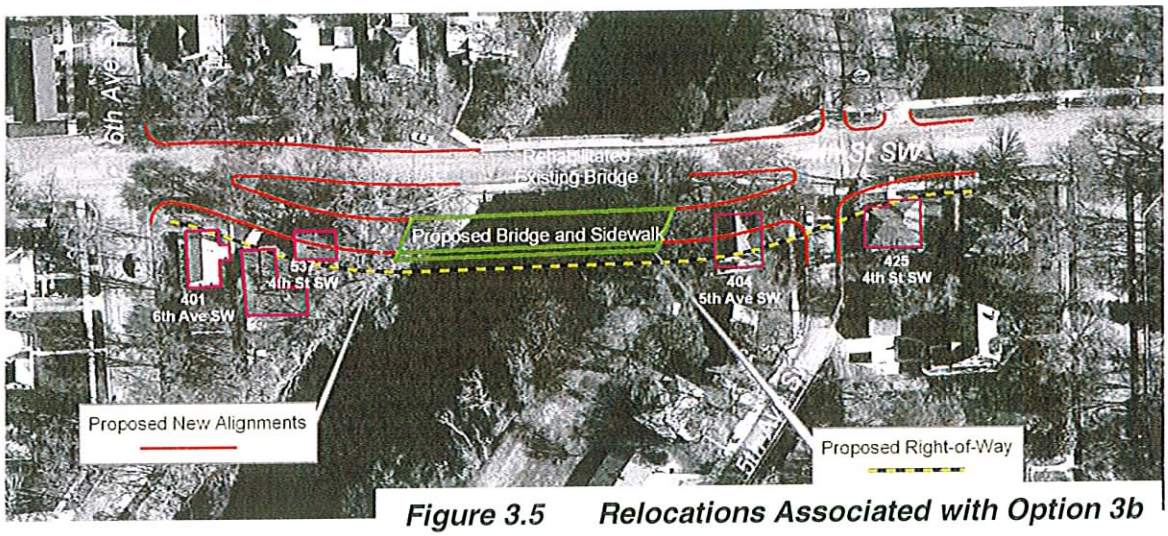


Figure 3.5 Relocations Associated with Option 3b

3.5 Economics

Tourism is the third-ranking source of income in North Dakota, following agriculture and mineral production. Over the past decade, Barnes County and Valley City (the county seat) have capitalized on the tourism industry to help revitalize the local economy. In the late 1980s–early 1990s, many of the storefronts in Valley City's downtown business district were vacant. In the mid-1990s, Barnes County and Valley City leaders, in cooperation with other local groups, developed a brand for Valley City based on its historic bridges, antique/specialty shops, and unique restaurants.

Valley City and Barnes County have marketed Valley City as the "City of Bridges" and developed an eight-bridge auto/bicycle/pedestrian tour, which features the West City Park Bridge. The West City Park Bridge is also featured on the International Volksmarch Tour and the North Country National Scenic Trail. The image of the bridge is shown on tourist memorabilia available in local shops.

There is mounting evidence that the "City of Bridges" marketing campaign is having success. Numerous local, regional, and national publications have cited Valley City's "Americana Charm" and scenic bridges within the past several years. The Valley City Chamber of Commerce has noted increasing numbers of tourists each year. The Chamber also reported that its website, which provides information about Valley City's scenic bridges, has had hits from all 50 states and 50 countries. The pages of its website that pertain to the West City Park Bridge have experienced substantial increases in traffic over the past few years (a 69% increase from 2001–2002 and a 73% increase from 2002–2003). During 2003, the Chamber distributed over 10,000 copies of the scenic bridges tour self-guided map and received well over 300 specific requests for more information pertaining to the bridges. In addition, every downtown storefront in Valley City is currently filled.

3.5.1 Economic Impacts/Mitigation

Alternative 1 (No Build) – This alternative would allow the West City Park Bridge to deteriorate to the point of closure. This would be counterproductive to the use of Valley City's scenic bridges for economic development of the area.

Alternative 3 (One Way Pairs) – Option 3a (new bridge located north of existing bridge) may have a negative affect on the scenic bridge-based tourism in the area. The new bridge would effectively block the view of the West City Park Bridge from City Park, which is the premier location to view and photograph the bridge. Option 3b (new bridge located south of existing bridge) would not affect local economic development.

Alternative 4 (Replace Existing Bridge) – Replacement of the West City Park Bridge with a modern bridge not reflective of the history and aesthetics of its surroundings (Option 4a) would be inconsistent with the "City of Bridges" tourism campaign. However, replacement with a new, aesthetically pleasing arch bridge (Option 4b or 4c) would be consistent with the economic development of the area.

3.6 Pedestrian and Bicycle Considerations

The Bicycle Transportation and Pedestrian Walkways provisions of Section 217 of Title 23 U.S.C., as amended by the 2005 SAFETEA-LU (Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users) Section 1954[1], states that bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian uses are not permitted; and that transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians.

The West City Park Bridge currently has sidewalks on both sides of the roadway, allowing for pedestrian traffic outside the driving lanes. The sidewalks are six feet wide and connect to existing sidewalks both east and west of the bridge. There are no bicycle facilities along 4th Street SW; bicyclists share the traffic lanes with other vehicles. The pedestrian railing does not meet current AASHTO safety standards due to the (large) size of the openings between posts.

[1] The 1998 TEA-21 (Transportation Equity Act for the 21st Century) expired on September 30, 2003. After 12 extensions were signed into law, President Bush signed SAFETEA-LU on August 10, 2005.

The city of Valley City currently has several shared-use paths, which run generally north to south and do not presently connect to each other as a unified system. One of these paths is in City Park.

Additionally, there are two pedestrian tours in Valley City. The Valley City Volksmarch route coincides with the automobile-focused Historic Bridges Tour. The other pedestrian tour is part of the North Country Trail, a hiking trail that passes through Valley City en route between the Appalachian Mountains in New York State and Lake Sakakawea in North Dakota. Both of the pedestrian tours go through City Park, and the Volksmarch uses the West City Park Bridge.

As part of an ongoing Corridor Study,[2] a conceptual pedestrian/bicyclist trail plan is being developed for Valley City. The Corridor Study includes the recommendation that the City prepare a Master Trail Plan for Valley City. The preliminary concepts identify the West City Park Bridge as a part of a shared-use trail system. ***Please refer to Figure 3.6.***

[2] The Valley City Main Street Corridor Study is currently being prepared by KL&J for the city of Valley City.

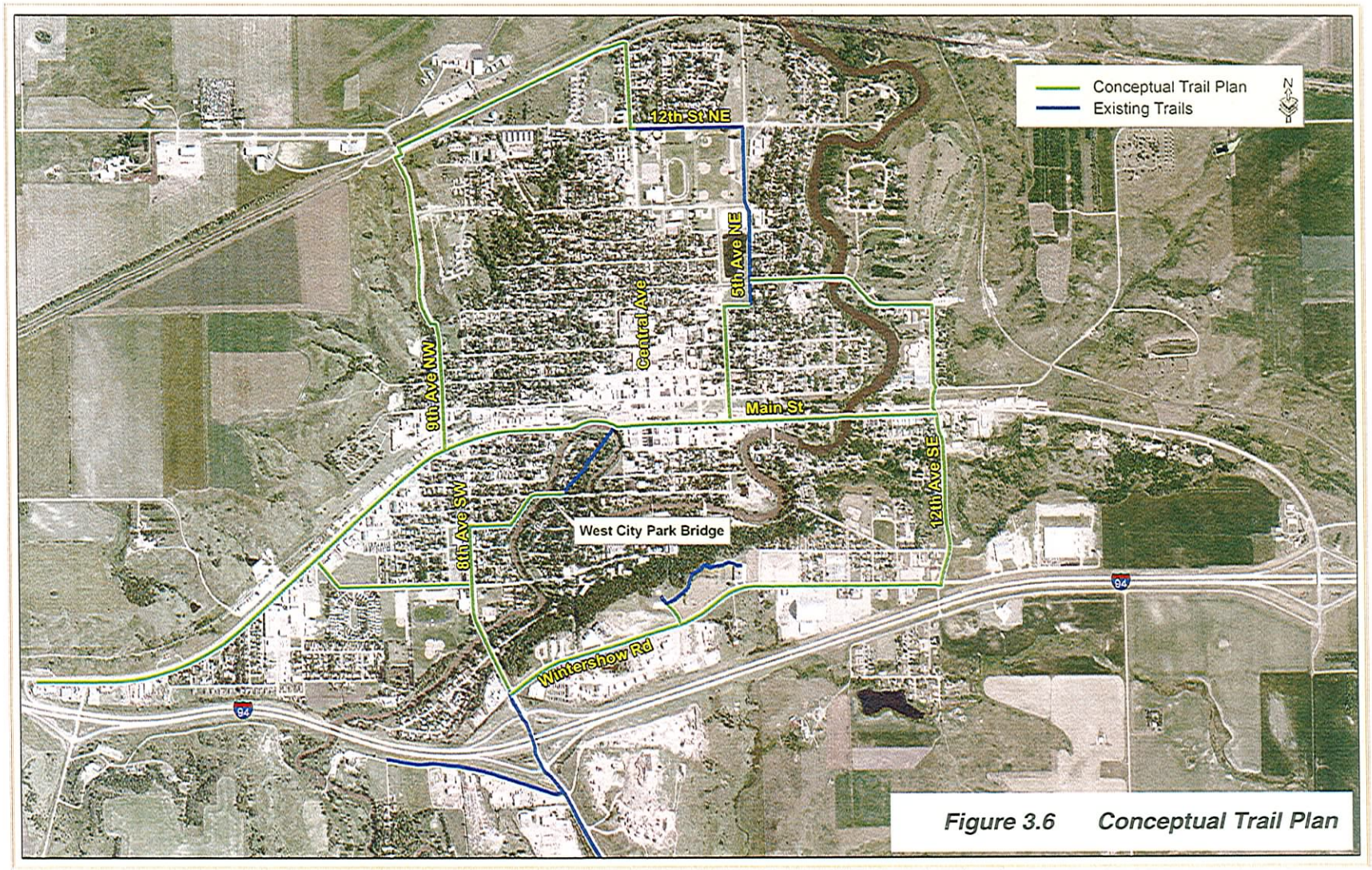


Figure 3.6 Conceptual Trail Plan

3.6.1 Pedestrian and Bicycle Impacts/Mitigation

Alternative 1 (No Build) – The no build alternative would allow the existing sidewalks to continue to be used until the bridge deteriorated to the point of closure. Once the bridge was no longer usable, pedestrians and bicyclists would have to travel south to Viking Drive or north to Main Street to cross the Sheyenne River. These routes would add approximately 0.5- and 0.8-mile round trip, respectively. ***Please refer to Figure 3.7.***

Alternative 3 (One Way Pairs) – Under Alternative 3, pedestrian and bicycle traffic would use the existing sidewalk for travel in one direction and a 6-foot sidewalk on the new bridge for traveling in the opposite direction. The existing sidewalk would be reduced to 5 feet to accommodate a 1-foot traffic barrier on the existing bridge. There would be sufficient room to stripe a bicycle lane in the roadway on each bridge, if needed.

Alternative 4 (Replace Existing Bridge) – The cost estimate for Alternative 4 was based on including a 6-foot sidewalk on each side of the bridge. However, if it is decided to increase the width of the sidewalk to accommodate bicyclists or to stripe a bicycle lane in the roadway, either of these options may be added during project design. Increasing the width of the sidewalk would add approximately $10,000 - $15,000 per additional foot of width.

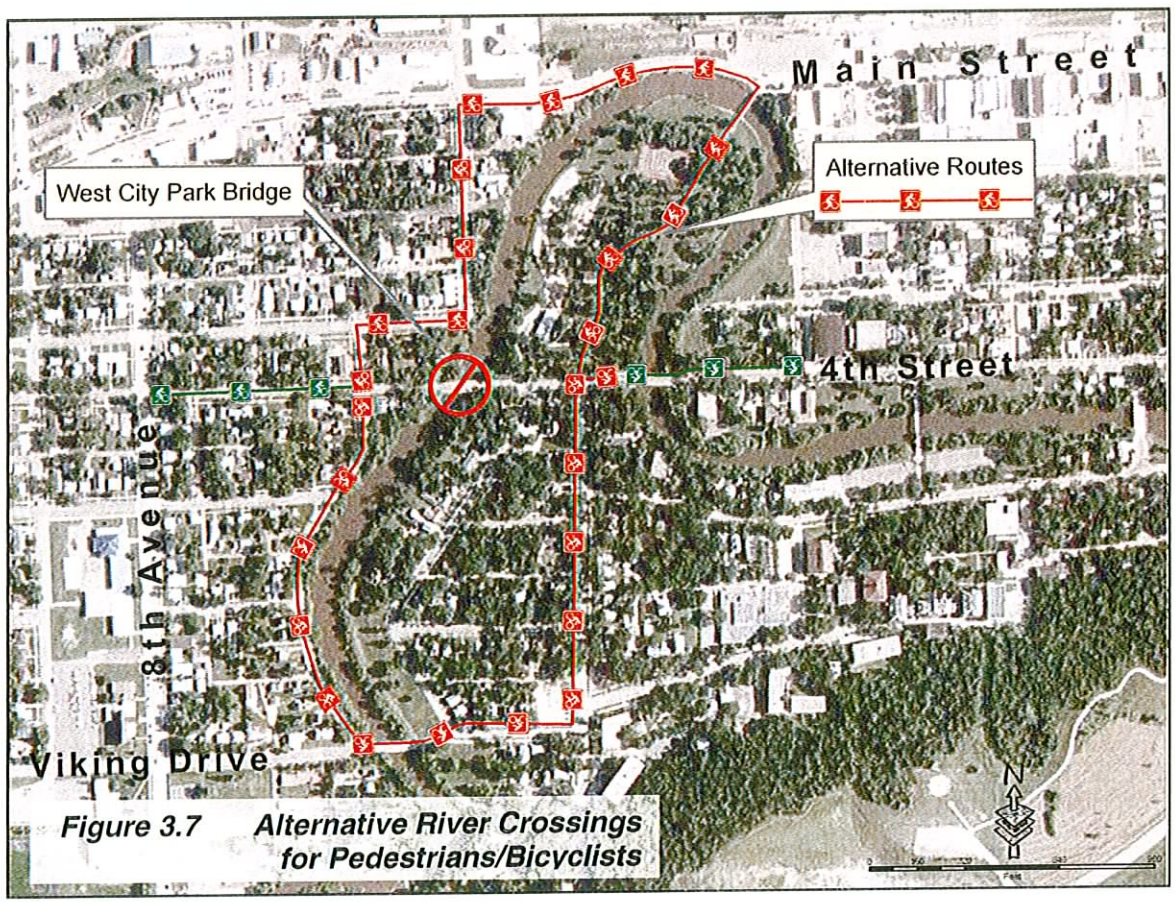


Figure 3.7 Alternative River Crossings for Pedestrians/Bicyclists

3.7 Wetlands

Wetlands are defined both in the 1977 Executive Order 11990, Protection of Wetlands, and in Section 404 of the Clean Water Act of 1986, as those areas that are inundated by surface or groundwater with a frequency to support and under normal circumstances do or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Three parameters that define a wetland, as outlined in the Federal Manual for Delineating Jurisdictional Wetlands (U.S. Army Corps of Engineers, 1987), are hydric soils, hydrophytic vegetation, and hydrology. Wetlands are an important natural resource serving many functions, such as providing habitat for wildlife, storing floodwaters, recharging groundwater, and improving water quality through purification.

The West City Park Bridge crosses the Sheyenne River. The Sheyenne River has been classified by the NDG&F (ND Game and Fish Department) as a Class I Fishery (highest valued).

3.7.1 Wetland Impacts/Mitigation

Estimated permanent wetland impacts associated with each alternative are summarized below. ***Please refer to Table 3-2.***

Table 3-2
Estimated Wetland Impacts Associated with Project Alternatives

Alternative	Description	Estimated Wetland Impacts (Permanent, in acres)
1	No Build	N/A
3	One Way Pairs	0.02
4	Replace Existing Bridge	0.01

Alternative 1 (No Build) – This alternative would not result in permanent impacts to the Sheyenne River.

Alternative 3 (One Way Pairs) – Construction of a new bridge would result in the permanent placement of piers and riprap in the river channel. The area that would be impacted by the piers and riprap is approximately 0.02 acres.

Alternative 4 (Replace Existing Bridge) – Removal of the existing bridge and construction of a new bridge would result in an impact to approximately 0.01 acres.

The following points apply to all of the project build alternatives:

- All of the project build alternatives would result in temporary construction impacts to the Sheyenne River; the rehabilitation alternative would require greater temporary disturbance to the riverine ecosystem than the replacement alternative. ***(Please refer to Section 3.16, Temporary Construction Impacts.)***
- The USFWS (U.S. Fish and Wildlife Service) has recommended that unavoidable impacts to the Sheyenne River be mitigated, erosion and sedimentation into the Sheyenne River and its adjacent habitat is minimized, and no river channel alterations or changes in drainage patterns are made. Under any of the build alternatives,

these recommendations are agreed to and would be carried forward into project design and construction as commitments.

- The USFWS has also recommended that construction not take place in the river during April 15–June 1, to minimize impacts to fish during the peak of migration/spawning. Depending upon which alternative is selected as preferred, this may or may not be feasible. If warranted, a meeting will be held during project design with Barnes County, NDDOT, FHWA, and the USFWS and NDG&F to discuss this issue.
- The USFWS has recommended that additional coordination be conducted with the USFWS to reduce impacts and develop a comprehensive in-kind mitigation plan for unavoidable impacts. This will be done during project design.
- Final impact quantifications and mitigation measures would be completed as part of the Section 404 process, during project design.

3.8 Trees and Vegetation

A Type II (field) tree review was conducted on November 8, 2005, in accordance with NDDOT Design Memorandum 05-2005. The area adjacent to West City Park Bridge consists of an urban landscaped setting, including City Park and residential properties. The vegetation includes trees, shrubs, and mowed grass.

3.8.1 Tree and Vegetation Impacts/Mitigation

Alternative 1 (No Build) – This alternative would not have any impacts to trees.

Alternative 3 (One Way Pairs) – Option 3a (new bridge located north of existing bridge) would impact approximately 80 trees. Option 3b (new bridge located south of existing bridge) would impact approximately 75 trees.

Alternative 4 (Replace Existing Bridge) – This alternative would impact approximately 15 trees.

A mitigation plan for impacted trees will be prepared during project design, in coordination with the affected property owners. Trees will be mitigated in accordance with the NDDOT Design Memorandum 05-2005, using a 1:1 ratio for trees mitigated in an urban landscape setting.

All build alternatives would impact existing vegetation. The US Fish and Wildlife Service has requested that disturbed areas be reseeded with a native grass mixture. However, the area disturbed by the build alternatives is not comprised of native grasses; it is mowed grass on park property. The disturbed vegetation would be replaced in-kind to match the surrounding vegetation.

3.9 Floodplain

Floodplains constitute lands situated along rivers and their tributaries that are subject to periodic flooding with a one percent chance of being flooded in any given year, on the average interval of 100 years or less.

This project is located in both the Sheyenne River floodplain and the FEMA-identified floodway of the Sheyenne River (the Valley City floodplain boundaries are currently under revision by the USACE (US Army Corps of Engineers); the data used in this report reflect the FEMA FIRM maps from 1987–1988). ***Please refer to Figure 3.8.***

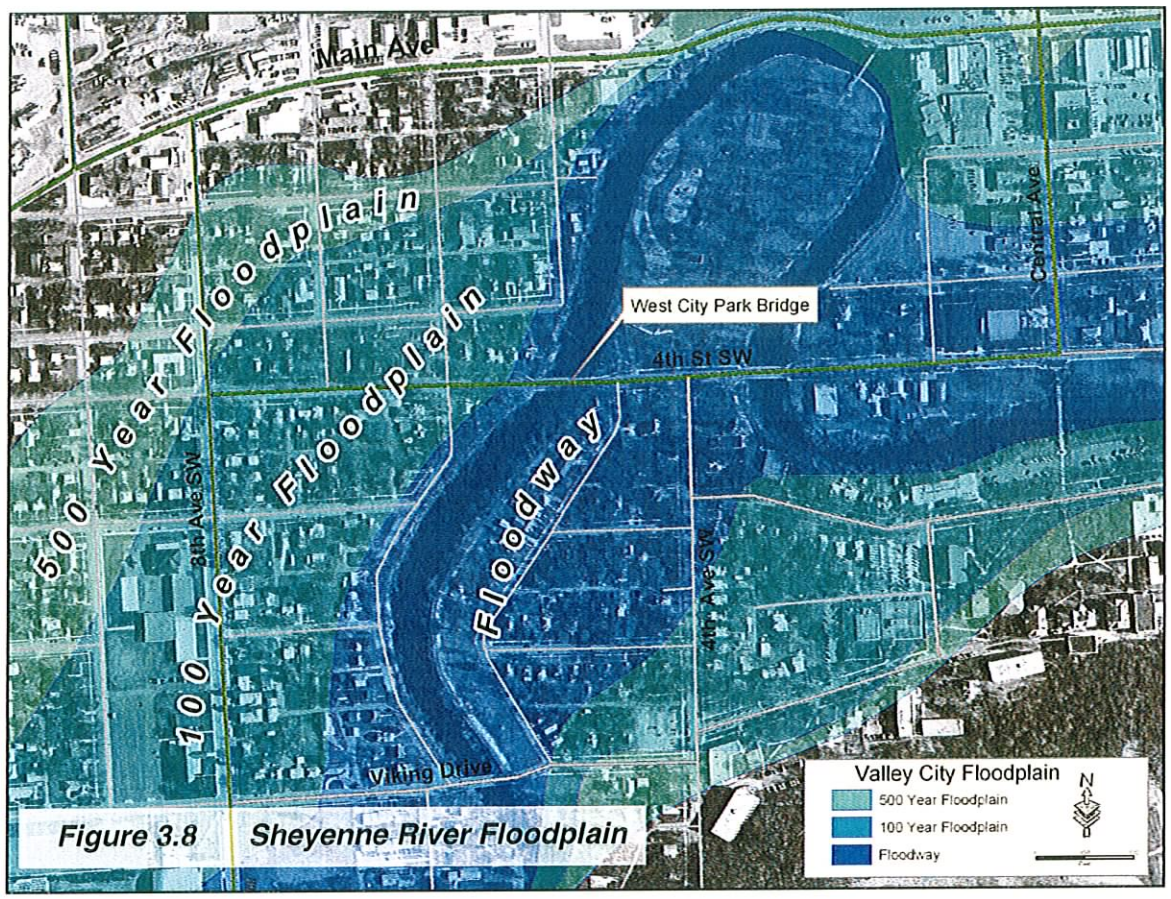


Figure 3.8 Sheyenne River Floodplain

Per Executive Order 11988, Floodplain Management, issued in 1977, the following criteria apply to this project. Potential effects on floodplains must be evaluated, and alternatives that avoid adverse affects and incompatible development in floodplains must be evaluated. If it is found that the only practicable alternative requires construction in a floodplain, it is necessary to design or modify the project in order to minimize potential harm to or within the floodplain.

The ND Floodplain Management Act of 1981 and Section 89-14-01-04 of the North Dakota Administrative Code stipulate that, as the project is located in the Sheyenne River Floodway, the 100-year base flood elevation cannot be increased as a result of this project. Additionally, per the requirements of Chapter 61-16.2 of the North Dakota Century Code, the State Engineer must grant notification of compliance with state and federal law prior to construction of this project. A Floodplain Development Permit will be acquired from the city of Valley City prior to construction.

Barnes County and Valley City prefer to raise the clearance line for bridges spanning the Sheyenne River above the 100-year base flood elevation when practical. The ultimate goal is to shrink the floodplain boundaries, benefiting the community by reducing the threat of

flooding to properties adjacent to the Sheyenne River and removing the need for costly flood insurance. On bridge projects, reducing flood elevations involves providing an adequate waterway opening and/or raising the bridge clearance line above the 100-year base flood elevation, when practical. The community has implemented this flood-planning requirement on the last seven bridge projects completed in the city since 1980, with a cumulatively positive effect (0.2- to 0.6-foot reductions) on overall flood conditions throughout the community.

Due to its low clearance line elevation, the West City Park Bridge is susceptible to snagging ice and debris during major flood events, resulting in the blockage of flow. During April 2004, the Sheyenne River was flowing at approximately 3,720 cfs (cubic feet per second). This is between a 10-year flood event (3,300 cfs) and a 25-year flood event (4,200 cfs).The water was close to the top of the arches. ***Please refer to Figures 3.9, 3.10, and 3.11.***

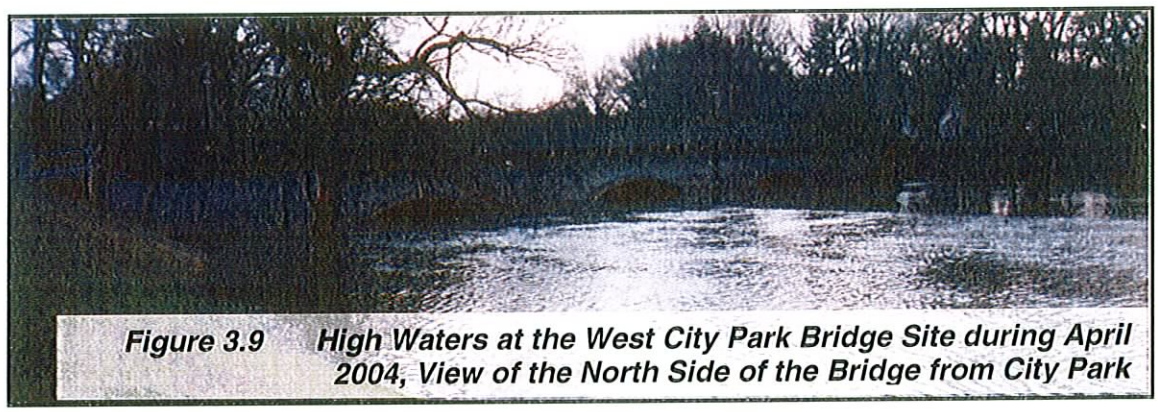


Figure 3.9 High Waters at the West City Park Bridge Site during April 2004, View of the North Side of the Bridge from City Park

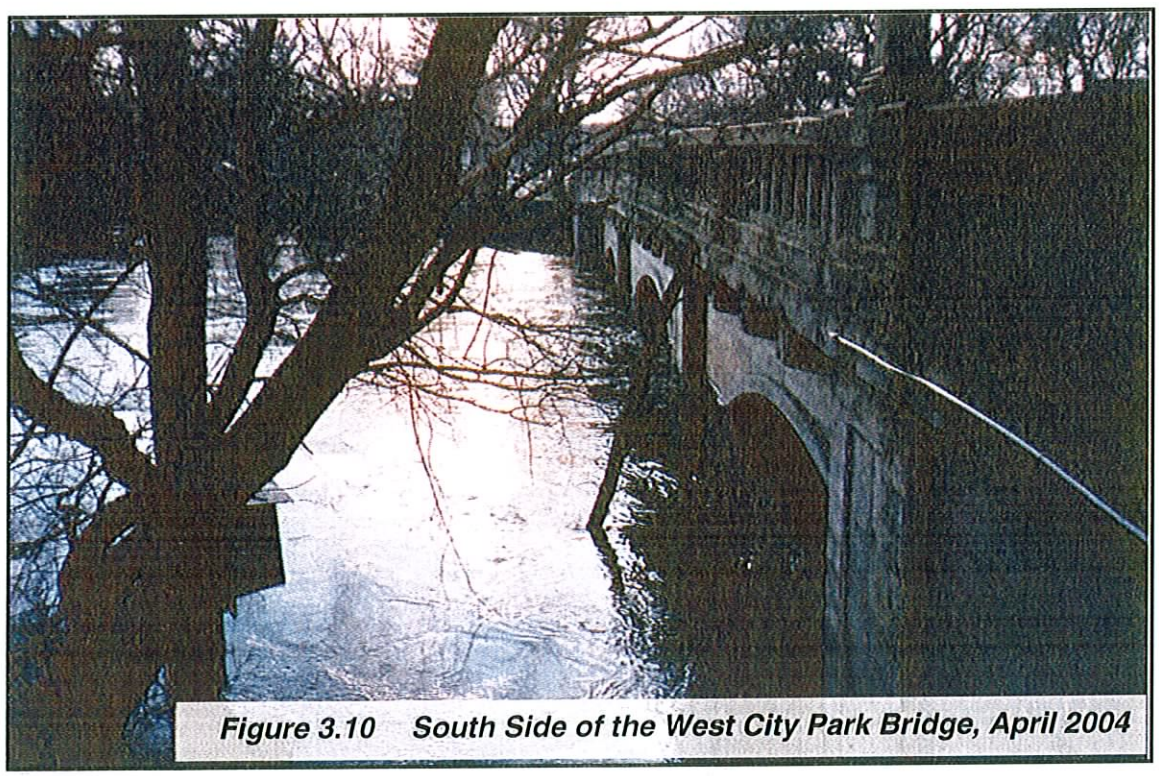


Figure 3.10 South Side of the West City Park Bridge, April 2004

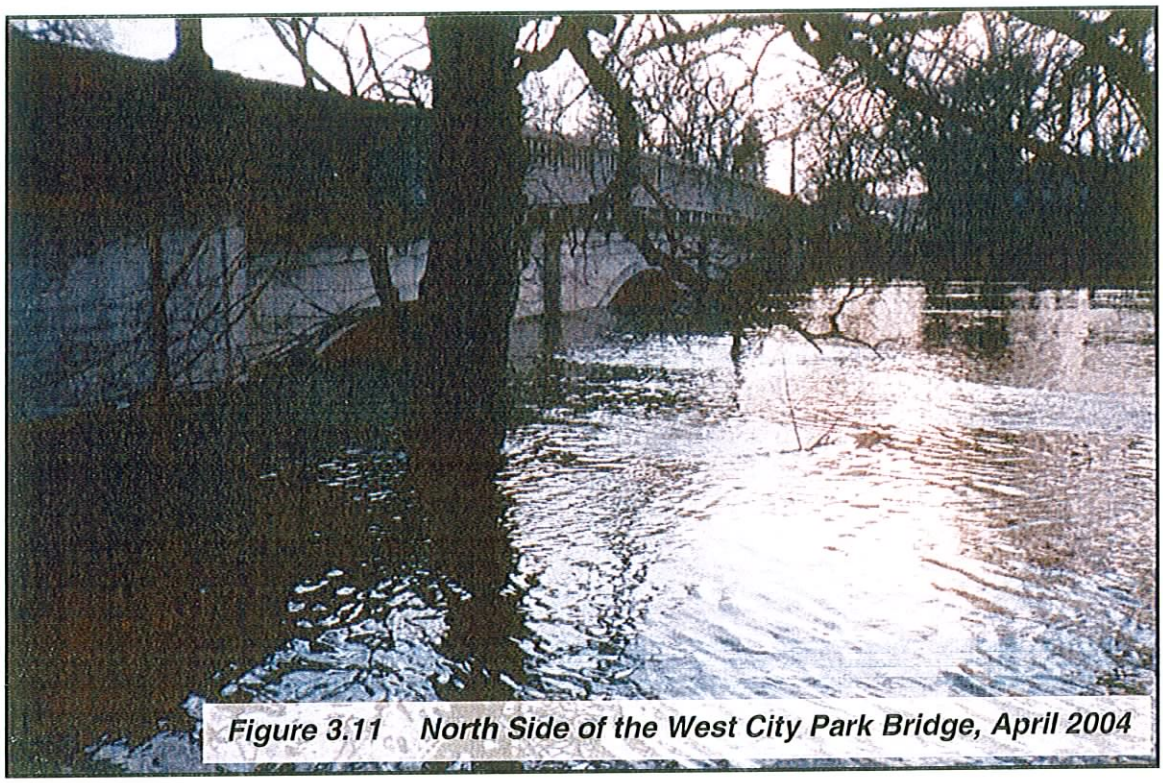


Figure 3.11 North Side of the West City Park Bridge, April 2004

Due to its location adjacent to City Park, located on a fairly flat oxbow with banks at low elevations, the West City Park Bridge has not been reported to have caused backwater during past flooding events. Rather, the Park has been able to provide temporary storage and contain the backwater. A 100-year flood event would cover the arches and approach the elevation of the bridge roadway. ***Please refer to Figure 3.12, Figure 3.13, and Figure 3.14.***

Figure 3.12 City Park Provides Temporary Storage for Floodwaters, April 2004

Figure 3.13 Parking Area Temporarily Closed, April 2004

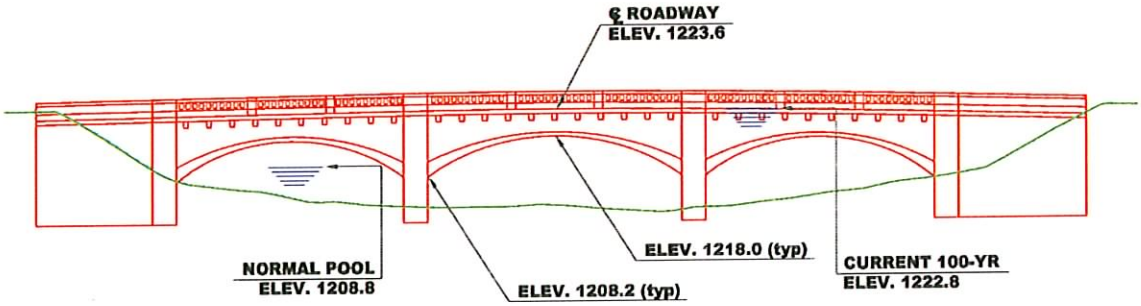


Figure 3.14 Existing Bridge and Floodplain Elevations

3.9.1 Floodplain Impacts/Mitigation

The USACE operates Baldhill Dam, located approximately 12 miles north of Valley City. The USACE has developed a computer model (HEC-RAS) of the Sheyenne River from Baldhill Dam to Lisbon, ND, located approximately 50 miles south of Valley City. The model was developed to update the floodplain maps for the cities of Valley City and Lisbon. The model includes all bridges, dams, and other structures affecting flows and stages on the Sheyenne River. The build alternatives were added to this hydraulic model to determine the magnitude of floodplain impacts.

The following table summarizes the water velocity through the bridge and the backwater for each of the bridge alternatives at the 100-year flood. In this table, backwater is defined as

the water surface elevation upstream of the bridge minus the water surface elevation at the same location if no bridge was present (natural condition). ***Please refer to Table 3-3.***

Table 3-3
Summary of Hydraulic Analysis

Alternative	Velocity (feet per second)	Backwater (feet)
1 (No Build) 3a and 3b (Existing Bridge)	5.4	0.4
3a (New Bridge North)	3.5	0.5
3b (New Bridge South)	3.7	0.5
4a (Modern Bridge)	3.9	0.1
4b (False Arch Bridge)	4.5	0.2
4c (Functioning Arch Bridge)	4.9	0.3

Alternative 1 (No Build) – This alternative would have no floodplain impacts.

Alternative 3 (One Way Pairs) – The existing bridge would remain at its current elevation, and the new bridge would be constructed approximately two feet higher than the existing bridge, per design standards. The new bridge would cause a slight increase of 0.1 feet to the upstream river stage.

Alternative 4 (Replace Existing Bridge) – The new bridge would result in a decrease in the upstream stage. Each of the replacement options would provide a larger waterway opening than the existing structure. The increase in waterway opening would be approximately 50%, 25%, and 10% for Options 4a, 4b, 4c respectively. The clearance line would be set at or above the 100-year flood elevation. The final clearance line elevation would be determined during design, and would depend on the effect the grade raise would have on adjacent properties. Retaining walls may be required at the right of way line to facilitate the grade raise.

3.10 Threatened or Endangered Species

In accordance with Section 7 of the Endangered Species Act of 1973, as amended, activities conducted, sponsored, or funded by federal agencies must be reviewed for their effects on species federally listed or proposed for listing as threatened or endangered. An endangered species is in danger of extinction throughout all or a significant portion of its range. A threatened species is one that is likely to become endangered in the near future.

The US Fish and Wildlife Service noted that the whooping crane and the bald eagle are found in Barnes County. ***Please refer to Table 3-4.***

Table 3-4 Federally Listed Threatened and Endangered Species Summary						
Listed Species	**Status**	**Habitat Preference**	**Migration**	**Occurrence in Project Area**	**Affect to Species**	**Affect to Critical Habitat**
Whooping crane (*Grus americana)*	E	Grasslands, marshes, and wet prairies	Spring/fall through west & central ND	Low probability	No affect	No affect
Bald Eagle (*Haliaeetus leucocephalus*)	T	Open areas, forests, rivers, large lakes	Spring/fall along major river courses	Low probability	No affect	No affect

3.10.1 Threatened/Endangered Species Impacts/Mitigation

Alternative 1 (No Build) – Alternative 1 would have no effect on threatened or endangered species.

Alternative 3 (One Way Pairs), Alternative 4 (Replace Existing Bridge) – The proposed build alternatives may affect, but are not likely to adversely affect, individual whooping cranes or bald eagles. The build alternatives are not likely to jeopardize the continued existence of these species and are not likely to destroy or adversely modify critical habitat.

3.11 Historic and Archaeological Preservation

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that federally funded projects be evaluated for the effects on historic and cultural properties included or eligible for listing on the National Register of Historic Places. The Archaeological and Historic Preservation Act of 1974 provides for the survey, recovery, and preservation of significant scientific, prehistoric, archaeological, or paleontological data when such data may be destroyed or irreparably lost due to a federal, federally-licensed, or federally-funded project.

A Class III Cultural Resource Survey was completed for this project by Earthworks, Inc[3]. The area of potential effect (study area) included twelve properties: City Park, the three bridges bordering City Park (West City Park Bridge, East City Park Bridge, and Elks Foot Bridge), and eight residential properties. Of those twelve properties, the survey identified nine individual properties on or eligible for the NRHP. The survey also recognized three historic districts on or eligible for the NRHP: the City Park Historic District, Valley City State University Residential Historic District, and Valley City State University Historic District. The ND SHPO (State Historic Preservation Officer) concurred with Earthworks' recommendations in letters dated March 11, 2005 and October 17, 2005. ***Please refer to Table 3-5 and Figure 3.15.***

[3] Detailed descriptions of these historic properties and districts can be found in the accompanying report, *Valley City's West City Park Bridge: A Class III Cultural Resource Inventory, Barnes County, North Dakota,* prepared in March 2005 by Earthworks, Inc.

Table 3-5 Historic Status of Properties Surveyed			
SITS #[4]	**Description**	**Individual Status**	**Historic District Status**
32BA164	City Park	Eligible	Contributing to *City Park Historic District*
32BA38	East City Park Bridge	Eligible	Contributing to *City Park Historic District*
32BA39	West City Park Bridge	Listed	Contributing to *City Park Historic District*
32BA882	Elks Foot Bridge	Eligible	Contributing to *City Park Historic District*
32BA625	404 5th Avenue SW	Eligible	Contributing to *VCSU Residential Historic District*
32BA992	408 4th Street SW	Not Eligible	Located within *VCSU Residential Historic District;* not contributing
32BA1116	425 4th Street SW	Not Eligible	Located within *VCSU Residential Historic District;* not contributing
32BA167	512 4th Street SW	Not Eligible	Not located within a district
32BA166	526 4th Street SW	Eligible	Not located within a district
32BA168	537 4th Street SW	Eligible	Not located within a district
32BA165[5]	556 4th Street SW	Eligible	Not located within a district
32BA163	401 6th Avenue SW	Eligible	Not located within a district

[4] SITS # = the Smithsonian Institution Trinomial System Number
[5] This property has been removed by FEMA and is not discussed further in this document.

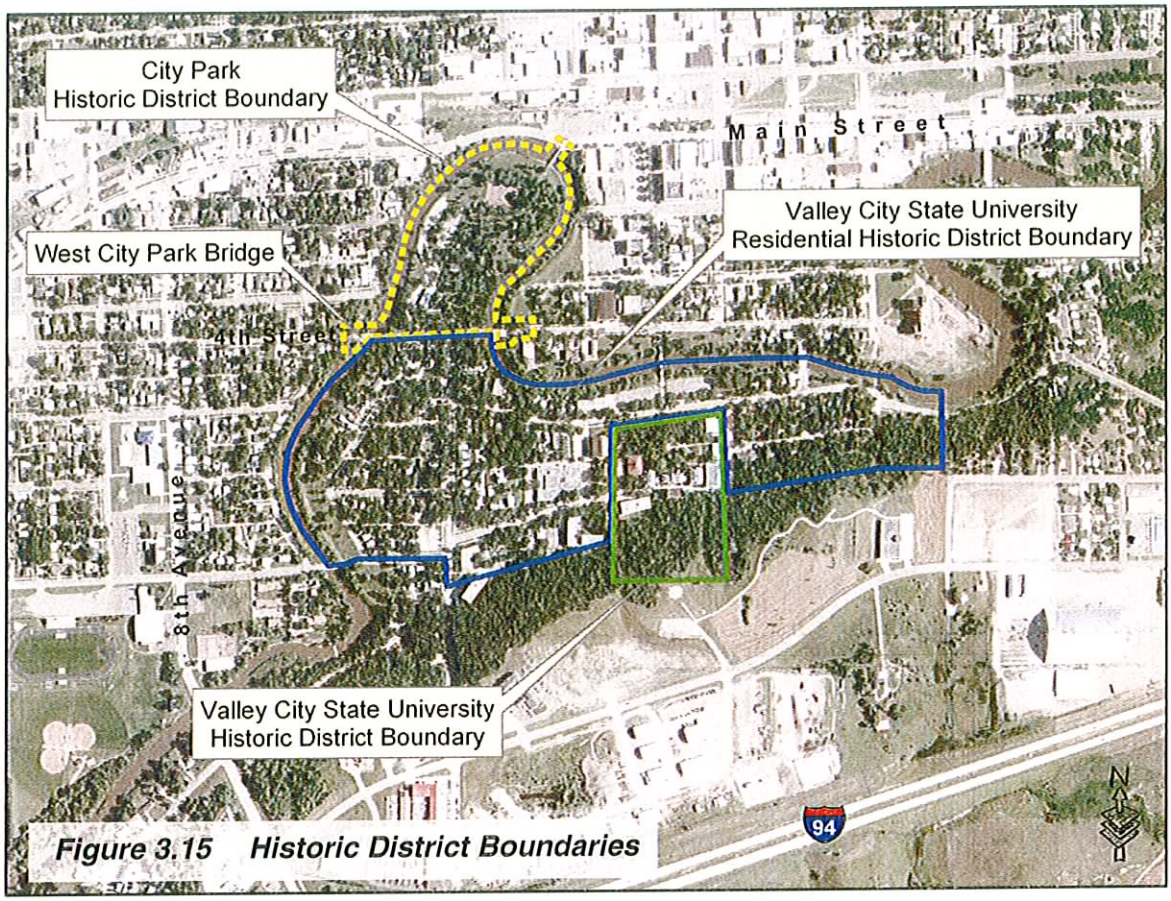


Figure 3.15 Historic District Boundaries

3.11.1 Historic and Archaeological Impacts/Mitigation

On April 6, 2004, a meeting was held with ND SHPO, NDDOT, and FHWA. The purpose of the meeting was to determine the effects that the project alternatives would have to the historic properties and districts. ***Please refer to Table 3-6.***

Alternative 1 (No Build) – Alternative 1 would have *No Effect* to historic properties or historic districts.

Alternative 3 (One Way Pairs) – Option 3a (new bridge located north of existing bridge) would have an *Adverse Effect* on the West City Park Bridge, City Park, one historic residential property (526 4th Street SW), and City Park Historic District. Option 3a would have *No Effect* on the remaining historic properties or historic districts. Option 3b (new bridge located south of existing bridge) would have an *Adverse Effect* on three historic residential properties (537 4th Street SW, 404 5th Avenue SW, and 401 6th Avenue SW) and the VCSU Residential Historic District. Option 3b would have *No Adverse Effect* to the West City Park Bridge and *No Effect* to the remaining historic properties or historic districts.

Alternative 4 (Replace Existing Bridge) – Alternative 4 result in an *Adverse Effect* to the West City Park Bridge and the City Park Historic District. Alternative 4 would have *No Effect* on the remaining historic properties or historic districts.

Table 3-6 Impacts to Historic Properties within the Project Area				
Historic Property/District	Alternative			
	1	3a	3b	4
City Park (32BA164)	No Effect	**Adverse Effect**	No Effect	No Effect
East City Park Bridge (32BA38)	No Effect	No Effect	No Effect	No Effect
West City Park Bridge (32BA39)	No Effect	**Adverse Effect**	No Adverse Effect	**Adverse Effect**
Elks Foot Bridge (32BA882)	No Effect	No Effect	No Effect	No Effect
404 5th Avenue SW (32BA625)	No Effect	No Effect	**Adverse Effect**	No Effect
526 4th Street SW (32BA166)	No Effect	**Adverse Effect**	No Effect	No Effect
537 4th Street SW (32BA168)	No Effect	No Effect	**Adverse Effect**	No Effect
401 6th Avenue SW (32BA163)	No Effect	No Effect	**Adverse Effect**	No Effect
City Park Historic District	No Effect	**Adverse Effect**	No Effect	**Adverse Effect**
VCSU Residential Historic District	No Effect	No Effect	**Adverse Effect**	No Effect
VCSU Historic District	No Effect	No Effect	No Effect	No Effect

On April 15, 2004, a meeting was held with the ND SHPO, NDDOT, and KL&J to discuss potential mitigation measures for *Adverse Effects* to historic properties and/or districts. A MOA (Memorandum of Agreement) would be required prior to construction of Alternatives 3 or 4. The MOA would stipulate the mitigation measures necessary to compensate for the *Adverse Effects* to any historic properties and/or districts. The FHWA, NDDOT, and Barnes County would all be signatories on the MOA.

Mitigation for an *Adverse Effect* to the West City Park Bridge may include the following:

- Remove the West City Park Bridge from the NRHP
- Update the site form with information learned about the existing West City Park Bridge during its deconstruction.
- Create a maintenance plan for the East City Park Bridge, which identifies any maintenance measures that are ongoing as well as suggested maintenance measures.
- Complete a maintenance assessment for the Elks Footbridge that identifies any maintenance measures that may be beneficial to extend the useful life of the bridge. The City or County would not be required to maintain the Elks Footbridge as part of this mitigation, but the assessment would give them the information necessary to understand issues of concern when making maintenance decisions.

Mitigation for an *Adverse Effect* to City Park and the City Park Historic District may include the following:

- Replacement of the existing West City Park Bridge with a false arch bridge (Option 4b) would be the preferred mitigation. If the existing bridge is replaced with a modern structure, the design should be visually compatible with the East City Park Bridge and City Park Historic District.
- A new bridge constructed north of the rehabilitated existing bridge (Option 3a) should be designed to allow some visibility of the West City Park Bridge from City Park.
- Nominate the City Park Historic District.
- Create a maintenance plan for the East City Park Bridge and a maintenance assessment for the Elks Footbridge, as described previously.

Mitigation of an *Adverse Effect* to the VCSU Historic Residential District and individually eligible homes may include the following:

- Update the site forms for the historic district and individual sites. These updates would include information of the history of the property/house, a deed search, and a biography on important persons associated with the property/house.

3.12 Visual/Aesthetic Consideration

Visual impacts involve the viewer's response to a resource change and the degree of change or influence an action has on a view, scenic resource, or man-made feature. The extent of potential visual contrast/compatibility effects with adjacent landforms and land uses are addressed from two vantage points: the roadway user traversing the system and those looking to the roadway from outside the system.

3.12.1 Visual/Aesthetic Impacts/Mitigation

Visual concerns for the roadway user are centered on bridge width and aesthetic appearance of the structure. The existing bridge is narrow by today's standards, with two 12' driving lanes and no shoulders, and it is also more narrow than the roadway approaches. On the other hand, the existing bridge has decorative elements that are aesthetically pleasing. For those looking to the bridge from City Park, which is the most commonly used viewing location and provides the best view, the most important criteria is the appearance of the bridge from the side (arches and decorative railing). The removal of homes (some of which are historic) associated with Alternative 3 would also result in visual impacts to the roadway user as well as those looking at the roadway from outside the system. ***Please refer to Table 3-7.***

Table 3-7 Aesthetic/Visual Impacts of Project Alternatives		
Alt.	Impact to Bridge Users	Impact to Those Looking at Bridge
1	Bridge would deteriorate; be closed	Bridge would deteriorate; be closed
3a	Bridge width adequate for one-way traffic; two homes removed; view of new bridge from existing bridge	View of bridge from City Park blocked by new bridge
3b	Bridge width adequate for one-way traffic; four homes removed; view of new bridge from existing bridge	Parts of new bridge visible behind existing bridge
4a	Bridge width matching approach roadway width	View from City Park less aesthetic
4b	Bridge width matching approach roadway width	New decorative arch bridge
4c	Bridge width matching approach roadway width	New decorative arch bridge

3.13 Section 4(f) Properties

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

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

3.13.1 Section 4(f) Property Impacts/Mitigation

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

(1) Land from a 4(f) property is permanently incorporated into a transportation facility

(2) There is an adverse temporary occupancy of the 4(f) property

(3) There is a constructive use of the 4(f) property, meaning that the proximity impacts of a project on the 4(f) property are so severe that the activities, features or attributes that qualify the property or resource for protection under Section 4(f) are substantially impaired/diminished

For the purposes of this discussion, the three types of 4(f) use will be referred to as "permanent," "temporary," and "constructive." As shown on the table below, all of the alternatives

that would meet the project purpose and need would result in Section 4(f) impacts; of these, Alternative 4 (Replace Existing Bridge) would impact the fewest Section 4(f) properties. ***Please refer to Table 3-8 for the Section 4(f) Uses Associated with the Project Alternatives.***

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

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

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

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

- **Permanent Use of City Park** – Resulting from right of way acquisition and construction of a new bridge north of the existing bridge
- **Temporary Use of City Park** – The vehicular access to City Park is located on 4th Street SW, adjacent to the existing bridge. This access would need to be closed for an estimated four weeks during construction. Project designers would coordinate with the Valley City Parks District during design to provide a temporary vehicular access to minimize this impact. Additionally, part of City Park may be used for construction staging. The decision of whether and how to use City Park as a staging area would be worked out between the construction contractor and the Valley City Park District during the construction phase.

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

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

- **Temporary Use of City Park** – Resulting from the temporary closure of the vehicular access to the Park and the potential use of the Park as a construction staging area, as described for Option 3a.
- **Permanent Use of 404 5th Avenue SW** – Resulting from the permanent acquisition of this property, the demolition of the structure, and incorporation of the land into the roadway right of way.
- **Permanent Use of 537 4th Street SW -** Resulting from the permanent acquisition of this property, the demolition of the structure, and incorporation of the land into the roadway right of way.
- **Permanent Use of 401 6th Avenue SW** - Resulting from the permanent acquisition of this property, the demolition of the structure, and incorporation of the land into the roadway right of way.
- **Constructive Use of VCSU Residential Historic District –** Resulting from the impact to 404 5th Avenue SW, which is a component of this District.

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

- **Temporary Use of City Park** – Resulting from the temporary closure of the vehicular access to the Park and the potential use of the Park as a construction staging area, as described for Option 3a.
- **Permanent Use of West City Park Bridge** – Resulting from the demolition of the structure.
- **Constructive Use of City Park Historic District** – Resulting from the impact to the West City Park Bridge, which is a component of this District.

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

3.14 Section 6(f) Properties

Section 6(f)(3) of the Land and Water Conservation Fund Act of 1965, as amended, specifies that no property acquired or developed with assistance from Section 6(f) Funds shall, without the approval of the Secretary of the Interior, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only when: 1) the Secretary finds it to be in accord with the [current] comprehensive statewide outdoor recreation plan and 2) the recreation properties are replaced with other public outdoor recreation properties of at least equal fair market value and/or reasonably equivalent usefulness and location.

There have been three Section 6(f) projects within City Park, and the entire park is protected under Section 6(f). Section 6(f) funds have been used for picnic shelters, playground equipment, and paving of interior access roads and parking lot (in 1973); to renovate the tennis courts (in 1988); and to construct playgrounds in City Park (in 2002).

3.14.1 Section 6(f) Impacts/Mitigation

Alternative 1 (No Build) – This alternative would not affect City Park.

Alternative 3 (One Way Pairs) – Option 3a (new bridge located north of existing bridge) would require right-of-way from City Park. Mitigation would be required per Section 6(f) requirements, which specify that the parkland lost would need to be replaced with other public outdoor recreation properties of at least fair market value and/or reasonably equivalent usefulness and location. The mitigation plan would be developed in coordination with the Valley City Parks and Recreation Department, which has jurisdiction over City Park. Option 3b (new bridge located south of existing bridge) would not affect City Park.

Alternative 4 (Replace Existing Bridge) – Alternative 4 would not affect City Park.

3.15 Utilities

Montana Dakota Utilities (MDU) has two operational 6-inch steel gas lines attached to the existing bridge. These are main feeds for natural gas in Valley City. There are also a cable TV feed and an abandoned gas line attached to the existing bridge.

3.15.1 Utility Impacts/Mitigation

Alternative 1 (No Build) – This alternative would not affect the existing utilities.

Alternative 3 (One Way Pairs), or Alternative 4 (Replace Existing Bridge) – All of the build alternatives would require temporary or permanent relocation of the active gas lines, cable TV feed, and abandoned gas line that are currently attached to the bridge. Although MDU has stated that it would be difficult to move, reroute, or replace these lines, there is no alternative that meets the project purpose and need that would avoid this impact. Coordination with the affected utility companies would be required during project design.

3.16 Temporary Construction Impacts

Temporary construction impacts are induced by construction of the project and may last for the duration of construction. These include increases in noise levels associated with construction equipment, increases in dust levels, detour routes/property access issues, and increases in turbidity and other short-term water quality affects associated with construction in the river. As the no-build alternative would not require any construction, this discussion is only relevant to the build alternatives.

3.16.1 Noise

Construction would result in temporary increases in noise levels within the vicinity of the project. Noise would be generated primarily from heavy equipment used to transport materials and to construct the bridge/roadway improvements. Measures to limit construction noise that may be used by the contractor include: work-hour limits, equipment muffler requirements, location of haul roads, elimination of "tail gate banging," reduction of backing up for equipment with alarms, community rapport, and complaint mechanisms. Appropriate abatement measures would be incorporated into the plans and specifications.

3.16.2 Air Quality

Construction activities could have a short-term impact on air quality, primarily during site preparation. Particulate matter (dust) is the pollutant of primary concern during the construction period. Dust is generated during earth moving activities and handling of cement, asphalt, or aggregate. Wind erosion of exposed areas and material stockpiles also generates particulate matter.

The amount of dust generated would vary throughout the construction season, depending upon the construction activity and local weather conditions. Where excess dust is anticipated to be a problem, effective dust control measures would be implemented in accordance with standard NDDOT procedures. Dust control would be the responsibility of the contractor. The contractor would be required to obtain a NPDES (National Pollutant Discharge Elimination System) Permit from the ND Department of Health prior to construction. As part of the NPDES Permit, the contractor must have a plan for erosion and sediment control during and post construction. Methods to reduce temporary air quality impacts that may be used include:

- Minimizing exposed earth surface
- Temporary and permanent seeding and mulching
- Watering areas during dry periods
- Covering, shielding, or stabilizing material stockpiles

Emissions from construction equipment are regulated by federal standards. Any burning of cleared materials would be conducted in accordance with applicable state and local laws, regulations, and ordinances. Current and projected traffic volumes are well below the thresholds for vehicle emission air quality modeling.

Construction activities that involve the demolition of structures will comply with the North Dakota Department of Health Division of Air Quality Asbestos Control Program.

3.16.3 Detours/Accessibility

During construction of any of the build alternatives, a detour route would be used. The contractor would be required to maintain reasonable access to all residences during construction. Reasonable access may mean that residents have to park a short distance away and walk to their homes. These impacts would be minimized as much as possible. ***Please refer to Figure 3.16.***

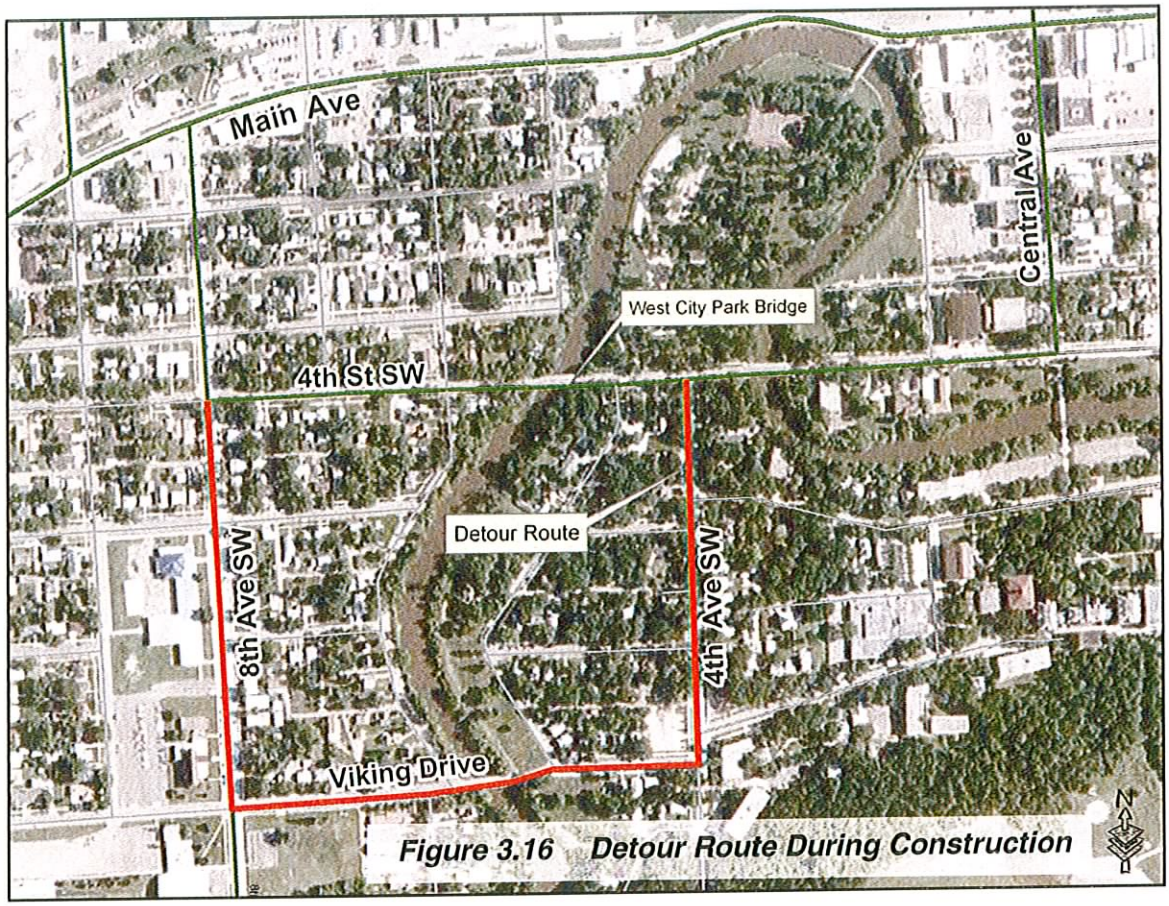


Figure 3.16 Detour Route During Construction

3.16.4 Water Quality

Temporary construction impacts to water quality associated with bridge construction generally include increased erosion, reduced slope stability, and increased turbidity, caused by disturbing waterway bottoms and re-suspending existing sediments in the water column. During storm events, an influx of fuel and other pollutants from exposed surfaces could also occur. Increases in turbidity, suspended sediment, and other pollutants can reduce stream productivity, reduce feeding opportunities for fish, and result in fish avoidance of important habitat. Increased turbidity/suspended sediment may also block light transmission and slow biogeochemical and natural purification processes. Deposited sediments can also reduce habitat volume by filling pools and inter-gravel spaces that are critical to eggs and young fish.

The potential for temporary increases in turbidity and other water quality impacts resulting from construction activities would be reduced by the implementation of standard Best Management Practices and compliance with project-specific conditions to be specified in the permits and certifications required for the project (Section 404 Permit, Water Quality Certification, NPDES Permit).

In addition to the standard temporary construction impacts described above, the methods required to rehabilitate the bridge would have additional impacts to the Sheyenne River ecosystem, as described below.

Alternative 3 (One Way Pairs) – Alternative 3 would require enclosure of the entire bridge with a cofferdam during construction. This would involve two lines of sheet piling spanning the entire width of the channel, one upstream and one downstream of the bridge. To allow water to flow through the cofferdam, the contractor would have to either continuously pump the water over the cofferdam, or provide steel pipes welded to the cofferdam walls to carry water from the upstream side to downstream. The cofferdam would be constructed at the right-of-way, which is 66 feet. The width of the channel is approximately 150 feet; therefore, the area temporarily impacted would be approximately 0.2 acres.

The US Fish and Wildlife Service and ND Game & Fish Department have stated that this would have an adverse effect on the ecosystem. Although the US Army Corps of Engineers deferred comments on the Draft EA, it is anticipated that the adverse effects to the ecosystem may preclude approval of a Section 404 Permit, particularly due to the Sheyenne River's classification as a Class I fishery.

Alternative 4 (Replace Existing Bridge) – Alternative 4 would involve typical bridge construction methods, including individual cofferdams at the bridge piers. This would result in temporary impacts to approximately 0.1 acres. In addition to pier cofferdams, construction of Alternative 4c would include the use of falsework in the channel. The falsework would be needed to support the concrete arches during construction until the concrete attained design strength.

3.16.5 Construction Staging

During construction of any of the build alternatives, it is anticipated that the contractor would require construction staging areas outside of the proposed project right of way. Two locations have been identified as potential staging areas. The first one is the two properties located adjacent to 4th Street SW and 6th Avenue SW. The homes on these two properties have been recent FEMA buyouts and the properties are currently vacant. The second location identified as a potential staging area is City Park. As discussed previously the decision of whether and how to use City Park as a staging area would be worked out between the construction contractor and the Valley City Park District during the construction phase. This property is 4(f) and would need to be mitigated accordingly.

3.17 Secondary Impacts

Secondary, or indirect, impacts are "caused by an action and are later in time or farther removed in distance, but are still reasonably foreseeable" (40 CFR 1508.8). Generally, these impacts are induced by the initial action and may include impacts such as changes in land use, water quality, economic vitality, and population density.

Alternative 1 (No-Build) – Alternative 1 would allow for the continued deterioration of the West City Park Bridge. As a result, the load carrying capacity would diminish, which would restrict recreational/tourist traffic and ultimately lead to a closure of the bridge. This would have the secondary effects of restricting travel and accessibility to City Park, residential properties, VCSU, and other area properties. Additionally, other local roads in residential areas would experience increased traffic, as drivers located alternative routes to their destinations.

None of the project build alternatives (Alternatives 3 and 4) would result in anticipated secondary impacts. All of the build alternatives would perpetuate that existing transportation

system in or in close approximation to its existing location. The build alternatives also would not involve new capacity or access issues.

3.18 Cumulative Impacts

Cumulative impacts result from the incremental consequences of an action "when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions" (40 CFR 1508.7). Effects of an action may be minor when evaluated in an individual context, but these effects can add to other disturbances and collectively may lead to a measurable environmental change. By evaluating the impacts of the proposed action with the effects of other actions, the relative contribution of the proposed action to a projected cumulative impact can be estimated.

Cumulative impacts were reviewed in the context of historic bridges locally in Valley City and within the state of North Dakota.

On the local level, the West City Park Bridge is one of eight bridges on the Valley City Bridge Tour. As discussed previously in this chapter, the community of Valley City has undertaken an extensive marketing campaign to brand itself the "City of Bridges." Valley City's unique and eye-catching bridges are a primary component of its tourist industry.

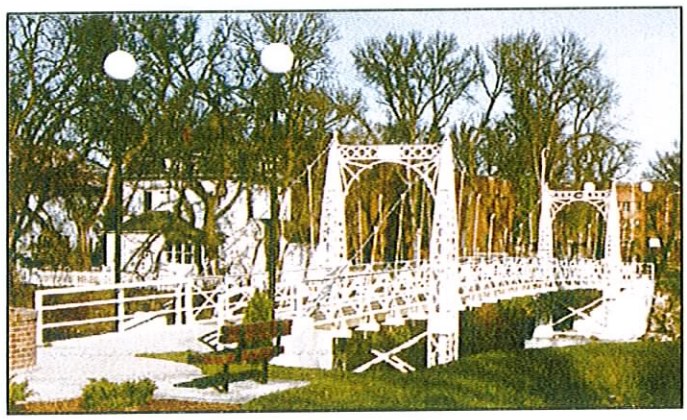
A summary of the eight bridges on the Valley City Bridge Tour, as well as context for determining the potential for a cumulative impact is included below. ***Please refer to Table 3-9.***

Table 3-9
Summary of Eight Bridges on Valley City's Bridge Tour

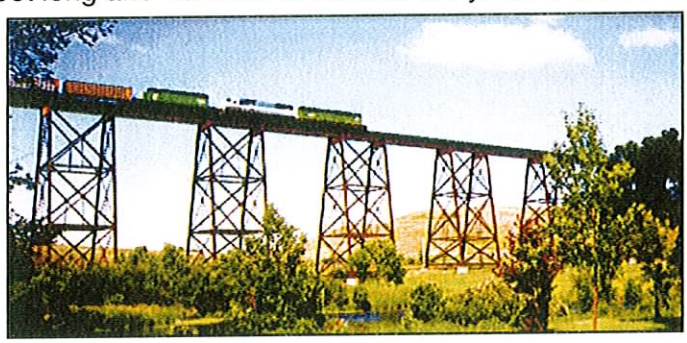
Bridge Name	Date of Construction	History
VCSU Suspension Foot Bridge	1901	Major rehabilitation in 1993–1994
High Line Bridge	1906–1908	Original structure still in place
Elks Foot Bridge	1911	Original wooden structure built 1881; replaced in 1911
Rainbow Arch Bridge	2004	New Marsh Arch Bridge constructed in 2004 as replacement for original 1925 bridge
West City Park Bridge	1929	Rehabilitation or replacement currently needed
Hospital Bridge	1982	Original wooden structure built 1929; replaced with concrete structure in 1982
Mill Dam Bridge	1991	Original wooden structure built 1898; replaced with concrete structure in 1936-37; replaced again in 1991
Maryvale Bridge	1995	Original wooden bridge constructed in 1935; reconstructed in 1969; replaced in 1995 with concrete structure

Three of the bridges on the bridge tour are contemporary bridges that were constructed within the past two decades: the Hospital Bridge, Mill Dam Bridge, and Maryvale Bridge. The remaining five bridges, as well as the East City Park Bridge, date back to the early 1900s. These bridges are discussed in more detail below:

VCSU Suspension Footbridge. The VCSU Suspension Footbridge was built in 1901. By the early 1990s, the bridge was in need of rehabilitation or replacement. In 1992, a vehicle was driven over the bridge, causing severe damage and closure of the bridge. The VCSU Suspension Footbridge holds great sentimental value for the local community. It provides both a literal and figurative link between VCSU and the community. Rehabilitation and replacement alternatives were developed and evaluated closely by project engineers, city, state, and federal officials, VCSU, members of the public, and the State Historical Society. Despite the fact that the economic cost of rehabilitation was nearly double that of replacement, the bridge was rehabilitated in 1993-1994 because of its significance to the community.



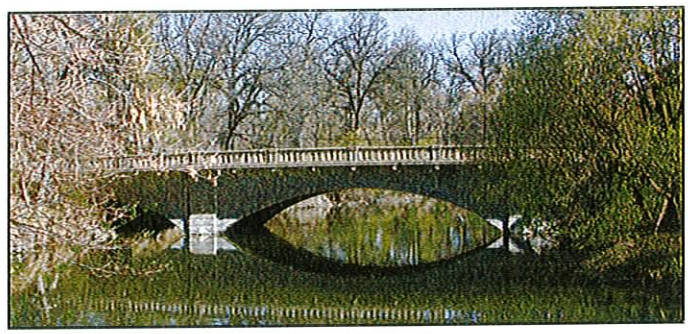
Highline Bridge. The Highline Bridge was constructed between 1906 and 1908 as part of the Northern Pacific Railroad. At 3,860 feet long and 162 feet above the Sheyenne River, the Highline Bridge is one of the longest and highest single-track railroad bridges in the nation. It was of vital importance in moving supplies and men during both World Wars and is used by Burlington Northern Santa Fe to transport coal today. The Highline Bridge was recently awarded the designation of National Civil Engineering Landmark.



Elks Foot Bridge. The Elks Foot Bridge was constructed in 1911. It has a metal truss structure with a poured concrete deck. The bridge provides a pedestrian/bicycle connection between Valley City's Main Street and City Park. The Elks Foot Bridge, in combination with the VCSU Suspension Footbridge, provides a pedestrian/bicycle link between the VCSU Campus and downtown Valley City.

Rainbow Arch Bridge. The Rainbow Bridge is the only bridge of its kind in the state of North Dakota and one of approximately 14 in the nation. The original Rainbow Bridge was built in 1925. By the late 1990s, the bridge was in need of rehabilitation or replacement. However, the bridge had become a well-known symbol of Valley City and was used extensively in marketing the "City of Bridges." There were strong public sentiments regarding the fate of the historic Rainbow Bridge, with the public initially polarized between those in favor of replacing the structure with a wider bridge and those in favor of rehabilitation. After an extensive planning process, a preferred alternative was identified. At the cost of an additional one million dollars over a modern bridge, a new Rainbow Arch bridge was designed and built using the patented Marsh Arch design of the original bridge. The new bridge was completed in 2004.

East City Park Bridge. The East City Park Bridge was built in 1924 as a functioning girder arch bridge with an ornamental balustrade (pedestrian railing). The East City Park Bridge provides a Sheyenne River crossing on 4th Street SW, on the east side of City Park. Although the East City Park Bridge was built before the West City Park Bridge and is an aesthetically pleasing structure, it is less visible from City Park than the west bridge due both to vegetation and elevation constraints. The East City Park Bridge was rehabilitated in 1981. The structure is in good condition, and there are currently no plans to rehabilitate or replace the structure.



West City Park Bridge. The West City Park Bridge was built in 1929 and was designed to look like the East City Park Bridge. Unlike the East City Park Bridge, however, the arches on the West City Park Bridge have no function other than aesthetic. It is currently in need of rehabilitation or replacement.

On a state level, North Dakota has successfully invested in preserving its historic bridges whenever practical. Within the past 5 years, 11 historic bridges have been rehabilitated and preserved in place or relocated throughout the state. These bridges exist today in many different settings and are used for a variety of purposes, ranging from those remaining in their original locations and being used for their original purposes to those relocated to a golf course, a bible camp, a farm, or a city center, and being used for pedestrian, recreational, or other uses, or set aside while a relocation site is selected.

Three well-known historic structures in the state have been replaced/are programmed for replacement within a period of approximately five years: the Rainbow Bridge in Valley City; Four Bears Bridge, located in the northwest part of the state; and the Liberty Memorial Bridge, located in Bismarck. In each of these cases where it was not feasible and prudent to preserve existing historic bridges, substantial mitigation measures have been included to compensate for the loss of the existing structures. All of these projects have been conducted in compliance with NEPA (the National Environmental Policy Act), and Section 106 (of the National Historic Preservation Act).

3.18.1 Cumulative Impacts/Mitigation

Alternative 1 (No Build) – This alternative would result in no action to correct the structural and geometric deficiencies of the historic West City Park Bridge. There would be no cumulative impacts associated with Alternative 1.

Alternative 3 (One Way Pairs) – Option 3a (new bridge located north of existing bridge) and Option 3b (new bridge located south of existing bridge) would have a cumulative impact (negative for 3a, positive for 3b) locally and statewide when viewed in combination with the other historic bridges that have been rehabilitated.

Alternative 4 (Replace Existing Bridge) –Replacement of the West City Park Bridge with a modern bridge (Option 4a) would result in a negative cumulative impact from a historical perspective when viewed in combination with the other historic bridges that have been lost in recent years. However, if the bridge were replaced in a manner sensitive to its historical and aesthetic significance (as under Options 4b or 4c), the local and statewide cumulative impacts would be minimized.

3.19 Irreversible and Irretrievable Commitment of Resources

As with any construction project, certain irreversible and irretrievable commitments of natural resources, manpower, materials and fiscal resources are required. Fossil fuels, labor, and highway construction materials such as cement, aggregate, and bituminous material would be expended to complete the project. Additionally, labor and natural resources would be used in the fabrication and preparation of construction materials. These materials are generally not retrievable. However, they are not in short supply, and their use would not have an adverse effect on the availability of these resources. Any construction would also require a one-time expenditure of county, state, and federal funds, which are not retrievable. However, the anticipated beneficial effects would balance the irretrievable commitment of resources caused by construction of the build alternatives.

3.20 Short Term Impacts versus Long Term Benefits

The long-term benefits associated with all of the project build alternatives would be consistent with the maintenance and long-term functionality of the West City Park Bridge. However, the rehabilitation alternatives would create more negative short-term impacts to the Sheyenne River ecosystem than the replacement alternative, due to the need for cofferdams spanning the river channel. Additional short-term impacts associated with all build alternatives would include temporary detours and delays associated with the construction. The long-term benefits associated with the build alternatives are related to having a safe, reliable transportation corridor.

3.21 Permits

The following permits would be needed to construct this project:

Federal Aviation Administration (FAA) – Federal Aviation Regulations, Part 77, Objects Affecting Navigable Airspace, Paragraph 77.13, requires that a *Notice of Proposed Construction or Alteration* be submitted to the FAA prior to construction.

U.S. Army Corps of Engineers – A *Section 404 Permit* from the US Army Corps of Engineers is required for any activity in water or wetlands, which involves discharge of dredged or fill materials into waters of the United States and adjacent wetlands. To obtain a Section 404 Permit, impacts to wetlands must be mitigated through avoidance, minimization, and compensation measures in accordance with the "Memorandum of Agreement (MOA) between the Environmental Protection Agency and the Department of the Army concerning the Determination of Mitigation Under the Clean Water Act Section 404(b)(1) Guidelines" (February 1990).

North Dakota Department of Health – A *NPDES (National Pollutant Discharge Elimination System) Permit* is required to discharge stormwater runoff. To apply for a permit, a Notice of Intent must be submitted along with a SWPP (Storm Water Pollution Prevention) Plan. The authorization to discharge stormwater requires stormwater to be held onsite to allow sediment to settle or be filtered out. The contractor will be responsible for obtaining the NPDES Permit.

North Dakota State Water Commission – Section 61-16.2-14 of the North Dakota Century Code, signed into law March 27, 2003, requires the approval of a *Floodplain Development Permit* and *hydraulic analysis* prior to construction.

City of Valley City – The North Dakota State Water Commission, in its SOV response letter dated February 10, 2004, has stated that an application for a *Floodplain Development Permit* must be submitted to the city of Valley City prior to construction.

3.22 Commitments and Compliance

Barnes County, NDDOT, and FHWA have made the following commitments for this project:

- Unavoidable impacts to wetlands will be mitigated on-site, adjacent to the project, or at an approved location prior to or at the time of construction. Appropriate avoidance, minimization, and mitigation measures will be determined in cooperation with the USACE and USFWS.
- Trees impacted during construction will be mitigated in accordance with the NDDOT Design Memorandum 05-2005, using a1:1 ratio for tees mitigated in an urban landscape setting.
- Construction will be avoided in the river between April 15 and June 1, if feasible. If it is determined not to be feasible, a meeting will be held between Barnes County, NDDOT, FHWA, USFWS, and NDG&F to determine methods to avoid, minimize, or mitigate impacts to fish during the peak of migration/spawning.
- Erosion and sedimentation into the Sheyenne River and its adjacent habitat will be minimized.
- No river channel alterations or changes in drainage patterns will be made.

- If this project results in an *Adverse Effect* to historic properties, Barnes County, NDDOT, and FHWA will work with the State Historical Society of ND to develop a Memorandum of Agreement.
- Coordination will take place with the affected utility companies during project design.
- A *Phase I Environmental Site Assessment and Asbestos Survey* may be required by the ND Department of Health for any structures that are removed during construction.

3.23 Environmental Considerations Not Relevant to the Proposed Project

The following environmental considerations were reviewed and found to be not relevant to the proposed project:

Farmland – The proposed project is located in an urban area, and there are no lands used for agricultural production.

Air Quality – The proposed project would have no long-term impacts to air quality.

Noise – A traffic noise analysis indicated that noise levels are well below the FHWA thresholds for considering noise abatement. The noise levels were modeled using current and projected future traffic levels for residential and recreational land use types.

Water Quality – The proposed project would have no long-term impacts to water quality.

Water Body Modifications – The proposed project would not require any long-term modifications to the Sheyenne River.

Wildlife Impacts – The proposed project would not have any impacts on wildlife or wildlife habitat. The proposed build alternatives may affect, but are not likely to adversely affect individual wildlife species. They build alternatives are not likely to jeopardize the continued existence to wildlife species and are not likely to destroy or adversely modify critical habitat.

Wild and Scenic Rivers – The Sheyenne River has not been designated as wild or scenic.

Coastal Barriers/Coastal Zones – The proposed project is not located in a coastal area.

Hazardous Waste Sites – There are no known hazardous waste sites in the project area.

Energy – This project would not result in any long-term changes to energy use.

CHAPTER 4 PREPARERS & COORDINATING PARTIES

4.1 Introduction

The names and qualifications of the principal people contributing information to the EA are identified in this chapter. In accordance with Part 1502.6 of the CEQ (Council on Environmental Quality) regulations for implementing the National Environmental Policy Act, the efforts of an interdisciplinary team comprising technicians and experts in various fields were required to accomplish this study.

4.2 Preparers

This Environmental Assessment was prepared by Kadrmas, Lee & Jackson, Inc. under a contractual agreement between Barnes County and Kadrmas, Lee & Jackson, Inc.

4.3 Qualifications

Listed below are those individuals with primary responsibility for preparation of this Environmental Assessment. ***Please refer to Table 4-1.***

Table 4-1
Preparers

Name	Title	Project Role
Shanna Braun	Environmental Scientist	Impact Analysis
Charlotte Brett	Environmental Scientist	Public/Agency Coordination, Impact Analysis
Wade Frank	Project Manager	Project Coordination, Alternatives Analysis
Sheri Lares	Senior Environmental Planner	Quality Assurance
Michael Marks	Senior Engineer	Quality Assurance
Shawn Mayfield	Bridge Engineer	Preliminary Engineering, Alternatives Analysis
Craig Ruhland	Landscape Architect	Rendering Creation
Barry Schuchard	Principal Engineer	Project Development, Quality Assurance
Skip Skattum	GIS Analyst	Exhibit Creation
Stacie Taylor	Desktop Publisher	Document Production
Jennifer Turnbow	Environmental Scientist	Quality Control

4.4 Coordination with Agencies, Organizations, and Parties

4.4.1 Solicitation of Views

To initiate communication and coordination, an early notification package to federal, state, and local agencies and other interested parties was distributed on February 9, 2004. This Solicitation of Views package included information on the project and an invitation to the first

public input meeting. Pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, a solicitation of views was requested to ensure that social, economic, and environmental effects were considered in the development of the Environmental Assessment for the West City Park Bridge project.

At the conclusion of the 30-day comment period, 21 responses were received. These comments provide valuable insight into the evaluation of potential environmental impacts. The comments were referenced and incorporated where appropriate within the previous chapters of this document. ***Appendix D contains Agency Comments.***

4.4.2 Agency Review of Administrative Draft EA

Due to the sensitivity of the issues involved with this project, specifically regarding the construction methods needed to rehabilitate the bridge, the Administrative Draft EA circulated on May 11 to the following agencies. ***Please refer to Table 4-2.***

Table 4-2
Administrative Draft EA Agencies

Agency Type	Agency	Contact Person
Federal	Federal Emergency Management Agency	Director
	Federal Highway Administration	Allen Radliff
	Federal Highway Administration	Mark Schrader
	United States Army Corps of Engineers	Dan Cimarosti
	United States Army Corps of Engineers	Candace Gorton
	United States Army Corps of Engineers	Charles Spitzack
	United States Fish and Wildlife Service	Jeffrey Towner
State	North Dakota Department of Transportation -Valley City District	John Thompson
	North Dakota Department of Health	L. David Glatt
	North Dakota Game and Fish	Dean Hildebrandt
	North Dakota Parks and Recreation	Jesse Hanson
	North Dakota State Water Commission	Dale Frink
	State Historic Preservation Officer	Merl Paaverud
Local	Barnes County Auditor	Edward McGough
	Barnes County Commissioner	Rodger Berntson
	Barnes County Commissioner	Dale Maasjo
	Barnes County Commissioner	Harlan Opdahl
	Barnes County Commissioner	Cindy Schwehr
	Barnes County Commissioner	Donald Triebold
	Barnes County Emergency Management	Norma Duppler
	Barnes County Highway Superintendent	Kerry Johnson
	City of Valley City	Dave Ramstad
	Montana Dakota Utilities	Mike Fink

The agencies were given 30 days to review the Administrative Draft EA (May 11–June 10, 2005), and were asked to provide comments. Comments were received from five agencies,

including: The US Army Corps of Engineers, ND Department of Health, US Fish and Wildlife Service, ND Game and Fish Department, and the Barnes County Emergency Manager. The US Fish and Wildlife Service and the ND Game and Fish Department preferred Alternative 4 (Replace Existing Bridge), as it is the most environmentally benign. The Barnes County Emergency Manager also supported Alternative 4 (Replace Existing Bridge). The two remaining agencies, the US Army Corps of Engineers and ND Department of Health, did not state a preference for any of the presented alternatives. ***Appendix B contains agency comments on Administrative Draft EA.***

4.5 Public Involvement

Public involvement for this project included two public input meetings, one public hearing, and presentations to the Valley City Chamber of Commerce and Barnes County Township Officers. A *Public Involvement Summary Document* is being prepared to accompany this document. The *Public Involvement Summary Document* contains copies of all public comments received, as well as other public meeting materials.

4.5.1 Public Input Meeting #1—Scoping Meeting

A Scoping Meeting was held on Thursday, March 11, 2004 from 5:00 pm to 7:00 pm at the City Auditorium in Valley City. The intent of the meeting was to inform elected officials and federal, state, regional, and local agencies, as well as the general public, of the project and obtain local knowledge of concerns related to the proposed study. This meeting also served as an early notification of the preparation of the *Environmental Assessment* and *Preliminary Engineering Report.*

In order to involve the general public in the project, three techniques were used to notify the public of the Scoping Meeting. Prior to the public meeting, a public service announcement was circulated to local newspapers and radio stations. Second, a legal display advertisement was published in the Valley City Times-Record two weeks prior to the meeting. Third, an invitation to the meeting was included in a newsletter sent to over 60 adjacent landowners within the study area.

Thirty-six people attended the meeting. A presentation was given at the beginning of the meeting, with an open house format following. Only one person made a formal statement; a representative from MDU (Montana-Dakota Utilities) stated that MDU had two major gas lines attached to the bridge, and they were concerned with potential impacts to those lines and the gas service to the community during construction. At the conclusion of the 15-day comment period, 9 written comments were received. The comments focused on the following issues: aesthetic/historic significance of the bridge, safety concerns associated with the narrow bridge width, flooding concerns, and pedestrian/bicycle safety.

4.5.2 Public Input Meeting #2—Alternatives Public Workshop

The Alternatives Public Workshop was held on Wednesday, July 28, 2004 from 5:00 to 7:00 pm at the City Auditorium. The intent of the meeting was to inform the general public of the development and evaluation of alternatives for the project. Gaining public support for the proposed project is of primary importance in the development of the alternatives for the project.

In order to involve the general public in the project, the same three techniques used to notify the public of the prior meeting were used again: a public service announcement was circulated to local media, a legal display advertisement was published in the Valley City Times-Record, and an invitation to the meeting was distributed to adjacent landowners as well as additional individuals who registered at the first public input meeting.

The Alternatives Public Workshop Open House included a formal presentation followed by an open house session. Approximately 16 people attended the Alternatives Public Workshop. A Public Opinion Survey was distributed at the meeting to determine whether the general public preferred to rehabilitate or replace the existing bridge, as well as the reasons behind their preference. At the conclusion of the 15-day comment period, 30 written comments were received.

The commenting public clearly identified that aesthetic appeal, having a wider bridge, and having a functional, economic bridge were more important than preserving the historic structure. Although the West City Park Bridge is both well-known and widely appreciated, the public comments received indicated that the local community is in support of its replacement. A clear majority of the public preferred to replace the bridge over rehabilitation. Of those wishing to replace the bridge, the new false arch design (Alternative 4b) was overwhelmingly supported. ***Please refer to Figure 4.1, Figure 4.2, and Figure 4.3.***

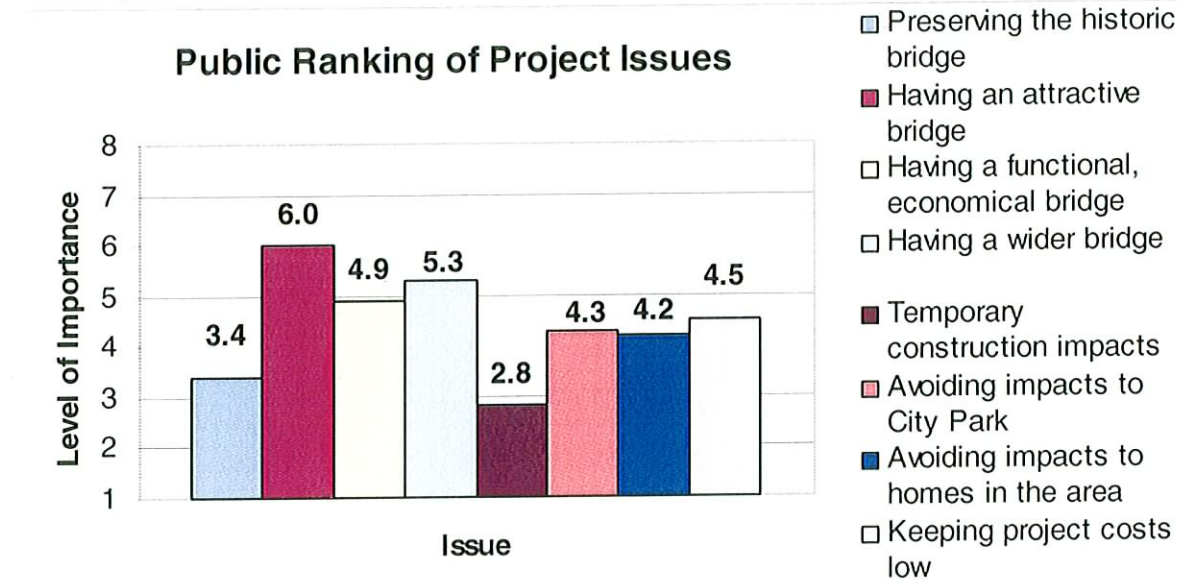


Figure 4.1. *The average level of importance that the responding public placed on the issues ranked. The graph shows that having an attractive bridge was the most important public issue, and temporary construction impacts (detours, accessibility, noise, dust, etc.) was the least.*

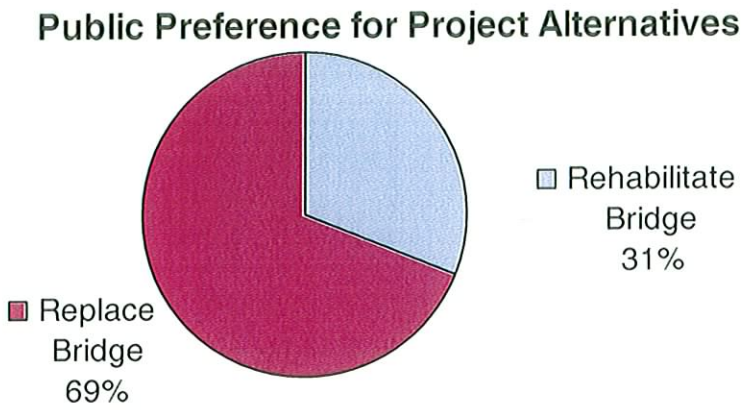


Figure 4.2. *Of the 30 members of the public who commented on the project, 31% favored rehabilitation of the existing bridge, while 69% favored replacement of the bridge.*

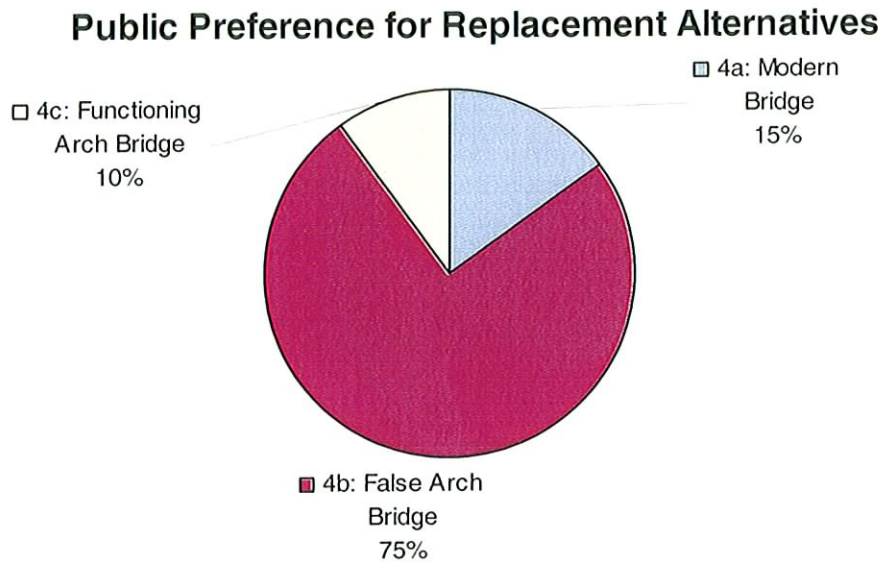


Figure 4.3. *Members of the public who favored replacement of the bridge preferred replacement with a new false arch bridge (4b) over a modern bridge (4a) or a functioning arch bridge (4c).*

4.5.3 Valley City Chamber of Commerce Meeting

On August 6, 2004, members of the project team attended a Valley City Chamber of Commerce meeting and conducted a formal presentation summarizing the project purpose and need and alternatives under consideration.

4.5.4 Barnes County Annual Township Officers Meeting

On November 18, 2004, members of the project team presented at the Barnes County Annual Township Officers Meeting held at the Eagles Club in Valley City. The presentation summarized the project history, purpose and need, alternatives, impacts, and public involvement to date.

4.6 Public Hearing

A Notice of Availability of the Environmental Assessment and Public Hearing date will be advertised following FHWA approval of this document.

Appendix A

Structure Inventory & Appraisal Sheet

STRUCTURE NO. 0-VC0.2 LAST UPDATE 03/02/2004

200	SYSTEM DESIGNATION	URBAN
201	STATUS	STRUCTURALLY DEFICIENT
202	SUFFICIENCY RATING	23.2
	IDENTIFICATION	
01	STATE	NORTH DAKOTA
02	HIGHWAY DISTRICT	VALLEY CITY
03	COUNTY	BARNES
04	CITY	VALLEY CITY CITY
05	INV. ROUTE CITY STRT 9053	MAINLINE ON
06	FEATURES INTERSECTED	SHEYENNE RIVER
07	FACILITY CARRIED ON STRUC	4TH ST SW
08	STRUCTURE NO.	0-VC0.2
09	LOCATION	4TH ST SW-WEST SIDE PARK
11	MILEPOINT	.200
13	LRS INVENTORY ROUTE, SUBROUTE NO.	
16	LATITUDE	46 DEG 55.2 MIN
17	LONGITUDE	98 DEG .6 MIN
98	BORDER BRIDGE	NOT APPLICABLE
99	BORDER BRIDGE STRUCTURE NUMBER	
	STRUCTURE TYPE AND MATERIAL	
43	MAIN STRUC. TYPE	CONCRETE ARCH - DECK
44	APPROACH STRUC TYPE	NOT APPLICABLE
45	NO. SPANS IN MAIN UNIT	3
46	NO. APPROACH SPANS	NOT APPLICABLE
107	DECK STRCT. TYPE	CONCRETE CAST-IN-PLACE
108	WEARING SURFACE	BITUMINOUS
	MEMBRANE	NONE
	DECK PROTECTION	NONE
208	DECK OVERBURDEN	ASPHALT 3 IN.
	AGE AND SERVICE	
27	YEAR BUILT 1930	106 YEAR RECONSTRUCTED NONE
42	TYPE SERVICE	HIGHWAY ON WATERWAY UNDER
28	LANES ON STRUCTURE	2 LANES ON; 0 LANES UNDER
29	ADT CARS & TRUCKS 2,500	30 YR OF ADT 2004
109	AVERAGE DAILY TRUCK TRAFFIC	2%
19	BYPASS DETOUR LENGTH	1 MILES
	GEOMETRIC DATA	
10	MIN VER CLEARANCE	UNLIMITED
32	APPROACH ROADWAY WIDTH	39 FEET
33	BRIDGE MEDIAN	NO MEDIAN
34	SKEW	25 DEG
35	STRUCTURE FLARED	NO
47	TOTAL HORIZ. CLEARANCE	24.1 FEET
48	LENGTH OF MAX SPAN	43 FEET
49	STRUCTURE LENGTH	134 FEET
50	CURB/SIDEWALK WIDTHS 6.0 FEET RT-SIDE;	6.0 FEET LT-SIDE
51	BRIDGE RDWY WIDTH-CURB TO CURB	24.1 FEET
52	DECK WIDTH	34.5 FEET
53	MIN. VERT. CLEARANCE OVER BRIDGE RDWY	UNLIMITED
54	MIN. VERT. UNDERCLEARANCE	NOT HIGHWAY/RAILROAD
55	MIN. LATERAL UNDERCLEARANCE-RT	NOT APPLICABLE
56	MIN. LATERAL UNDERCLEARANCE-LT	NOT APPLICABLE
210	CULVERT	
211	DESCRIPTION CULVERT	
	NAVIGATION DATA	
38	NAVIGATIONAL CONTROL	NO
39	NAVIGATION VERTICAL CLEARANCE	0 FEET
40	NAVIGATION HORIZONTAL CLEARANCE	0 FEET
111	PIER OR ABUTMENT PROTECTION	
116	MINIMUM NAVIGATION VERTICAL CLEARANCE	

	CLASSIFICATION	
12	BASE HIGHWAY NETWORK	OFF BASE NETWORK
20	TOLL	FREE ROAD
21	MAINTENANCE RESP.	COUNTY HIGHWAY AGENCY
22	OWNER	COUNTY HIGHWAY AGENCY
26	FUNCTIONAL	URBAN MINOR ARTERIAL
37	HISTORICAL SIGNIFICANCE	ON NATIONAL REGISTER
100	STRATEGIC HIGHWAY NETWORK	NOT A STRAHNET ROUTE
101	PARALLEL STRUCTURE DESIGNATION	NO PARALLEL STRUCTURE EXISTS
102	DIRECTION OF TRAFFIC	TWO-WAY TRAFFIC
103	TEMPORARY STRUCTURE DESIGNATION	NO
104	HIGHWAY SYSTEM OF INVENTORY RTE	OFF NATL HWY SYSTEM
105	FEDERAL LANDS HIGHWAY	NOT APPLICABLE
110	DESIGNATED NATIONAL NETWORK	NO
112	NBIS BRIDGE LENGTH	YES
226	FUNCTIONAL UNDER	
	CONDITION	
58	DECK	5 FAIR CONDITION
59	SUPERSTRUCTURE	3 SERIOUS CONDITION
60	SUBSTRUCTURE	6 SATISFACTORY CONDITION
61	CHAN & CHAN PROT	6 SATISFACTORY CONDITION
62	CULV & RTNG WALLS	N NOT APPLICABLE
	LOAD RATING AND POSTING	
31	DESIGN LOAD	H20
41	STRUCTURE OPEN OR CLOSED	OPEN, NO RESTRICTION
63	OPERATING RATING METHOD	NO RATING ANALYSIS PERFORMED
64	OPER RATING	236 HS-20
65	INVENTORY RATING METHOD	NO RATING ANALYSIS PERFORMED
66	INV RATING	225 HS-13
70	BRIDGE POSTING	POSTING NOT REQUIRED 5
209	POSTED IN "TONS"	TON
	APPRAISAL	
67	STRUCTURAL CONDITION	3 INTOLERABLE HI-PRIORITY OF REPAIR
68	DECK GEOMETRY	2 INTOLERABLE HI-PRIORITY REPLACEMENT
69	UNDERCLEAR VERT & HORIZ	N NOT APPLICABLE
71	WATERWAY ADEQUACY	6 EQUAL TO PRES. MIN. CRITERIA EST.
72	APP RDWAY ALIGNMENT	5 SPEED REDUCTION 5-10 MPH
36	TRAFFIC SAFETY FEATURES	0000
113	SCOUR CRITICAL BRIDGE	U UNKNOWN FOUNDATION
	INSPECTIONS	
90	DATE OF LAST INSPECTION	FEBRUARY 2004
91	DESIGNATED INSPECTION FREQUENCY	24 MONTHS
92	CRITICAL FEATURE INSPECTION N	Y 60 N
93	CRITICAL FEATURE INSPECTION DATE	09/2003
218	CHANNEL PROFILE	N
207	TRANSPORTER ERECTOR ROUTES & SITES	
212	STRUCTURE LOAD RATED	DATE: JANUARY 1900
213	FAP NUMBER	
214	DELAYED INSPECTION	
216	INSPECTOR	ROWELL & WEBER
217	REMARKS	

2MAJOR CRACKS ON 2 BEAMS BY PIER(EAST).* NO GUARDRAIL OR ENDMARKERS. MINOR CRACKING ON CURBS. & RAILING. MINOR CRACKS IN ABUTMENTS & PIERS. SPALLING ON CONCRETE IN GUTTER LINE. EXPANSION JOINTS HAVE ASPHALT SPALLING OUT OF IT.

Appendix B

Plan and Profiles
Cross Sections

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
ND	BRU-2-990(011)015	#	#

CITY PARK

CITY PARK ENTRANCES

SHEYENNE RIVER

30

TO

11

12

13

14

15

16

21

1/4 CORNER

EXISTING BRIDGE

EAST CITY PARK BI

33'

33'

33'

SIXTH AVE. SW.

FIFTH AVE. SW.

FOURTH AVE. SW.

SHEYENNE RIVER

300'

1

FOURTH STREET SOUTHWEST

LEGEND

- Existing trees
- Existing buildings
- Right of way
- Existing curb & gutter

N

50 0 50 100

scale 1"=100' feet

	9+00	10+00	11+00	12+00	13+00	14+00	15+00	16+00	17+00	18+00	19+00	20+00
1230												
1220												
1210												
1200												
1190		1220.2	1220.5	1220.8	1217.0	1199.9	1219.6	1218.6	1219.6			

Rev'd. 00/00/0000

BRU-2-990(011)015

CITY OF VALLEY CITY

BARNES COUNTY, NORTH DAKOTA

Kadrmas Lee & Jackson

Engineers, Surveyors and Planners

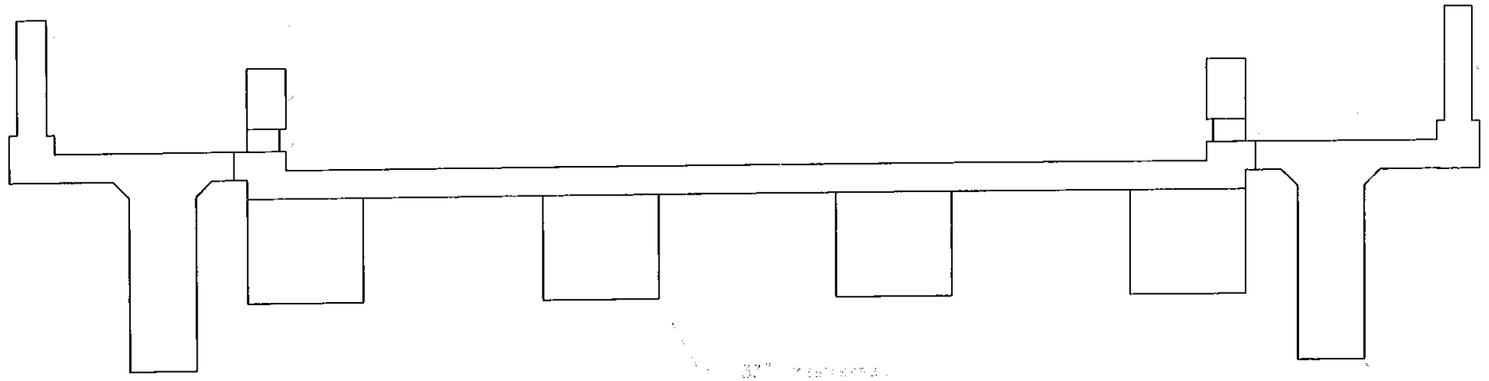
PLAN & PROFILE ALTERNATIVE 2

DRWN. BY	CHK'D BY	PROJECT NO.	DATE
KS	SM	5303108	05/01/2004

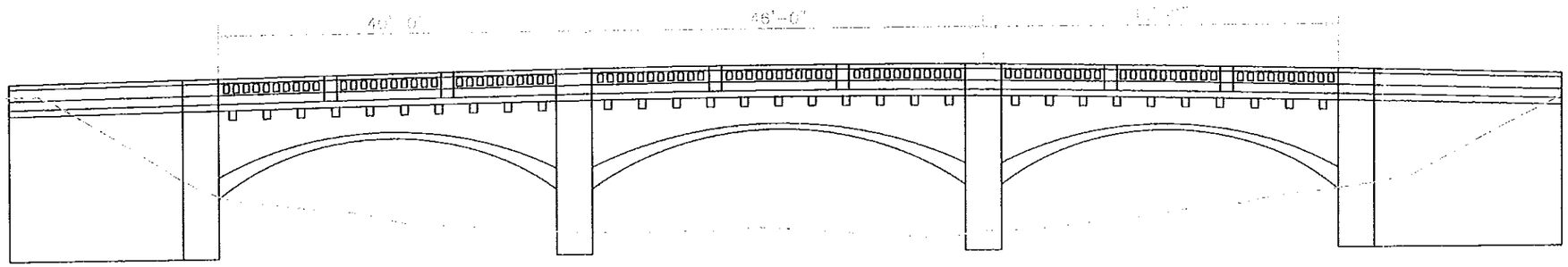
J:\county\Barnes\5303108\Cadd\EP\RCp01001.dwg 0

Dec 01, 2005 - 2:32pm - J:\county\Barnes\5303108\Cadd\EP\RCp01001.dwg

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
ND	BRU--2-990(011)015	#	#



CROSS- SECTION



ELEVATION

Rev'd. 00/00/0000

BRU-2-990(011)015
BARNES COUNTY, NORTH DAKOTA
VALLEY CITY, NORTH DAKOTA

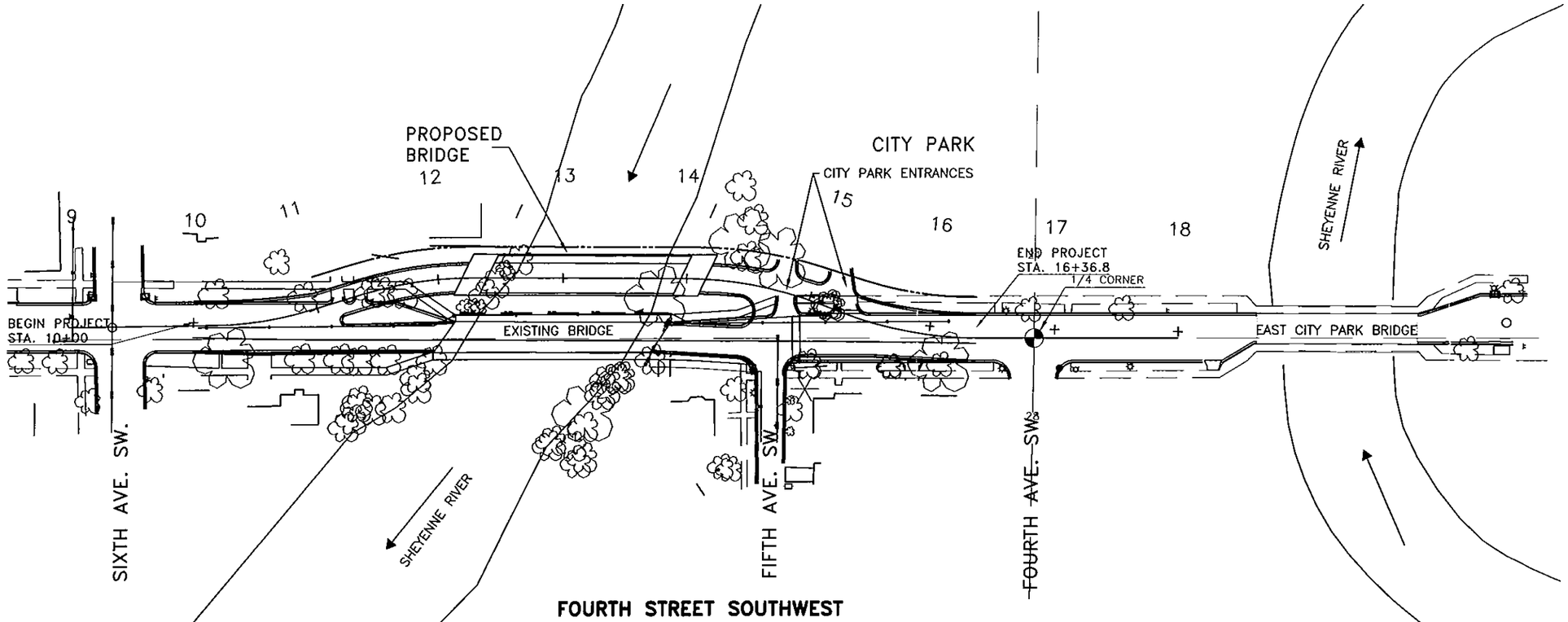
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

ALTERNATIVE 2

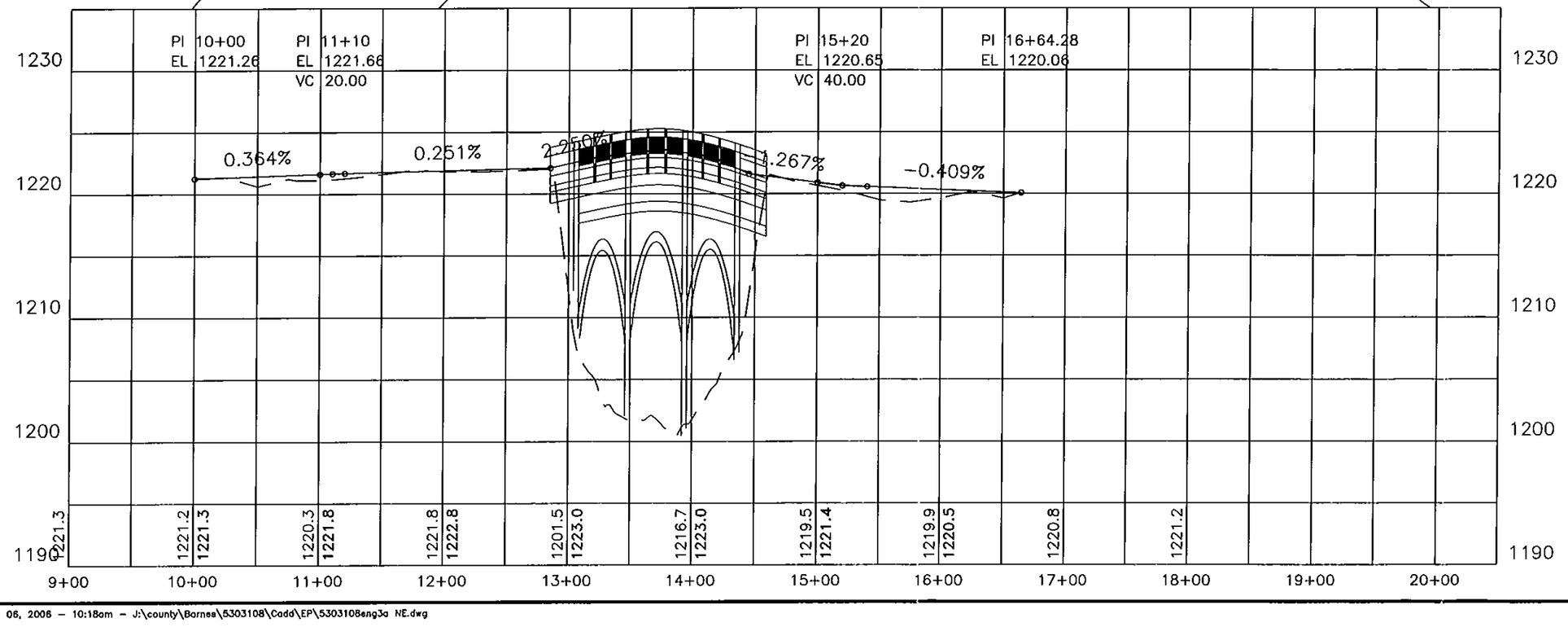
DRWN BY	CHK'D BY	PROJECT NO.	DATE
DW	SM	5303108	08/30/04

J:\county\Barnes\5303108\Cadd\Drawings\Alternate2.dwg 0

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
ND	BRU-2-990(011)015	#	#



FOURTH STREET SOUTHWEST



LEGEND

- Existing trees
- Existing buildings
- Right of way
- Proposed Centerline
- Proposed Bridge
- Proposed Curb & Gutter
- Proposed Centerline
- Proposed Right of Way
- Existing Centerline Profile

N

50 0 50 100
scale 1"=100' feet

DATUM=NAVD 88

Rev'd. 00/00/0000

BRU-2-990(011)015
BARNES COUNTY, NORTH DAKOTA
WEST CITY PARK BRIDGE

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

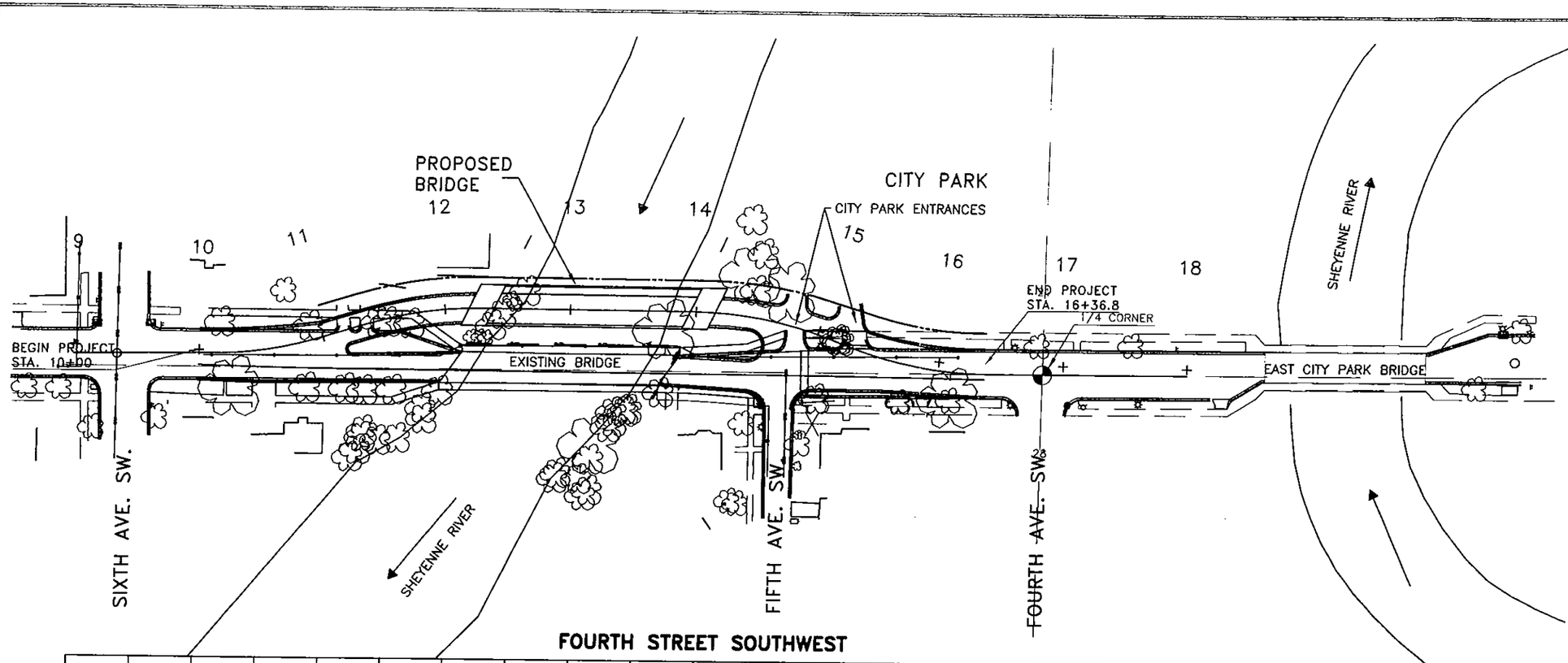
PLAN & PROFILE
ALTERNATIVE 3a
NORTH BRIDGE OPTION
EASTBOUND ALIGNMENT

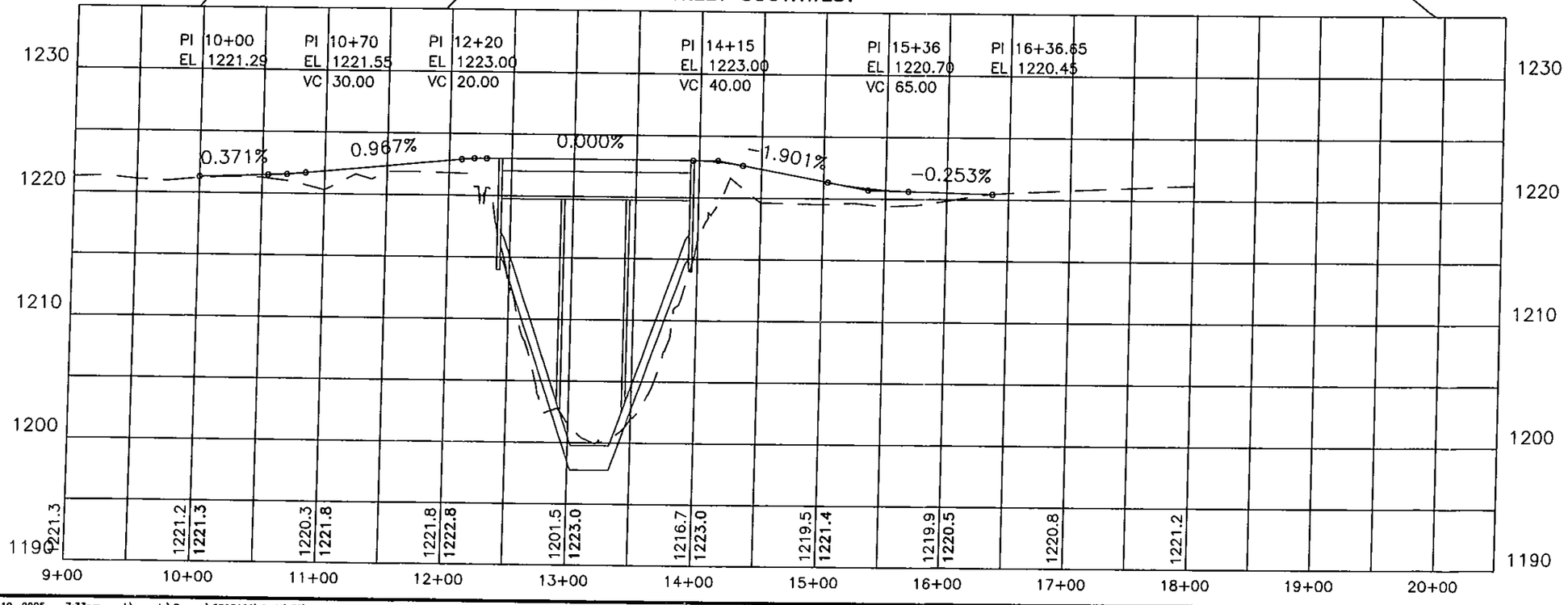
DRWG. BY	CHK'D BY	PROJECT NO.	DATE
TW	SM	5303108	05/26/2004

J:\county\Barnes\5303108\Cadd\EP\5303108eng3a NE.dwg 0

Jan 06, 2006 – 10:18am – J:\county\Barnes\5303108\Cadd\EP\5303108eng3a NE.dwg

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
ND	BRU-2-990(011)015	#	#





LEGEND

- Existing trees
- Existing buildings
- Right of way
- Proposed Centerline
- Proposed Bridge
- Proposed Curb & Gutter
- Proposed Centerline
- Proposed Right of Way
- Existing Centerline Profile

N

50 0 50 100
scale 1"=100' feet

DATUM=NAVD 88

Rev'd. 00/00/0000

BRU-2-990(011)015
BARNES COUNTY, NORTH DAKOTA
WEST CITY PARK BRIDGE

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

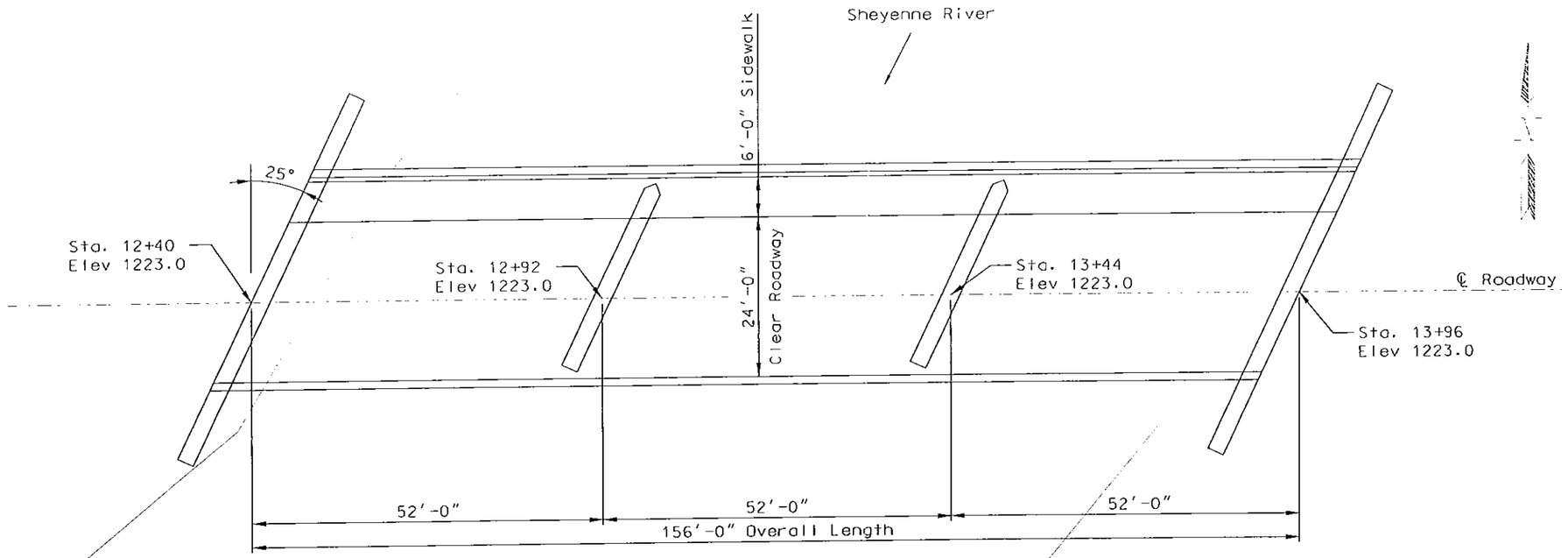
PLAN & PROFILE
ALTERNATIVE 3a
NORTH BRIDGE OPTION
WESTBOUND ALIGNMENT

DRAWN BY	CHK'D BY	PROJECT NO.	DATE
TW	SM	5303108	05/26/2004

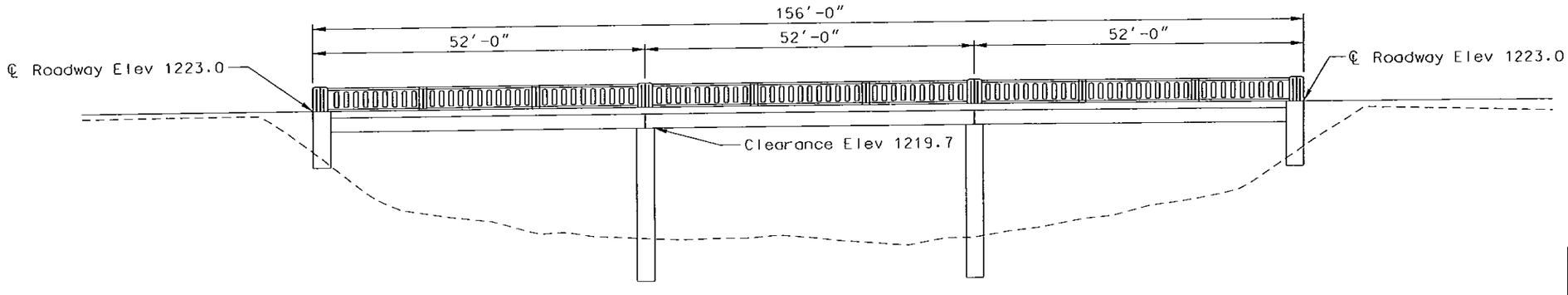
J:\county\Barnes\5303108\Cadd\EP\5303108eng3a NW.dwg 0

Dec 19, 2005 - 7:33pm - J:\county\Barnes\5303108\Cadd\EP\5303108eng3a NW.dwg

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
ND	BRU-2-990(011)015	#	#



PLAN VIEW



ELEVATION

Rev'd. 00/00/0000

BRU-2-990(011)015
BARNES COUNTY, NORTH DAKOTA
VALLEY CITY, NORTH DAKOTA

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

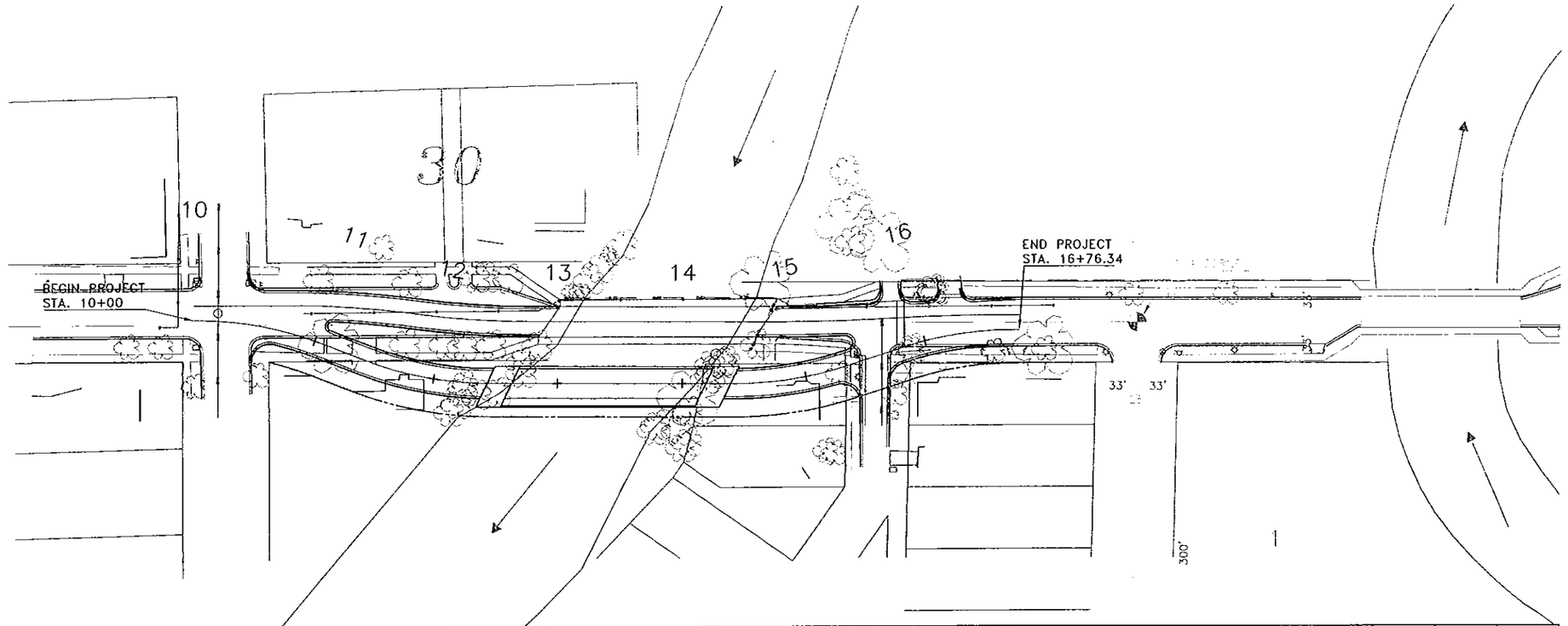
ALTERNATIVE 3a

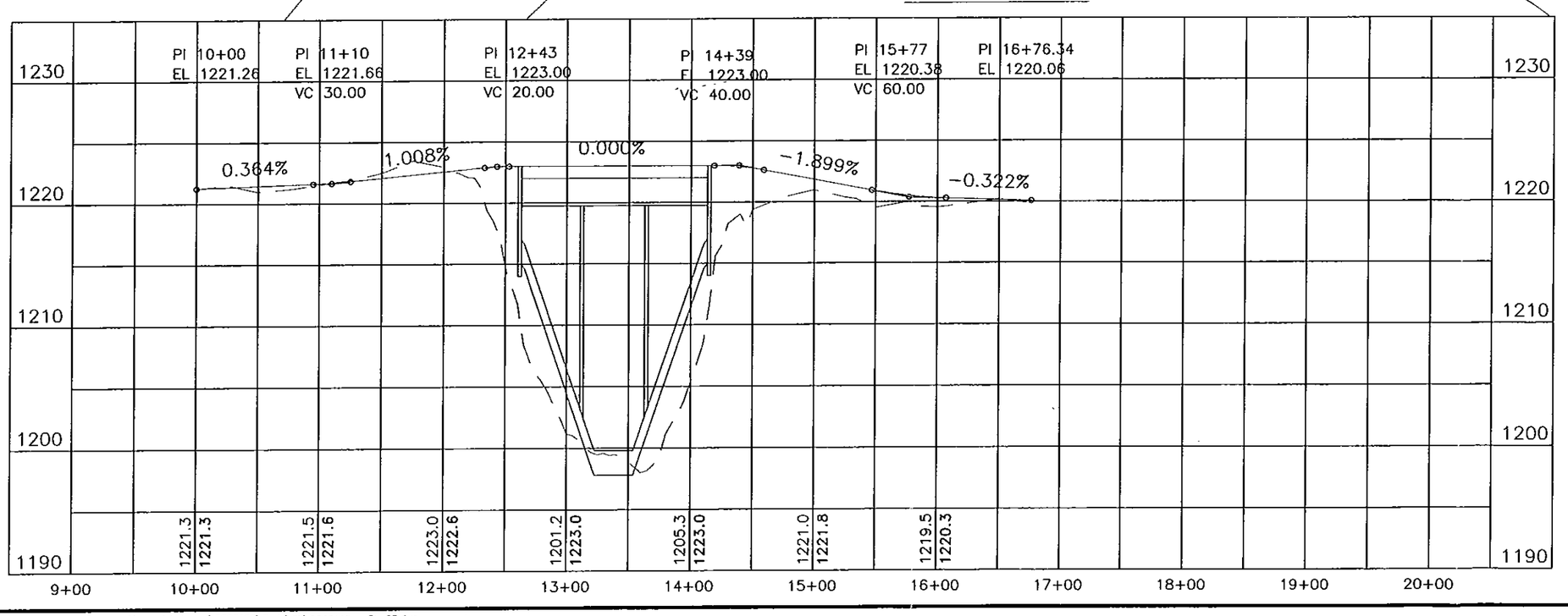
DWN. BY	CK'D BY	PROJECT NO.	DATE
DM	SM	5303108	05/06/04

j:\county\Barnes\5303108\CADD\Drawings\Alternate3.dgn

12/1/2005 - 3:17:08 PM - j:\county\Barnes\5303108\Cadd\Drawings\Alternate3.dgn

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
ND	BRU-2-990(011)015	#	#





N

scale 1"=100' feet
50 0 50 100

DATUM=NAVD 88

Rev'd. 00/00/0000

BRU-2-990(011)015
BARNES COUNTY, NORTH DAKOTA
WEST CITY PARK BRIDGE

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

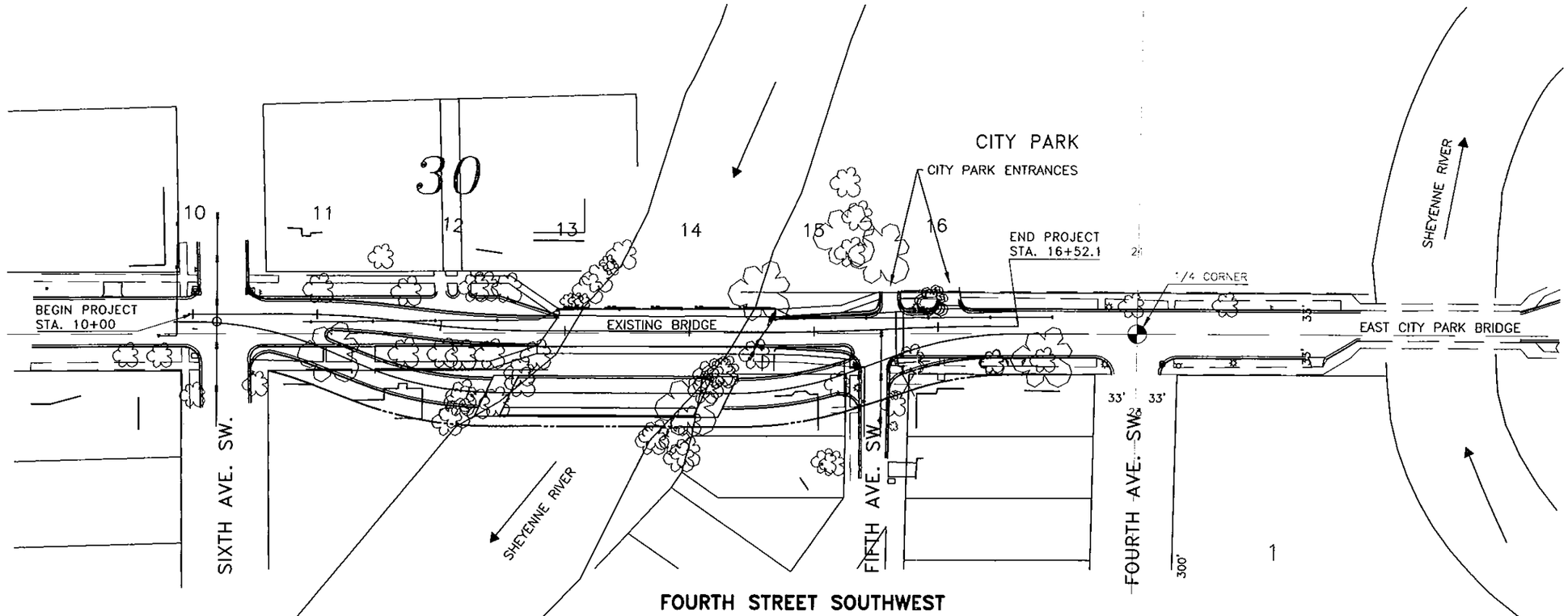
PLAN & PROFILE
ALTERNATE 3b
SOUTH BRIDGE OPTION
EAST BOUND ALIGNMENT

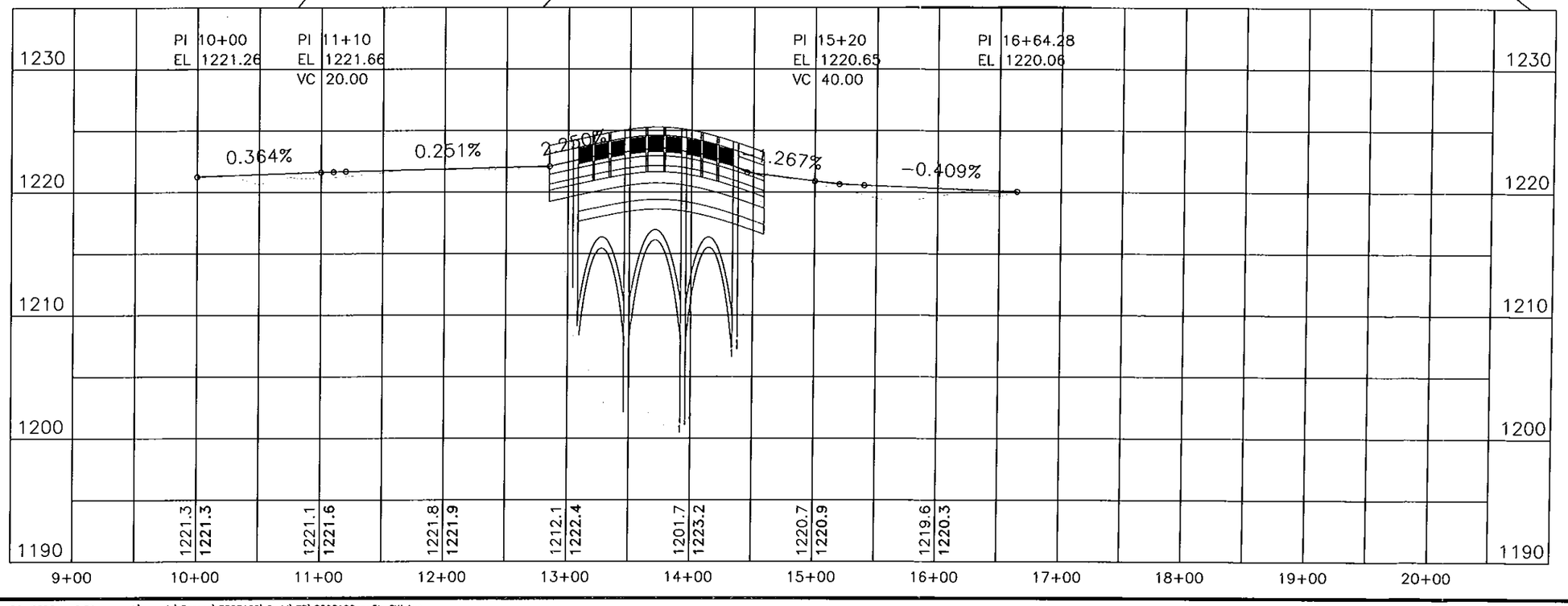
DRWN BY	CHKD BY	PROJECT NO.	DATE
TW	SM	5303108	05/25/2004

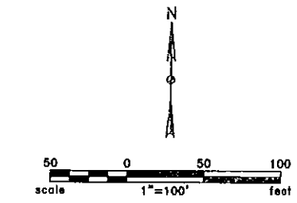
J:\county\Barnes\5303108\Codd\EP\5303108eng3b SE.dwg 0

Jul 21, 2004 - 4:43pm - J:\county\Barnes\5303108\Codd\EP\5303108eng3b SE.dwg

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
ND	BRU-2-990(011)015	#	#







DATUM=NAVD 88

Rev'd. 00/00/0000

BRU-2-990(011)015
BARNES COUNTY, NORTH DAKOTA
WEST CITY PARK BRIDGE

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

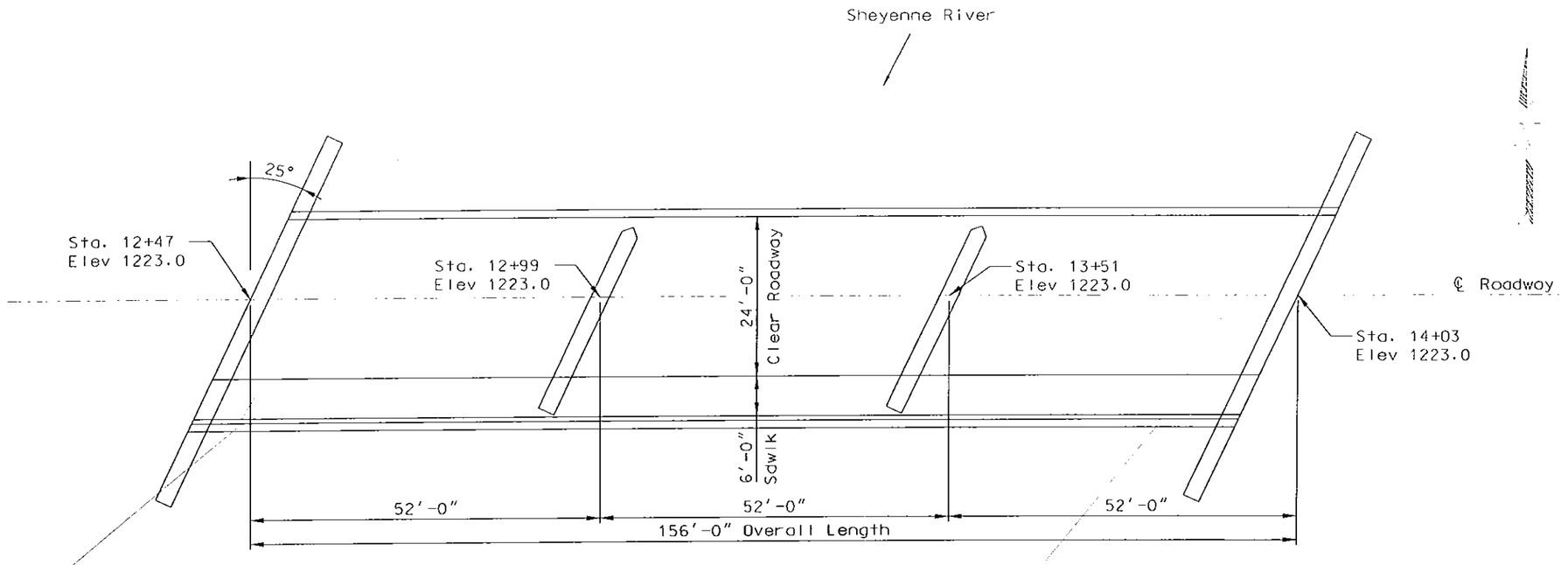
PLAN & PROFILE
ALTERNATIVE 3b
SOUTH BRIDGE OPTION
WESTBOUND ALIGNMENT

DRWN BY	CHKD BY	PROJECT NO.	DATE
TW	SW	5303108	05/25/2004

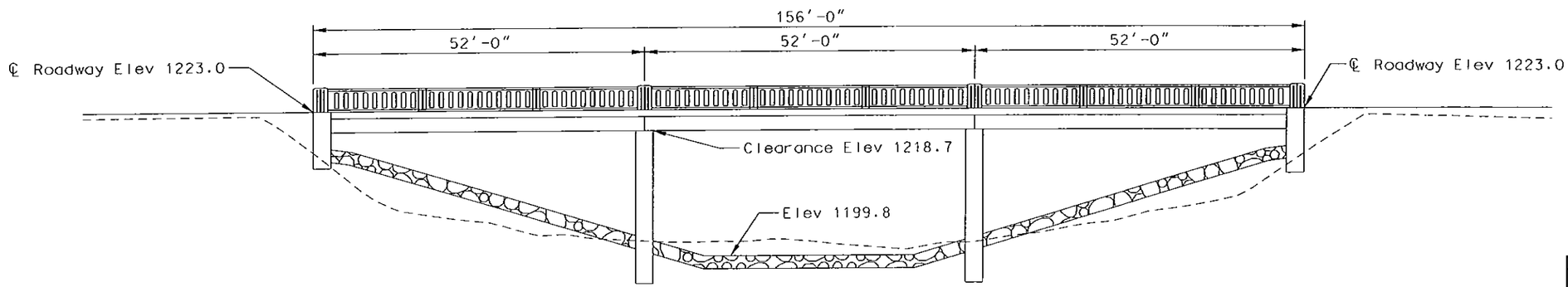
J:\county\Barnes\5303108\Cadd\EP\5303108eng3b SW.dwg 0

Jan 06, 2006 - 9:21am - J:\county\Barnes\5303108\Cadd\EP\5303108eng3b SW.dwg

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
ND	BRU-2-990(011)015	#	#



PLAN VIEW



ELEVATION

Rev'd. 00/00/0000

BRU-2-990(011)015
BARNES COUNTY, NORTH DAKOTA
VALLEY CITY, NORTH DAKOTA

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

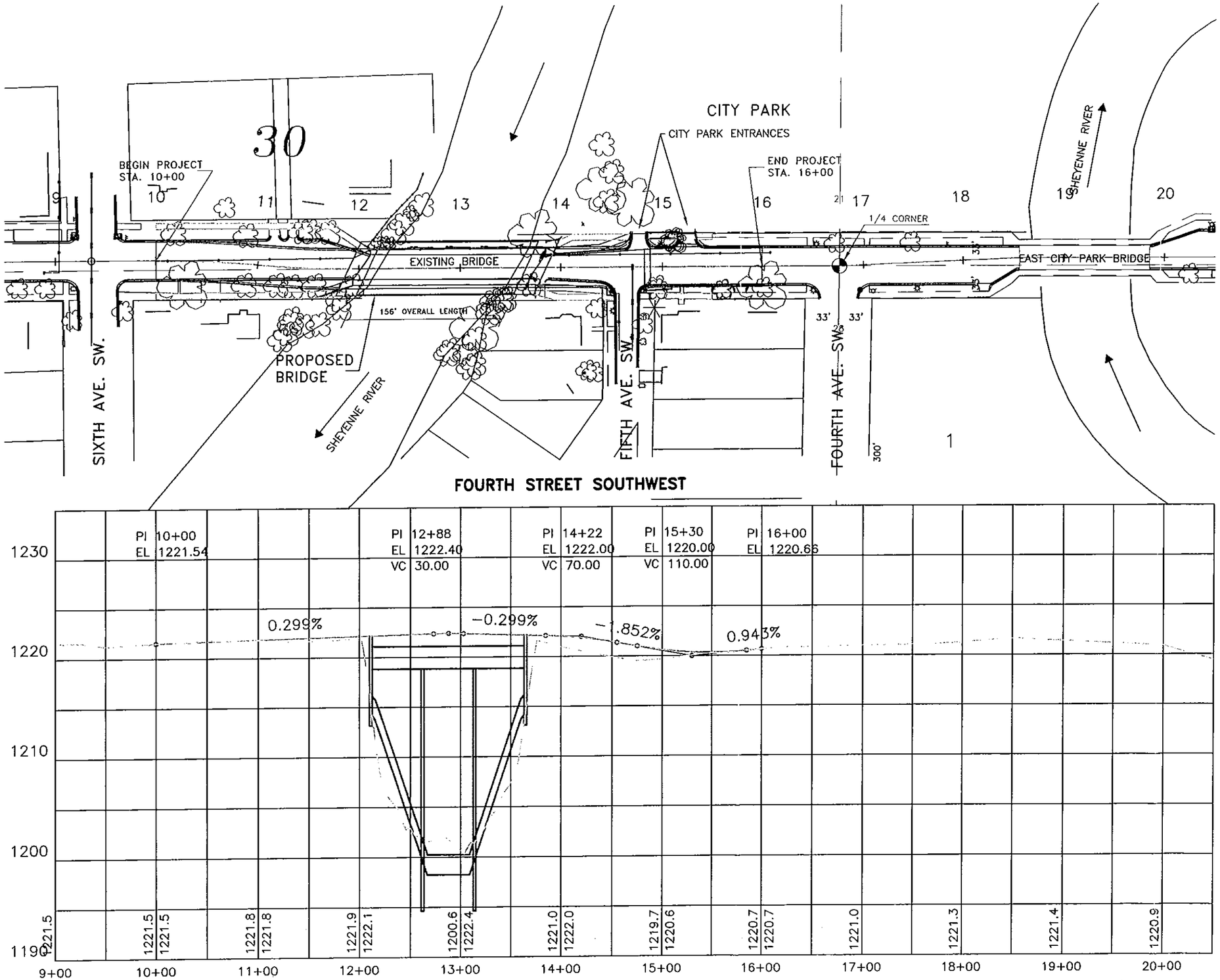
ALTERNATIVE 3b

DRWN. BY	CHK'D BY	PROJECT NO.	DATE
DM	SM	5303108	05/06/04

J:\county\Barnes\5303108\CADD\Drawings\Alternate3b.dgn

12/1/2005 - 3:26:22 PM - j:\county\Barnes\5303108\Cadd\Drawings\Alternate3b.dgn

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
ND	BRU-2--990(011)015	#	#



LEGEND

- Existing trees
- Existing buildings
- Right of way
- Proposed Centerline
- Proposed Bridge
- Proposed Curb & Gutter
- Proposed Centerline
- Existing Centerline Profile

N

50 0 50 100
scale 1"=50' feet

DATUM=NAVD 88

Rev'd. 00/00/0000

BRU-2-990(011)015
BARNES COUNTY, NORTH DAKOTA
WEST CITY PARK BRIDGE

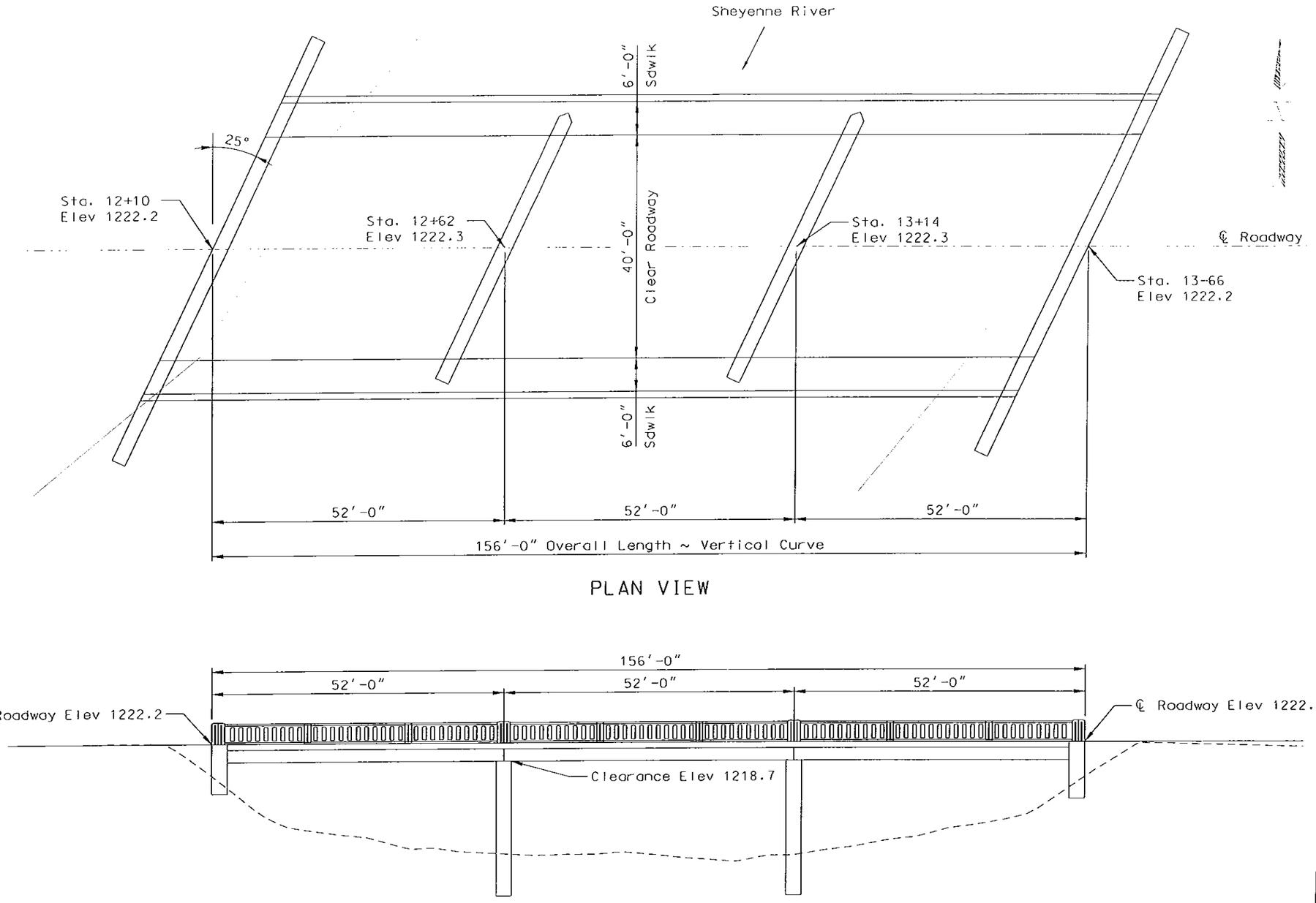
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

PLAN & PROFILE
REPLACEMENT OPTION
ALTERNATIVE 4a
MODERN BRIDGE

DRWN. BY	CHK'D BY	PROJECT NO.	DATE
TW	SM	5303108	05/04/2004

J:\county\Barnes\5303108\Cadd\EP\5303108eng4a box.dwg 0

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
ND	BRU-2-990(011)015	#	#



PLAN VIEW

ELEVATION

Rev'd. 00/00/0000

BRU-2-990(011)015
BARNES COUNTY, NORTH DAKOTA
VALLEY CITY, NORTH DAKOTA

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

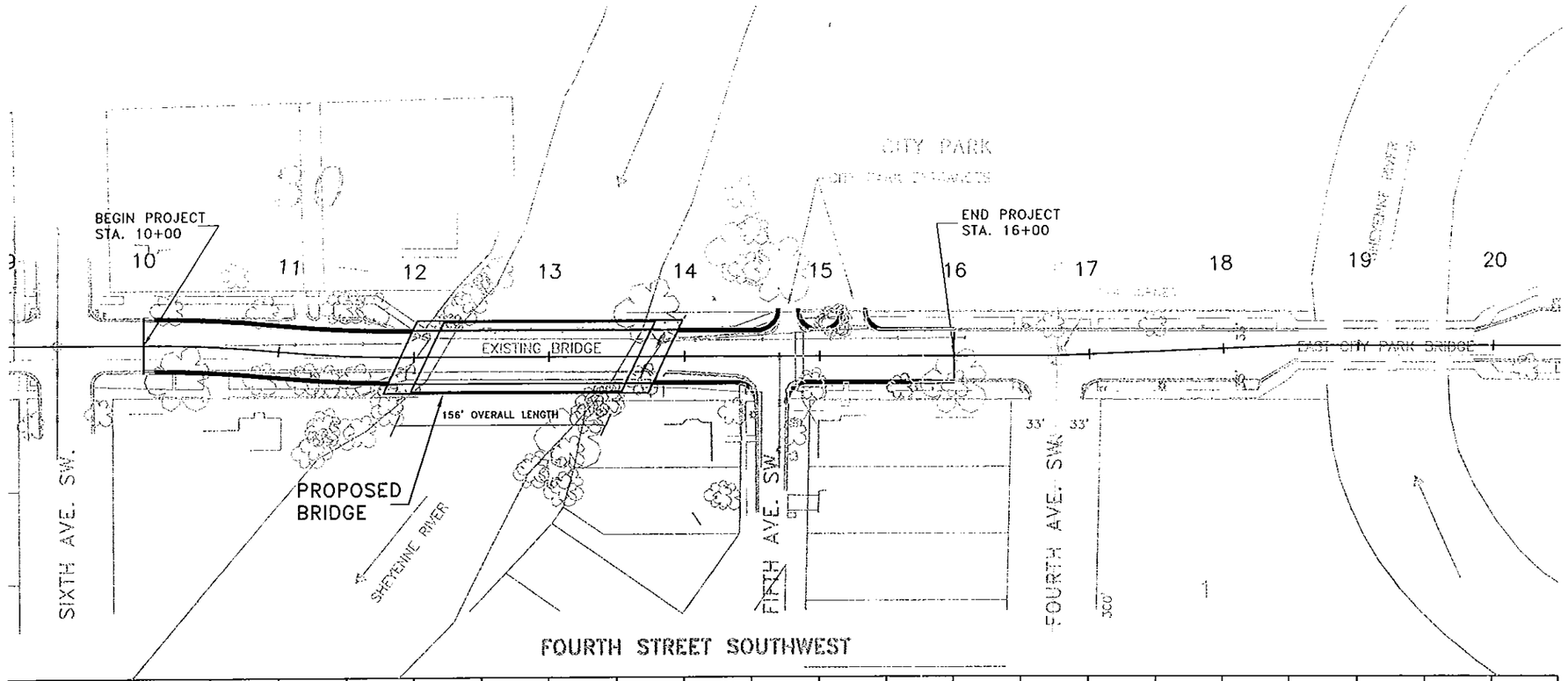
ALTERNATIVE 4a

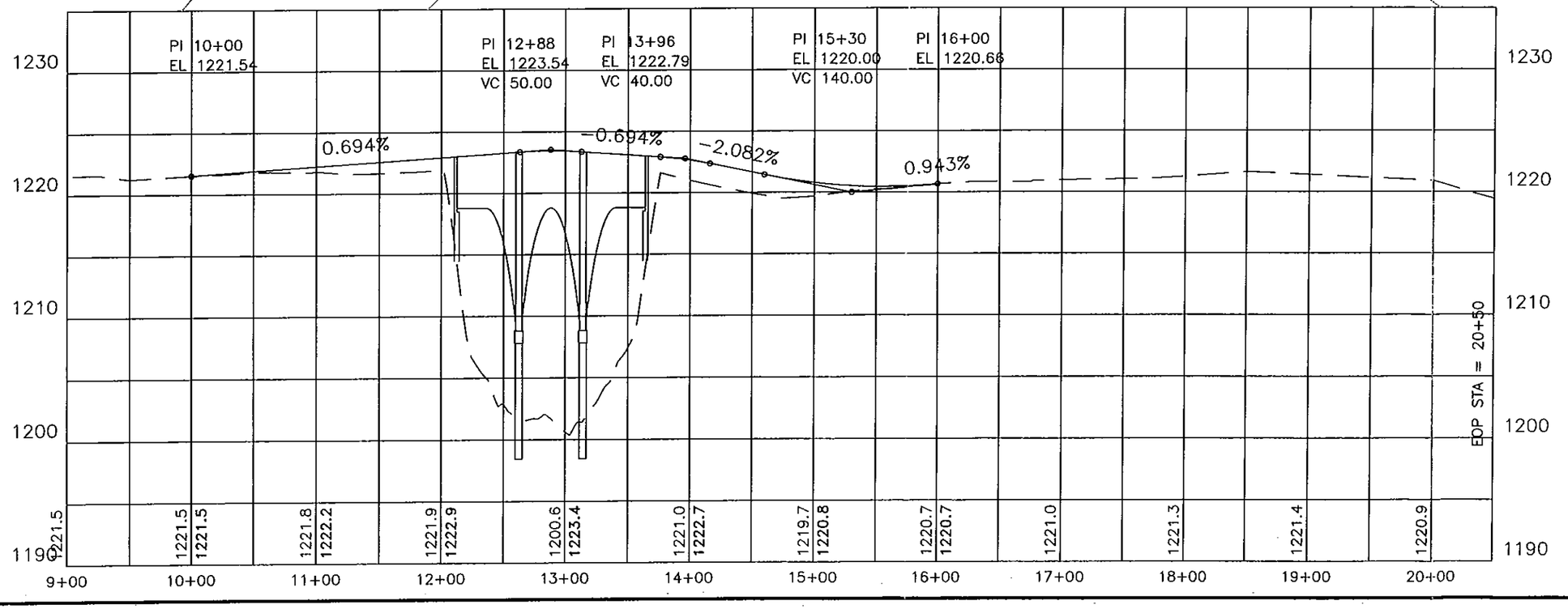
DRN. BY	CHK'D BY	PROJECT NO.	DATE
DM	SM	5303108	05/06/04

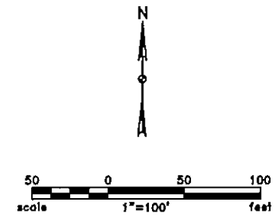
J:\county\Barnes\5303108\CADD\Drawings\Alternate4.dgn

12/1/2005 - 3:32:34 PM - j:\county\Barnes\5303108\Cadd\Drawings\Alternate4.dgn

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
ND	BRU-2-990(011)015	#	#







DATUM=NAVD 88

Rev'd. 00/00/0000

BRU-2-990(011)015
BARNES COUNTY, NORTH DAKOTA
WEST CITY PARK BRIDGE

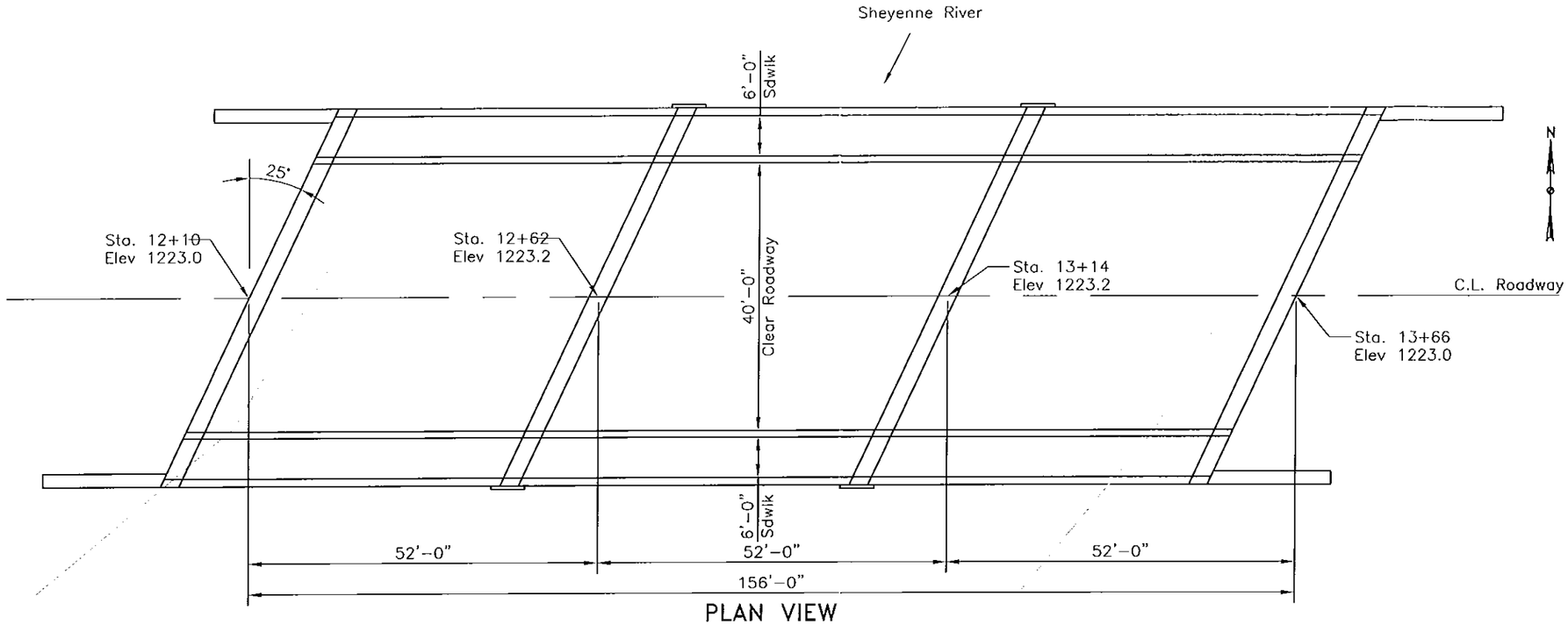
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

PLAN & PROFILE
REPLACEMENT OPTION
ALTERNATIVE 4b
FALSE ARCH BRIDGE

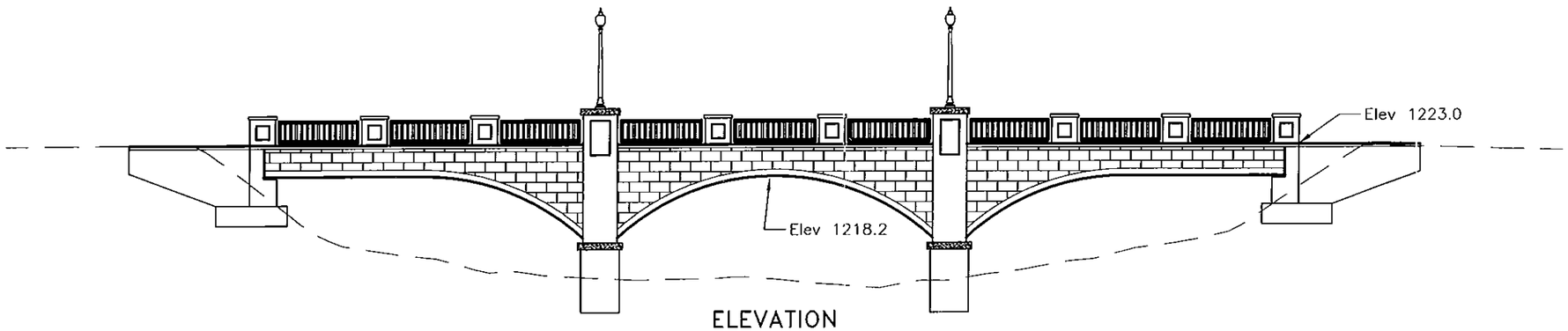
DRWG BY	CHK'D BY	PROJECT NO.	DATE
TW	SW	5303108	05/24/2004

J:\county\Barnes\5303108\Cadd\EP\5303108eng4b.dwg 0

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
ND	BRU-2-990(011)015	#	#



PLAN VIEW



ELEVATION

Rev'd. 00/00/0000

BRU-2-990(011)015
BARNES COUNTY, NORTH DAKOTA
VALLEY CITY, NORTH DAKOTA

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

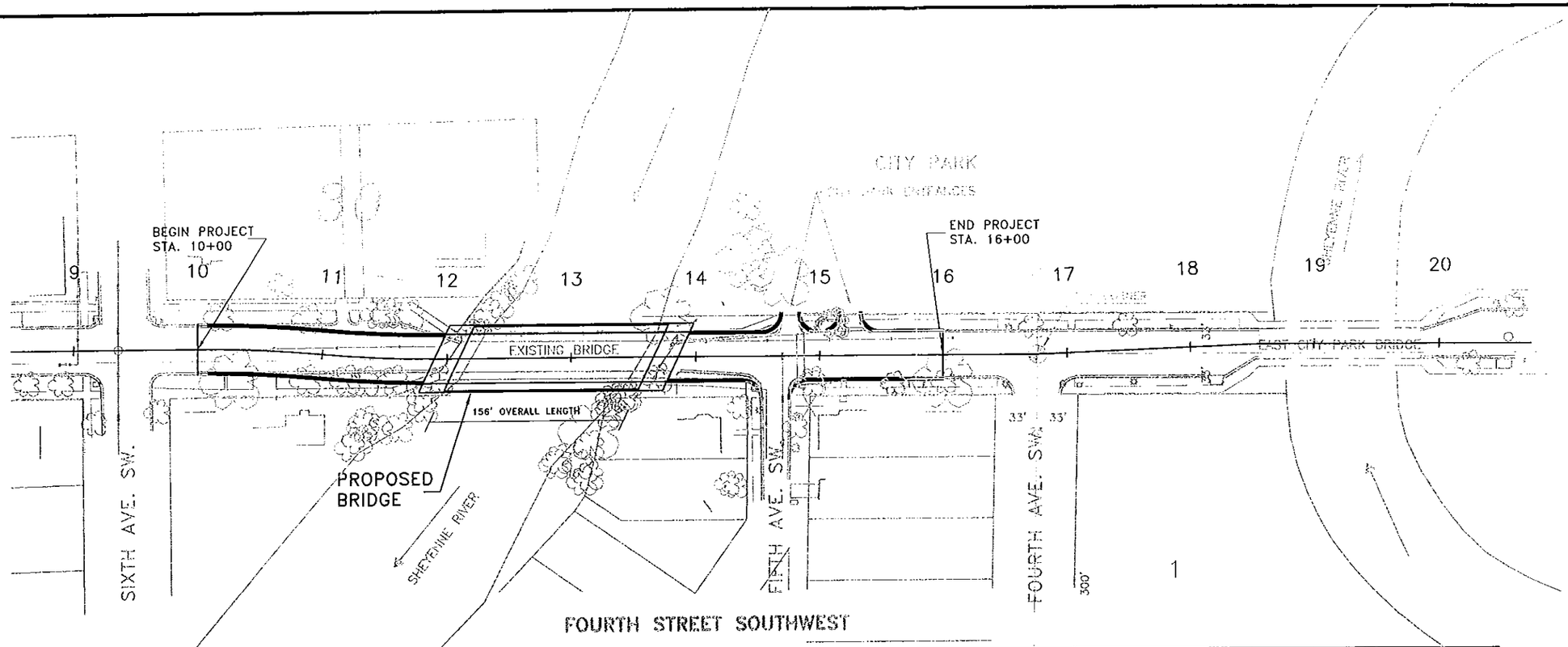
ALTERNATIVE 4b

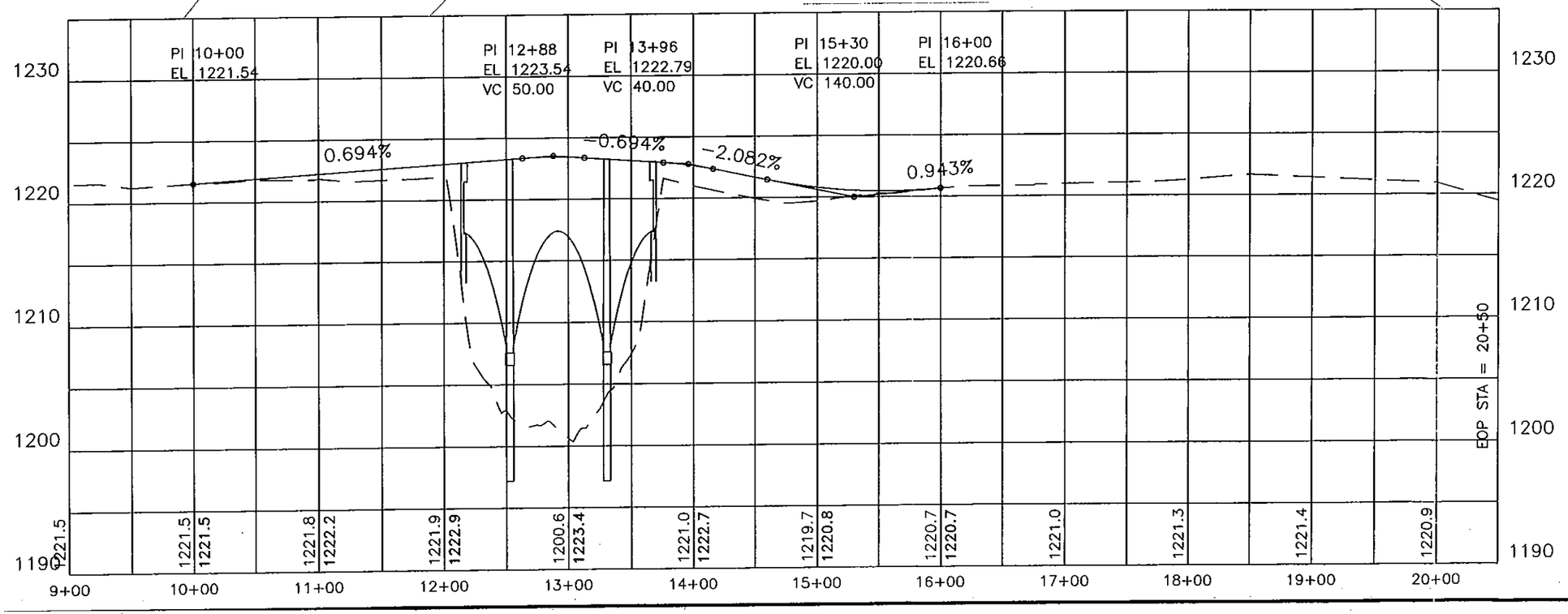
DRWN. BY	CHK'D BY	PROJECT NO.	DATE
DW	SW	5303108	06/29/04

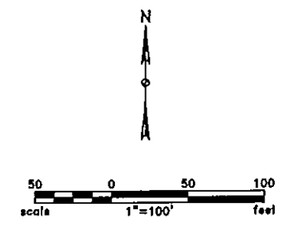
J:\county\Barnes\5303108\Cadd\Drawings\Alternate4B_6_29_04.dwg 0

Jan 06, 2006 - 10:11am - J:\county\Barnes\5303108\Cadd\Drawings\Alternate4B_6_29_04.dwg

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
ND	BRU-2-990(011)015	#	#







DATUM=NAVD 88

Rev'd. 00/00/0000

BRU-2-990(011)015
BARNES COUNTY, NORTH DAKOTA
WEST CITY PARK BRIDGE

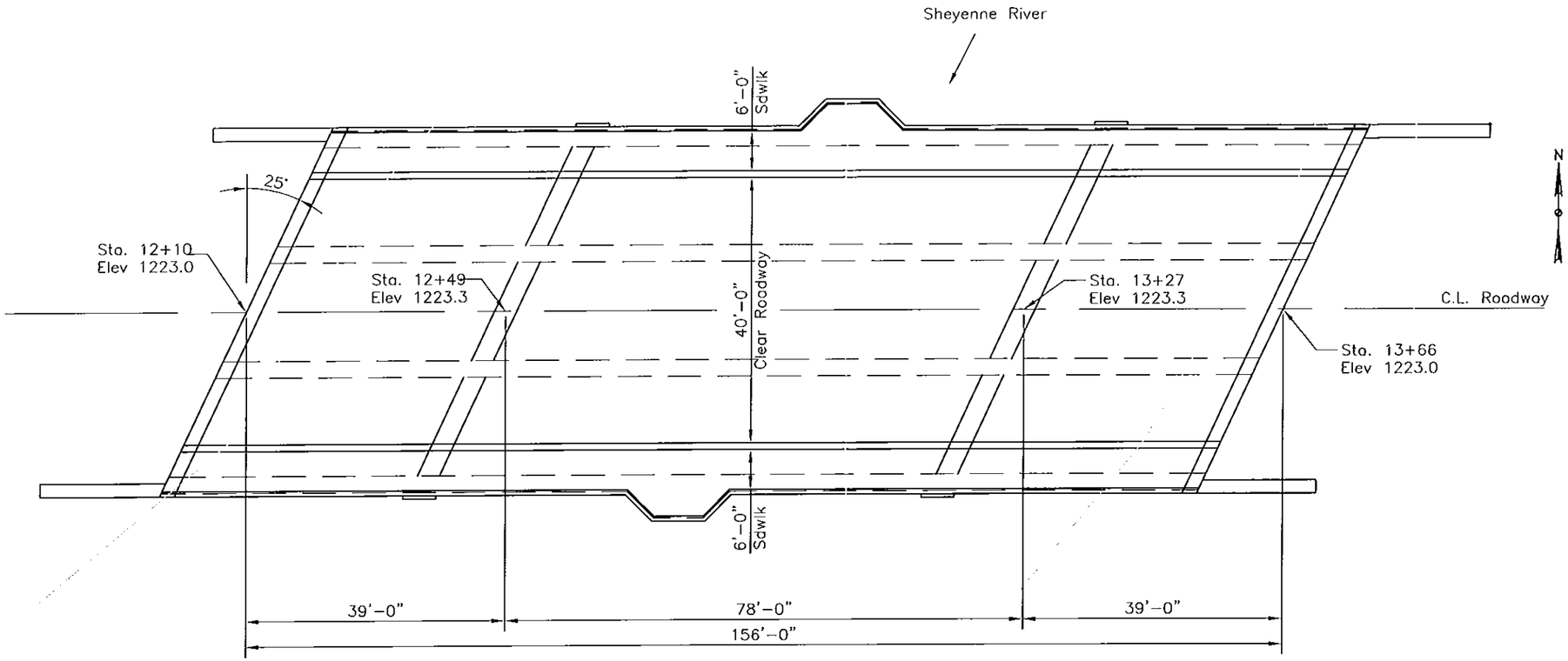
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

PLAN & PROFILE
REPLACEMENT OPTION
ALTERNATIVE 4c
FUNCTIONING ARCH BRIDGE

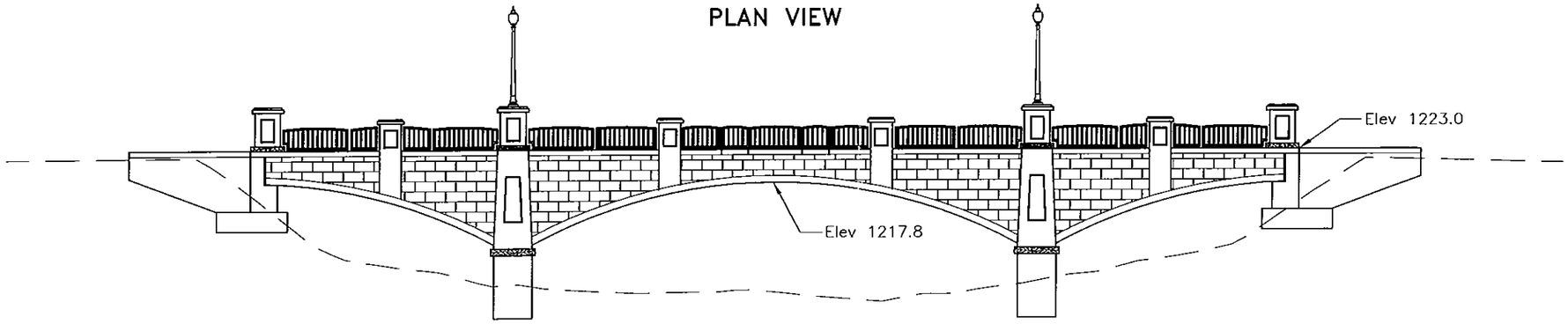
DRAWN BY	CHK'D BY	PROJECT NO.	DATE
TW	SW	5303108	05/24/2004

J:\county\Barnes\5303108\Cadd\EP\5303108eng4c.dwg 0

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
ND	BRU-2-990(011)015	#	#



PLAN VIEW



ELEVATION

Rev'd. 00/00/0000

BRU-2-990(011)015
BARNES COUNTY, NORTH DAKOTA
VALLEY CITY, NORTH DAKOTA

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

ALTERNATIVE 4c

DRWN. BY	CHKD BY	PROJECT NO.	DATE
DW	SM	5303108	06/29/04

J:\county\Barnes\5303108\Cadd\Drawings\Alternate4C_6_29_04.dwg 0

Appendix C

Agency Comments, Solicitation of Views

Project BRU-2-990(011)015
West City Park Bridge
Valley City, Barnes County, North Dakota

Federal Agencies

US Department of Agriculture, Natural Resources Conservation Service
US Department of Defense, Army Corps of Engineers – North Dakota Regulatory Office
US Department of Defense, Army Corps of Engineers – Omaha District
US Department of Defense, Army Corps of Engineers – St. Paul District
US Department of Defense, Department of the Air Force – Grand Forks Air Force Base
US Department of Interior, Bureau of Indian Affairs – Great Plains Regional Office
US Department of Interior, Fish and Wildlife Service – Ecological Services
US Department of Transportation – Federal Aviation Administration

State Agencies

North Dakota Department of Health – Environmental Health Section (2)
North Dakota Department of Transportation – Francis Ziegler, Director of Project Development
North Dakota Department of Transportation – Bob Christensen, Archaeologist, Design (3)
State Historical Society of North Dakota (3)
North Dakota Game & Fish Department
North Dakota Parks & Recreation Department – Planning & Natural Resources Division
North Dakota State Water Commission (2)

Local Agencies

AT&T
Barnes County Historical Society
BNSF Railroad
Montana-Dakota Utilities
Sheyenne River Valley National Scenic Byway
Valley City Chamber of Commerce
Valley City Commissioner – Bob Werkhoven

January 16, 2004

Mr. Paul Benning
Local Government
NDDOT
608 E. Blvd. Ave.
Bismarck, ND 58505-0700

Kadrmas Lee & Jackson
a KLJ Solutions company
Engineers, Surveyors and Planners

RE: **Project BRU-2-990(011)015**
West City Park Bridge Project
Barnes County, ND

Dear Mr. Benning:

Barnes County is planning an Environmental Assessment and Section 4(f) Evaluation to determine whether to rehabilitate or replace the historic West City Park Bridge, which crosses the Sheyenne River on 4th St SW in Valley City. The bridge is approximately 131 feet long with a 24-foot wide roadway. The structure is a cast-in-place concrete bridge with decorative, non-functioning fascia arches below the bridge deck. It was constructed in 1929 and designed to resemble the nearby East City Park Bridge, which is a functioning arch bridge constructed in 1924. The West City Park Bridge was listed on the National Register of Historic Places in 1997.

The West City Park Bridge is currently posted "No Trucks" and is in poor overall physical condition. Lichtenstein Consulting Engineers prepared a Condition Report on the bridge in June 2001 and a Rehabilitation Study in June 2003. Both of these reports provide baseline information which will be used in the Environmental Assessment and Section 4(f) Evaluation.

To ensure that social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project, pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property that your department may own, or have an interest in, located within the study area. We would also appreciate being made aware of any proposed developments your department may be contemplating in the study area. Any information that might help us in our study would be appreciated.

1010 4th Avenue SW • PO Box 937 • Valley City, ND 58072 • 701-845-4980 • Fx: 701-845-0252

It is requested that any comments or information be forwarded to our office on or before **February 13, 2004**. If no reply is received by this date, it will be assumed that you have no comment on this project.

If further information is desired regarding the proposed improvement, please feel free to contact me at (701) 845-4980 or Wade Frank, Project Manager, at (218) 287-0300. Thank you for your cooperation.

Sincerely,

Kadrmas, Lee & Jackson

Charlotte Brett

Charlotte Brett
Environmental Scientist

Enclosure (Map)

January 16, 2004

Mr. Thomas Jewett
Acting State Conservationist
US Department of Agriculture
PO Box 1458
Bismarck, ND 58502-1458

RE: **Project BRU-2-990(011)015**
West City Park Bridge Project
Barnes County, ND

Dear Mr. Jewett:

a KLJ Solutions company
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Barnes County is planning an Environmental Assessment and Section 4(f) Evaluation to determine whether to rehabilitate or replace the historic West City Park Bridge, which crosses the Sheyenne River on 4th St SW in Valley City. The bridge is approximately 131 feet long with a 24-foot wide roadway. The structure is a cast-in-place concrete bridge with decorative, non-functioning fascia arches below the bridge deck. It was constructed in 1929 and designed to resemble the nearby East City Park Bridge, which is a functioning arch bridge constructed in 1924. The West City Park Bridge was listed on the National Register of Historic Places in 1997.

The West City Park Bridge is currently posted "No Trucks" and is in poor overall physical condition. Lichtenstein Consulting Engineers prepared a Condition Report on the bridge in June 2001 and a Rehabilitation Study in June 2003. Both of these reports provide baseline information which will be used in the Environmental Assessment and Section 4(f) Evaluation.

This bridge is located in an urban area and there is no farmland in the vicinity. Therefore, we do not expect any impacts to prime or unique farmland.

To ensure that social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project, pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property that your department may own, or have an interest in, located within the study area. We would also appreciate being made aware of any proposed developments your department may be contemplating in the study area. Any information that might help us in our study would be appreciated.

ENR TOP500 Design FIRM

1010 4th Avenue SW • PO Box 937 • Valley City, ND 58072 • 701-845-4980 • Fx: 701-845-0252

It is requested that any comments or information be forwarded to our office on or before **February 13, 2004**. If no reply is received by this date, it will be assumed that you have no comment on this project.

If further information is desired regarding the proposed improvement, please feel free to contact me at (701) 845-4980 or Wade Frank, Project Manager, at (218) 287-0300. Thank you for your cooperation.

Sincerely,

Kadrmas, Lee & Jackson

Charlotte Brett

Charlotte Brett
Environmental Scientist

Enclosure (Map)

January 16, 2004

Mr. L. David Glatt
Chief, Environmental Health Section
North Dakota Department of Health
PO Box 5520
Bismarck, ND 58506-5520

Dear Mr. Glatt:

Kadrmas Lee & Jackson
A KLJ Solutions company
Engineers, Surveyors and Planners

RE: Project BRU-2-990(011)015
West City Park Bridge Project
Barnes County, ND

Dear:

Barnes County is planning an Environmental Assessment and Section 4(f) Evaluation to determine whether to rehabilitate or replace the historic West City Park Bridge, which crosses the Sheyenne River on 4th St SW in Valley City. The bridge is approximately 131 feet long with a 24-foot wide roadway. The structure is a cast-in-place concrete bridge with decorative, non-functioning fascia arches below the bridge deck. It was constructed in 1929 and designed to resemble the nearby East City Park Bridge, which is a functioning arch bridge constructed in 1924. The West City Park Bridge was listed on the National Register of Historic Places in 1997.

The West City Park Bridge is currently posted "No Trucks" and is in poor overall physical condition. Lichtenstein Consulting Engineers prepared a Condition Report on the bridge in June 2001 and a Rehabilitation Study in June 2003. Both of these reports provide baseline information which will be used in the Environmental Assessment and Section 4(f) Evaluation.

In 1999, the ADT (average daily traffic) along this bridge was approximately 2500.

To ensure that social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project, pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property that your department may own, or have an interest in, located within the study area. We would also appreciate being made aware of any proposed developments your department may be contemplating in the study area. Any information that might help us in our study would be appreciated.

ENR TOP500 Design FIRM

1010 4th Avenue SW • PO Box 937 • Valley City, ND 58072 • 701-845-4980 • Fx: 701-845-0252

We believe that the project is consistent with the State Implementation Plan for Air Quality. Your concurrence in this determination regarding air quality, as well as your determination on potential impacts to water quality, is requested.

We also understand that under Phase II of the NPDES Storm Water Program, if construction of this project would disturb more than 1 acre of land, an NPDES permit will be required from the ND Department of Health. We are aware that the Sheyenne River drains into the Red River, which is listed as impaired in the state of North Dakota. Please advise us of any further requirements or recommendations regarding erosion/sediment control/storm water management.

It is requested that any comments or information be forwarded to our office on or before **February 13, 2004**. If no reply is received by this date, it will be assumed that you have no comment on this project.

If further information is desired regarding the proposed improvement, please feel free to contact me at (701) 845-4980 or Wade Frank, Project Manager, at (218) 287-0300. Thank you for your cooperation.

Sincerely,

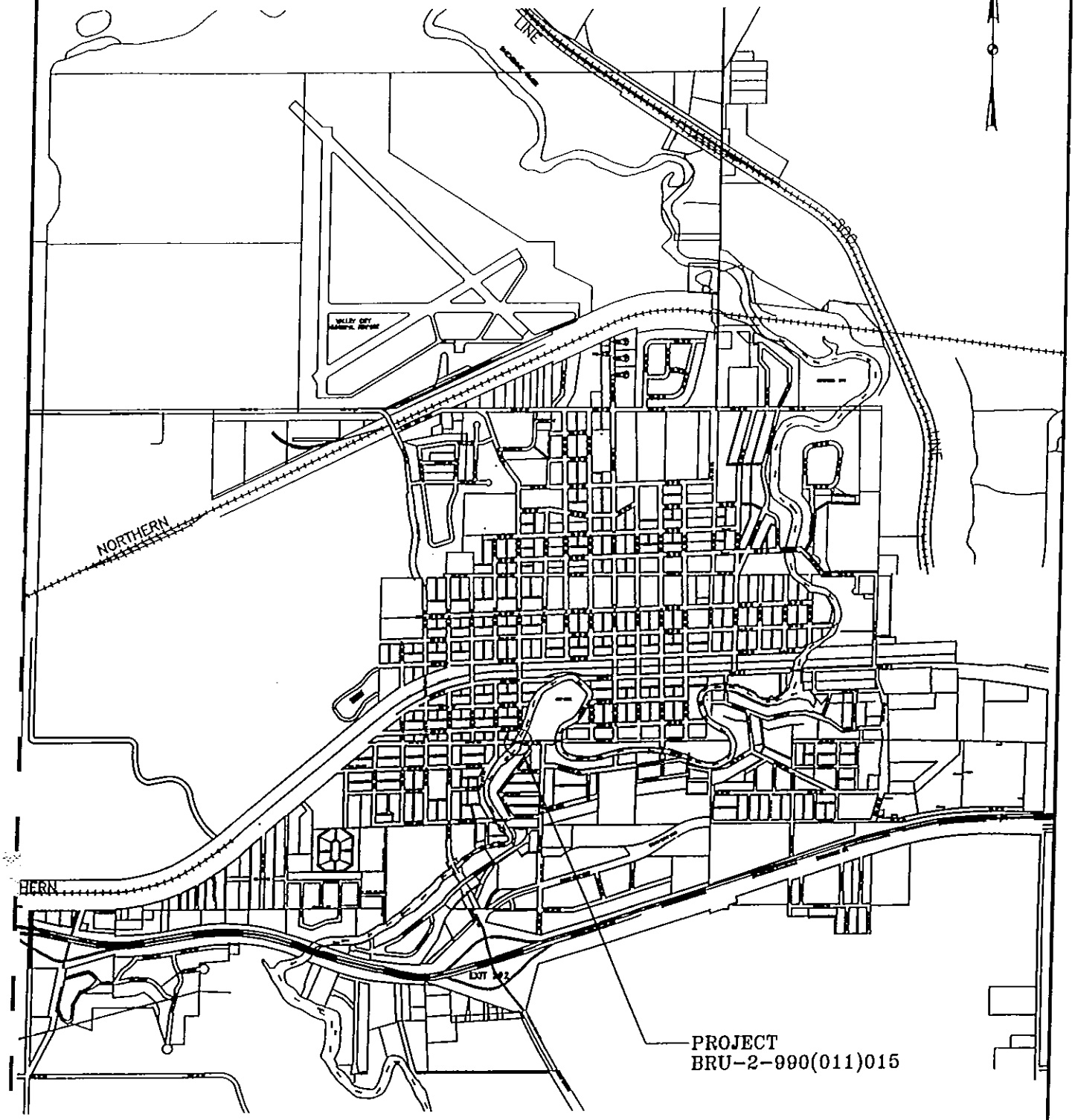
Kadrmas, Lee & Jackson

Charlotte Brett

Charlotte Brett
Environmental Scientist

Enclosure (Map)

LOCATION MAP



BRU-2-990(011)015
WEST CITY PARK BRIDGE
CITY OF VALLEY CITY
BARNES COUNTY, NORTH DAKOTA

Kadrmas Lee & Jackson

Engineers, Surveyors and Planners

on 09, 2004 - 10:28am - J:\county\Barnes\5303108\Cadd\5303108L0C01.dwg

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

Greeting	First	Last	Title	Business	Address	City, State, Zip
Mr.	Dale	Frink	State Engineer	ND State Water Commission	900 E. Blvd.	Bismarck, ND 58505-0850
Mr.	Dean	Hildebrand	Director	ND Game & Wildlife Dept.	100 Bismarck Expressway	Bismarck, ND 58501-5095
Mr.	Jeffrey	Towner	Field Supervisor	US Fish & Wildlife Service	3425 Miriam Ave.	Bismarck, ND 58501
Mr.	David	Glatt	Chief	ND Dept of Health	PO Box 5520	Bismarck, ND 58506-5520
Mr.	Allen	Radliff	Division Administrator	FHWA	1471 Interstate Loop	Bismarck, ND 58501
Mr.	Ferral	Brown	Minot Air Force Base	5Cons-LGC	211 Missile Ave.	Minot AFB, ND 58705-5027
Ms	Heidi	Durako	GF Air Force Base		525 Tuskagee Airmen Rd	Grand Forks AFB, ND 58205-6434
Ms.	Sara	Otte-Coleman	Director	ND Tourism Department	400 E Bdwy 1st Floor	Bismarck, ND 58501
		Executive Director		Indian Affairs Commission	600 E Boulevard	Bismarck, ND 58505
		Director		Bureau of Indian Affairs	115 4th Ave. SE	Aberdeen, SD 57401
Mr.	Skip	Longie	Tribal Chairman	Spirit Lake Sioux Tribe	PO Box 359	Ft. Totten, ND 58325
Mr.	Elgin	Crows Breast	Cultural Resource Program Director	Three Affiliated Tribes	HC3 Box 2	New Town, ND 58763
Ms.	Elizabeth	Morgan	Cultural Resource Program Director	Spirit Lake Sioux Tribe	PO Box 359	Fort Totten, ND 58325
Mr.	Kade	Ferris	Tribal Historic Preservation Officer	Turtle Mountain Chippewa	PO Box 900	Belcourt, ND 58316
Mr.	Tim	Mentz, Sr.	Tribal Historic Preservation Officer	Standing Rock Sioux Tribe	PO Box D	Fort Yates, ND 58538
Mr.	Tex	Hall	Tribal Chairman	Three Affiliated Tribes	HC3 Box 2	New Town, ND 58763
Mr.	Charles	Murphy	Tribal Chairman	Standing Rock Sioux Tribe	PO Box D	Fort Yates, ND 58538
Mr.	Richard	LaFromboise	Tribal Chairman	Turtle Mountain Chippewa	PO Box 900	Belcourt, ND 58316-0900
Mr.	Andrew	Grey	Tribal Chairman	Sisseton-Wahpeton Sioux Tribe	PO Box 509	Agency Village, ND 57262-0267
Mr.	Scott	Hochhalter	Soil Conservation Specialist	Southwest District Office NDSU Extension Office	2718 Gateway Ave #104	Bismarck, ND 58503
Mr.	Mike	Peters	Cultural Resource Program Director	Sisseton-Wahpeton Sioux Tribe	PO Box 509	Agency Village, SD 57262
Ms.	Candace	Gorton	Chief/Environmental, Economics, and Cultural Resource Section	US Army Corps of Engineers	215 N. 17th St.	Omaha, NE 68102-4978

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

Mr.	James	Winters	Manager/ND Regulatory Office	US Army Corps of Engineers	1513 S. 12th St.	Bismarck, ND 58504
Mr.	Charles	Spitzack	Chief/Project Management & Development Branch	US Army Corps of Engineers	190 5th St E	St Paul MN 55101-1638
Mr.	Doug	Prchal	Director	ND Parks & Recreation Dept.	1600 E Century Avenue Suite #3	Bismarck, ND 58503-0649
Mr.	Paul	Benning	Local Government	NDDOT	608 E. Blvd. Ave.	Bismarck, ND 58505-0700
Mr.	Greg	Wiche	Water Resource Director	US Geological Survey	821 Interstate Ave.	Bismarck, ND 58501
Mr.	John	Bluemle		ND Geological Survey	600 E. Blvd. Ave.	Bismarck, ND 50505-0840
Ms.	Lynn	Leibfried	Manager of Public Projects	Burlington Northern RR	80 44th Ave. NE	Minneapolis, MN 55421
Mr.	John	Kraft		Qwest	PO Box 5508	Bismarck, ND 58502-5508
Mr.	Thomas	Jewett	State Conservationist	US Dept. of Agriculture	PO Box 1458	Bismarck, ND 58502-1458
		Manager		Xcel Energy	PO Box 2747	Fargo, ND 58108-2747
Mr.	Mike	Fink	Gas Superintendent	Montana Dakota Utilities	Box 1457	Bismarck, ND 58502-1457
Mr.	Brian	Morris	Manager	Western Area Power Admin.	PO Box 1173	Bismarck, ND 58502-1173
Mr.	Bob	Krava	Right of Way Supervisor	Otter Tail Power Company	215 S. Cascade St.	Fergus Falls, MN 56537
Mr.	Jim	Krieger	Director of Public Works	Soo Line Railroad	PO Box 530	Minneapolis, MN 55440
Mr.	Tom	Berg		ND Forest Service	307 1st St. E.	Bottineau, ND 58318-1100
		Director		Bureau of Reclamation	PO Box 1017	Bismarck, ND 58502-1017
		Director		Ecological Studies	UND	Grand Forks, ND 58207
		Manager	Missile Cable Affairs Officer	5th Communications Squadron	330 Bomber Blvd.	Minot AFB, ND 58705-5008
		Engineer	Engineering Department	Qwest	409 1st Ave. N.	Fargo, ND 58102
Mr.	Dave	Kline	Local Government	NDDOT	608 E Blvd Ave	Bismarck ND 58505-0700
Mr.	Harvey	Wolff	Engineering Department	Qwest Communications	1101 16th St NE	Mandan ND 58554
		Commissioners		Barnes County	230 NW 4th St	Valley City ND 58072
Mr.	Ed	McGough	Auditor	Barnes County	230 NW 4th St	Valley City ND 58072
Ms.	Norma	Doppler	DES Director	Barnes County	230 NW 4th St	Valley City ND 58072
Mr.	Kerry	Johnson	Highway Superintendent	Barnes County	PO Box 306	Valley City ND 58072

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

Mr.	Riley	Rogers	Mayor	City of Valley City	PO Box 390	Valley City ND 58072
Mr.	Kerwin	Kostad	Auditor	City of Valley City	PO Box 390	Valley City ND 58072
Mr.	Jeff	Differding	Street/Sanitation Supervisor	City of Valley City	PO Box 240	Valley City ND 58072
		Manager		Cable Services	PO Box 608	Jamestown ND 58401
		Commissioners		City of Valley City	PO Box 390	Valley City ND 58072
Ms	Jennifer	Feist	Development Director	VC-Barnes County Development Corporation	PO Box 724	Valley City ND 58072
		Director		Barnes County Historical Society	315 Central Ave N	Valley City ND 58072
	President	Ellen Chaffee		Valley City State University	101 College St	Valley City ND 58072
Mr.	Tyler	Jacobson	Director	Valley City Parks & Recreation	PO Box 422	Valley City ND 58072
Mr.	Dean	Ross	Chief of Police	Valley City Police Department		Valley City ND 58072
Mr.	Gary	Retterath	Fire Chief	Valley City Fire Department	PO Box 390	Valley City ND 58072
Mr.	Ray	Morrell	Director	Valley City Chamber of Commerce	250 W Main	Valley City ND 58072
Mr.	Dan	Hilliard		Sprint	849 Earl Street	St Paul MN 55106
Mr.	Bruce	Rieniets		AT&T	1533 37th St SE	Casselton ND 58102
				Cass County Electric Co-op	1105 7th St SE	Valley City ND 58072
Mr.	John	Thompson	District Engineer	NDDOT~Valley City District	1524 8th Ave SW	Valley City ND 58072
Mr.	Francis	Ziegler	Project Development Director	NDDOT	608 E Blvd Ave	Bismarck ND 58505
Mr.	David	Sprynczynatyk	Director	NDDOT	608 E Blvd Ave	Bismarck ND 58505
			Fed Ins. & Hazard Mitigation Div	FEMA	Region 8 Bldg 710	Denver CO 80225

February 9, 2004

Regional Administrator
Regional Office
Department of HUD
633 17th St.
Denver CO 80202-3607

a KLJ Solutions company
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

RE: Project BRU-2-990(011)015
West City Park Bridge Project
Barnes County, ND

Dear Regional Administrator:

Barnes County is planning an Environmental Assessment and Section 4(f) Evaluation to determine whether to rehabilitate or replace the historic West City Park Bridge, which crosses the Sheyenne River on 4th St SW in Valley City. The bridge is approximately 131 feet long with a 24-foot wide roadway. The structure is a cast-in-place concrete bridge with decorative, non-functioning fascia arches below the bridge deck. It was constructed in 1929 and designed to resemble the nearby East City Park Bridge, which is a functioning arch bridge constructed in 1924. The West City Park Bridge was listed on the National Register of Historic Places in 1997.

The West City Park Bridge is currently posted "No Trucks" and is in poor overall physical condition. Lichtenstein Consulting Engineers prepared a Condition Report on the bridge in June 2001 and a Rehabilitation Study in June 2003. Both of these reports provide baseline information which will be used in the Environmental Assessment and Section 4(f) Evaluation.

To ensure that social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project, pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property that your department may own, or have an interest in, located within the study area. We would also appreciate being made aware of any proposed developments your department may be contemplating in the study area. Any information that might help us in our study would be appreciated.

1010 4th Avenue SW • PO Box 937 • Valley City, ND 58072 • 701-845-4980 • Fx: 701-845-0252

It is requested that any comments or information be forwarded to our office on or before **March 5, 2004**. If no reply is received by this date, it will be assumed that you have no comment on this project.

If further information is desired regarding the proposed improvement, please feel free to contact me at (701) 845-4980 or Wade Frank, Project Manager, at (218) 287-0300. Thank you for your cooperation.

Sincerely,

Kadrmas, Lee & Jackson

Charlotte Brett

Charlotte Brett
Environmental Scientist

Enclosure (Map)

January 16, 2004

Mr. Thomas Jewett
Acting State Conservationist
US Department of Agriculture
PO Box 1458
Bismarck, ND 58502-1458

RE: Project BRU-2-990(011)015
West City Park Bridge Project
Barnes County, ND

Dear Mr. Jewett:

Kadrmas Lee & Jackson
a KLJ Solutions company
Engineers, Surveyors and Planners

Barnes County is planning an Environmental Assessment and Section 4(f) Evaluation to determine whether to rehabilitate or replace the historic West City Park Bridge, which crosses the Sheyenne River on 4th St SW in Valley City. The bridge is approximately 131 feet long with a 24-foot wide roadway. The structure is a cast-in-place concrete bridge with decorative, non-functioning fascia arches below the bridge deck. It was constructed in 1929 and designed to resemble the nearby East City Park Bridge, which is a functioning arch bridge constructed in 1924. The West City Park Bridge was listed on the National Register of Historic Places in 1997.

The West City Park Bridge is currently posted "No Trucks" and is in poor overall physical condition. Lichtenstein Consulting Engineers prepared a Condition Report on the bridge in June 2001 and a Rehabilitation Study in June 2003. Both of these reports provide baseline information which will be used in the Environmental Assessment and Section 4(f) Evaluation.

This bridge is located in an urban area and there is no farmland in the vicinity. Therefore, we do not expect any impacts to prime or unique farmland.

To ensure that social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project, pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property that your department may own, or have an interest in, located within the study area. We would also appreciate being made aware of any proposed developments your department may be contemplating in the study area. Any information that might help us in our study would be appreciated.

1010 4th Avenue SW • PO Box 937 • Valley City, ND 58072 • 701-845-4980 • Fx: 701-845-0252

It is requested that any comments or information be forwarded to our office on or before **February 13, 2004**. If no reply is received by this date, it will be assumed that you have no comment on this project.

If further information is desired regarding the proposed improvement, please feel free to contact me at (701) 845-4980 or Wade Frank, Project Manager, at (218) 287-0300. Thank you for your cooperation.

Sincerely,

Kadrmas, Lee & Jackson

Charlotte Brett

Charlotte Brett
Environmental Scientist

Enclosure (Map)

USDA
NATURAL RESOURCES
CONSERVATION SERVICE

State Conservationist

1/22/04
Date

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
NORTH DAKOTA REGULATORY OFFICE
1513 S. 12TH STREET
BISMARCK, NORTH DAKOTA 58504-6640

January 27, 2004

REPLY TO
ATTENTION OF

North Dakota Regulatory Office

[200460037]

Ms. Charlotte Brette
Kadrmas Lee & Jackson
1010 4th Avenue SW
P.O. Box 937
Valley City, North Dakota 58072

Dear Ms. Brett:

This is in reference to your request for Department of the Army [DA] comments, on behalf of Barnes County, on the proposed hhistoric West City Park Bridge replacement project located on the Sheyenne River, in Valley City, North Dakota.

Based on the information you provided to this office and further review of wetland data at the North Dakota Regulatory Office, it has been determined the above mentioned project area does contain Department of the Army, U.S. Army Corps of Engineers jurisdictional wetland areas, the Sheyenne River. Therefore, in accordance with 33 C.F.R. 320-330, a Department of the Army permit would be required prior to commencing construction activities associated with the proposed project that would result in impacts to waters of the United States. If however, construction activities associated with this project are designed to avoid impacts to waters of the United States, a Department of Army permit would not be required.

The Corps reviewal of this project for Section 10/404 authorization requires the submittal of a completed DA application [enclosed]. **It is essential that you identify impacts to waters of the United States resulting from this project.** Please submit the enclosed DA permit application to the North Dakota Regulatory Office, 1513 South 12th Street, Bismarck, North Dakota 58504.

If we can be of further assistance or should you have any questions regarding our program, please do not hesitate to contact me by letter or phone at (701)-255-0015.

Sincerely,

Patsy Crooke
Project Manager
North Dakota Regulatory Office

Enclosures

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT
(33 CFR 325)

OMB APPROVAL NO. 0710-0003
Expires June 30, 2000

The Public burden for this collection of information is sestimated to average 10 hours per response, although the majority of applications should require hours or less. This includes the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and mpleting and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of formation, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters Service Directorate of Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302; and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003), Washington, DC 20503. Respondents should be aware that notwithstanding any other provision of law, person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control mber. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

uthorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection , Research and anctuaries Act, 33 USC 1413, Section 103. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached this application (see sample drawings and instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETED
20060037			

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME	8. AUTHORIZED AGENT'S NAME AND TITLE *(an agent is not required)*
6. APPLICANT'S ADDRESS	9. AGENT'S ADDRESS
7. APPLICANT'S PHONE NOS. W/AREA CODE	10. AGENT'S PHONE NOS. W/AREA CODE
a. Residence	a. Residence
b. Business	b. Business

11. STATEMENT OF AUTHORIZATION

ereby authorize, _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of t rmit application.

APPLICANT'S SIGNATURE DATE

NAME, LOCATION AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE *(see instructions)*

13. NAME OF WATERBODY, IF KNOWN *(if applicable)*	14. PROJECT STREET ADDRESS *(if applicable)*
15. LOCATION OF PROJECT	
COUNTY / STATE	

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN, *(see instructions)*

17. DIRECTIONS TO THE SITE

8. Nature of Activity (*Description of project, include all features*)

9. Project Purpose (*Describe the reason or purpose of the project, see instructions*)

USE BLOCKS 20-22 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

0. Reason(s) for Discharge

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards

22. Surface Area in Acres of Wetlands or Other Waters Filled (*see instructions*)

23. Is Any Portion of the Work Already Complete? Yes No IF YES, DESCRIBE THE COMPLETED WORK

4. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (If more than can be entered here, please attach a supplemental list).

25. List of Other Certifications or Approvals/Denials Received from other Federal, State or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED

*Would include but is not restricted to zoning, building and flood plain permits

6. Application is hereby made for a permit or permits to authorize the work described in this application. I certify that the information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT DATE SIGNATURE OF AGENT DATE

The application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up y trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to ontain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.

Instructions for Preparing a
Department of the Army Permit Application

Blocks 1 through 4. To be completed by Corps of Engineers.

Block 5. Applicant's Name. Enter the name of the responsible party or parties. If the responsible party is an agency, company, corporation or other organization, indicate the responsible officer and title. If more than one party is associated with the application, please attach a sheet with the necessary information marked **Block 5.**

Block 6. Address of Applicant. Please provide the full address of the party or parties responsible for the application. If more space is needed, attach an extra sheet of paper marked Block 6.

Block 7. Applicant Telephone Number(s). Please provide the number where you can usually be reached during normal business hours.

Blocks 8 through 11. To be completed if you choose to have an agent.

Block 8. Authorized Agent's Name and Title. Indicate name of individual or agency, designated by you, to represent you in this process. An agent can be an attorney, builder, contractor, engineer or any other person or organization. Note: An agent is not required.

Blocks 9 and 10. Agent's Address and Telephone Number. Please provide the complete mailing address of the agent, along with the telephone number where he/she can be reached during normal business hours.

Block 11. Statement of Authorization. To be completed by applicant if an agent is to be employed.

Block 12. Proposed Project Name or Title. Please provide name identifying the proposed project (i.e., Landmark Plaza, Burned Hills Subdivision or Edsall Commercial Center).

Block 13. Name of Waterbody. Please provide the name of any stream, lake, marsh or other waterway to be directly impacted by the activity. If it is a minor (no name) stream, identify the waterbody the minor stream enters.

Block 14. Proposed Project Street Address. If the proposed project is located at a site having a street address (not a box number), please enter here.

Block 15. Location of Proposed Project. Enter the county and state where the proposed project is located. If more space is required, please attach a sheet with the necessary information marked Block 15.

Block 16. Other Location Descriptions. If available, provide the Section, Township and Range of the site and/or the latitude and longitude. You may also provide description of the proposed project location, such as lot numbers, tract numbers or you may choose to locate the proposed project site from a known point (such as the right descending bank of Smith Creek, one mile down from the Highway 14 bridge). If a large river or stream, include the river mile of the proposed project site if known.

Block 17. Directions to the Site. Provide directions to the site from a known location or landmark. Include highway and street numbers as well as names. Also provide distances from known locations and any other information that would assist in locating the site.

Block 18. Nature of Activity. Describe the overall activity or project. Give appropriate dimensions of structures such as wingwalls, dikes (identify the materials to be used in construction, as well as the methods by which the work is to be done), or excavations (length, width, and height). Indicate whether discharge of dredged or fill material is involved. Also, identify any structure to be constructed on a fill, piles or float supported platforms.

The written descriptions and illustrations are an important part of the application. Please describe, in detail, what you wish to do. If more space is needed, attach an extra sheet of paper marked **Block 18.**

Block 19. Proposed Project Purpose. Describe the purpose and need for the proposed project. What will it be used for and why? Also include a brief description of any related activities to be developed as the result of the proposed project. Give the approximate dates you plan to both begin and complete all work.

Block 20. Reason(s) for Discharge. If the activity involves the discharge of dredged and/or fill material into a wetland or other waterbody, including the temporary placement of material, explain the specific purpose of the placement of the material (such as erosion control).

Block 21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards. Describe the material to be discharged and amount of each material to be discharged within Corps jurisdiction. Please be sure this description will agree with your illustrations. Discharge material includes: rock, sand, clay, concrete, etc.

Block 22. Surface Areas of Wetlands or Other Waters Filled. Describe the area to be filled at each location. Specifically identify the surface areas, or part thereof, to be filled. Also include the means by which the discharge is to be done (backhoe, dragline, etc.). If dredged material is to be discharged on an upland site, identify the site and the steps to be taken (if necessary) to prevent runoff from the dredged material back into a waterbody. If more space is needed, attach an extra sheet of paper marked **Block 22**.

Block 23. Is Any Portion of the Work Already Complete? Provide any background on any part of the proposed project already completed. Describe the area already developed, structures completed, any dredged or fill material already discharged, the type of material, volume in cubic yards, acres filled, if a wetland or other waterbody (in acres or square feet). If the work was done under an existing Corps permit, identify the authorization if possible.

Block 24. Names and Addresses of Adjoining Property Owners, Lessees, etc., Whose Property Adjoins the Project Site. List complete names and full mailing addresses of the adjacent property owners (public and private) lessees, etc., whose property adjoins the waterbody or aquatic site where the work is being proposed so that they may be notified of the proposed activity (usually by public notice). If more space is needed, attach an extra sheet of paper marked Block 24.

Information regarding adjacent landowners is usually available through the office of the tax assessor in the county of counties where the project is to be developed.

Block 25. Information about Approvals or Denials by Other Agencies. You may need the approval of other Federal, state or local agencies for your project. Identify any applications you have submitted and the status, if any (approved or denied) of each application. You need not have obtained all other permits before applying for a Corps permit.

Block 26. Signature of Applicant or Agent. The application must be signed by the owner or other authorized party (agent) This signature shall be an affirmation that the party applying for the permit possesses the requisite property rights to undertake the activity applied for (including compliance with special conditions, mitigation, etc.).

DRAWINGS AND ILLUSTRATIONS

DRAWINGS AND ILLUSTRATIONS

General Information.

Three types of illustrations are needed to properly depict the work to be undertaken. These illustrations or drawings are identified as a **Vicinity Map**, a **Plan View** or a **Typical Cross-Section Map**. Identify each illustration with a figure or attachment number.

Please submit one original, or good quality copy, of all drawings on 8 1/2x11 inch plain white paper (tracing paper or film may be substituted). Use the fewest number of sheets necessary for your drawings or illustrations.

Each illustration should identify the project, the applicant, and the type of illustration (vicinity map, plan view or cross-section). **While illustrations need not be professional (many small, private project illustrations are prepared by hand), they should be clear, accurate and contain all necessary information.**

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
106 SOUTH 15TH STREET
OMAHA, NEBRASKA 68102-1618

January 29, 2004

REPLY TO:
Planning, Programs and Project Management Division

Ms. Charlotte Brett
Environmental Scientist
Kadrmas, Lee & Jackson
P.O. Box 937
Valley City, North Dakota 58072

Dear Ms. Brett:

The request for comments regarding the rehabilitation of the West City Park Bridge in Valley City, North Dakota in your letter dated January 16, 2004 is outside of the Omaha District's civil works boundaries but inside our regulatory boundaries. Your request for comments has been forwarded to the St. Paul District at the following address:

U. S. Army Corps of Engineers
St. Paul District
ATTN: CEMVP-PD
190 Fifth Street East
St. Paul, Minnesota 55101-1638

If you have not already done so, we recommend that you consult with the U.S. Fish and Wildlife Service and the North Dakota Game and Fish Department regarding fish and wildlife resources. In addition, the North Dakota Historic Preservation Office should be contacted for information and recommendations on potential cultural resources in the project area.

If construction activities involve any work in waters of the United States, a Section 404 permit may be required. For a detailed review of permit requirements, final project plans should be sent to:

Mr. Jim Winters
U.S. Army Corps of Engineers
Bismarck Regulatory Office
1513 South 12th Street
Bismarck, North Dakota 58504

If you have any questions, please contact Ms. Kristine Nemec at (402) 221-4628. Thank you for the opportunity to review this proposal.

Sincerely,

Candace M. Gorton, Chief
Environmental, Economics and Cultural
Resources Section
Planning Branch

DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
190 FIFTH STREET EAST
ST. PAUL, MN 55101-1638

REPLY TO
ATTENTION OF

January 30, 2004

Project Management and Development Branch
Planning, Programs and Project Management Division

SUBJECT: Project BRU-2-990(011)015
West City Park Bridge Project
Barnes County, ND

Ms. Charlotte Brett
Environmental Scientist
Kadrmas Lee & Jackson
1010 Fourth Avenue SW
P.O. Box 937
Valley City, North Dakota 58072

Dear Ms. Brett:

We are responding to your letter of January 16, 2004, regarding rehabilitation or replacement of the historic West City Park Bridge, which crosses the Sheyenne River on Fourth Street SW in Valley City, North Dakota.

The St. Paul District, Corps of Engineers has no projects in the vicinity of the proposed bridge improvement. As long as the North Dakota State Water Commission floodplain regulations are met, we have no comments.

Although the project area is within the St. Paul District's civil works boundaries, it is within the Omaha District's Regulatory jurisdiction. You should coordinate with Mr. Jim Winters at the Bismarck Regulatory Office, U.S. Army Corps of Engineers, 1513 South 12th Street, Bismarck, North Dakota 58504 concerning permit requirements.

Sincerely,

Michael R. Knoff, P.E.
Acting Chief, Project Management and
Development Branch

DEPARTMENT OF THE AIR FORCE
319TH CIVIL ENGINEER SQUADRON
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA

Mary C. Giltner
525 Tuskegee Airmen Blvd
Grand Forks AFB ND 58205-6434

Kadrmas Lee & Jackson
Attn: Charlotte Brett, Environmental Scientist
1010 4th Avenue SW
PO Box 937
Valley City ND 58072

Dear Ms. Brett:

Your 16 Jan 04 letter concerning proposed rehabilitation or replacement of the historic West City Park Bridge in Valley City has been reviewed with our Environmental Management and Real Estate Offices. We have found that Grand Forks AFB owns no property in or adjacent to the proposed project area and have no pertinent information or comments to contribute to your environmental assessment. Thank you for bringing this matter to our attention.

Sincerely,

MARY C. GILTNER
Deputy Base Civil Engineer

United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
Great Plains Regional Office
115 Fourth Avenue S.E.
Aberdeen, South Dakota 57401

TAKE PRIDE IN AMERICA

IN REPLY REFER TO
Branch of Roads
MC-307

JAN 2 8 2004

Charlotte Brett, Environmental Scientist
1010 4th Avenue SW
P.O. Box 937
Valley City, North Dakota 58072

Dear Ms. Brett:

This is in response to your letter dated January 16, 2004 for Project No. BRU-2-990(011)015, concerning the West City Park Bridge Project in Barnes County, North Dakota. The work will consist of rehabilitating or replacing the existing 131 foot long cast-in-place concrete bridge.

We understand you are seeking comments or information regarding the project impact on land administered by us. We have no environmental concerns with this action and are not aware of any cultural resources surveys along the proposed project.

If your cultural resource survey for the planned project determines there is a site of cultural or religious significance for the Native American community, it is your responsibility under the National Historic Preservation Act to inform our Regional Archaeologist, Dr. Carson Murdy at (605) 226-7618.

A review of our records indicates no Indian-owned lands administered by us, within the limits of your project.

If you have any questions call Marilyn Bercier, Environmental Specialist, at (605) 226-7645.

Sincerely,

ACTING Regional Director

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
3425 Miriam Avenue
Bismarck, North Dakota 58501

FEB - 3 2004

Ms. Charlotte Brett
Kadrmas, Lee & Jackson
P.O. Box 937
Valley City, North Dakota 58072

Re: Project # BRU-2-990(011)015

Dear Ms. Brett:

In response to your January 16, 2004, letter, the U.S. Fish and Wildlife Service (Service) has reviewed the proposed bridge replacement in Valley City, Barnes County. An Environmental Assessment is planned to evaluate whether to rehabilitate or replace the historic West City Park Bridge. We offer the following comments in accordance with the provisions of the Endangered Species Act (ESA) (16 U.S.C. 1531 et seq.), the Clean Water Act, and Executive Order 11990.

A 404 permit may be required if fill material will be placed in aquatic sites, including wetlands. I suggest you contact Mr. Jim Winters, Regulatory Office, Corps of Engineers, 1513 South 12th Street, Bismarck, North Dakota 58504 (701-255-0015), to determine their permit requirements. If a 404 permit is required, the Service will provide recommendations on this project to the Corps of Engineers.

Temporary and long-term impacts to riparian and instream habitat will need to be mitigated. We suggest Kadrmas coordinate with the Service throughout the planning process to reduce impacts, and to develop a comprehensive in-kind mitigation plan.

In addition, in order to reduce impacts to the Sheyenne River and its adjacent habitat, the Service recommends that you:

1. Minimize erosion and sedimentation into the Sheyenne River.
2. Make no channel alterations or changes in drainage patterns.
3. Reseed any disturbed areas to a native grass mixture.
4. Replace unavoidable losses of trees and shrubs on a 2:1 basis.

5. Avoid construction in the river during the fish migration and spawning period from April 15-June 1.

The Service has no property interests near the proposed construction site.

A list of federally endangered, threatened, and candidate species that may be present within the proposed project's area of influence is enclosed. This list fulfills requirements of the Fish and Wildlife Service under Section 7 of the Endangered Species Act.

If a Federal agency authorizes, funds, or carries out a proposed action, the responsible Federal agency, or its delegated agent, is required to evaluate whether the proposed action "may affect" listed species. If the Federal agency determines the action "may affect" a listed species, then the responsible Federal agency shall request formal section 7 consultation with this office. If the evaluation shows "no effect" to the listed species, further consultation is not necessary. At this time, the Service is not aware that any of the listed species frequent the project area.

The Service does not object to the project as proposed provided our recommendations are incorporated into the project plan. Thank you for the opportunity to provide comments. If further information is required, please contact Ms. Kelly McDermott of my staff at 701-250-4402, or at the letterhead address.

Sincerely,

Jeffrey K. Towner

Jeffrey K. Towner
Field Supervisor
North Dakota Field Office

Enclosure

cc: Project Leader, Valley City WMD
COE, Regulatory Office, Bismarck
(Attn: J. Winters)
Director, ND Game and Fish Dept., Bismarck
(Attn: M. McKenna)

FEDERAL THREATENED AND ENDANGERED SPECIES FOUND IN BARNES COUNTY, NORTH DAKOTA

ENDANGERED SPECIES

Birds

Whooping crane (Grus Americana): Migrates through west and central counties during spring and fall. Prefers to roost on wetlands and stockdams with good visibility. Young adult summered in North Dakota in 1989, 1990, and 1993. Total population 140-150 birds.

THREATENED SPECIES

Birds

Bald eagle (Haliaeetus leucocephalus): Migrates spring and fall statewide but primarily along the major river courses. It concentrates along the Missouri River during winter and is known to nest in the floodplain forest.

U.S. Department
of Transportation
**Federal Aviation
Administration**

Federal Aviation Administration
Bismarck Airports District Office
2301 University Drive, Building 23B
Bismarck, North Dakota 58504

February 18, 2004

Ms. Charlotte Brett
Environmental Scientist
Kadrmas, Lee & Jackson, Inc.
PO Box 937
Valley City, ND 58072

Dear Ms. Brett:

Re: Project BRU-2-990(011)015
West City Park Bridge Project
Barnes County, ND

The Bismarck Airports District Office has no objections to the West City Park Bridge Project identified in your letter dated February 9, 2004 provided the Federal Aviation Administration (FAA) is notified of construction or alterations as required by Federal Aviation Regulations, Part 77, Objects Affecting Navigable Airspace, Paragraph 77.13. (copy attached).

If not already included in your planning process, we request the Barnes County Municipal Airport Authority be given the opportunity to provide input and comments.

If you have additional questions, contact our office at (701) 323-7380.

Sincerely,

For Steven J. Obenauer, Manager
Bismarck Airports District Office

Enclosure

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

§77.13 Construction or alteration requiring notice.

(Except as provided in §77.15, each sponsor who proposes any of the following c struction or alteration shall notify the Administrator in the form and manner prescribed in §77.17:

(1) Any construction or alteration of more than 200 feet in height above the g ind level at its site.

(2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:

(i) 100 to I for a horizontal distance of 20,000 feet from the nearest point of the earest runway of each airport specified in paragraph (a) (5) of this section with t least one runway more than 3,200 feet in actual length, excluding heliports.

(ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a) (5) of this section with its longest runway no more than 3,200 feet in actual length, excluding heliports.

iii) 25 to I for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport specified in paragraph (a) (5) of this section.

(3) Any highway, railroad, or other traverse way for mobile objects, of a height w ch, if adjusted upward 17 feet for an Interstate Highway that is part of the N onal System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally tr erse the road, whichever is greater, for a private road, 23 feet for a railroad, ar for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) (1) or (2) of this section.

4) When requested by the FAA, any construction or alteration that would be in ar nstrument approach area (defined in the FAA standards governing instrument approach procedures) and available information indicates it might exceed a standard of Subpart C of this part.

5) Any construction or alteration on any of the following airports (including h orts):

(i) An airport that is available for public use and is listed in the Airport Directory of the current Airman's Information Manual or in either the Alaska or Pacific Airman's Guide and Chart Supplement.

i) An airport under construction, that is the subject of a notice or proposal on ile with the Federal Aviation Administration, and except for military airports, is clearly indicated that that airport will be available for public use.

II) An airport that is operated by an armed force of the United States.

(b Each sponsor who proposes construction or alteration that is the subject of a notice under paragraph (a) of this section and is advised by an FAA regional office that a supplemental notice is required shall submit that notice on a prescribed form to be received by the FAA regional office at least 48 hours before the start of co truction or alteration.

(c) Each sponsor who undertakes construction or alteration that is the subject of a notice under paragraph (a) of this section shall, within 5 days after that construction or alteration reaches its greatest height, submit a supplemental notice on prescribed form to the FAA regional office having jurisdiction over the region in ved, if -

(1) The construction or alteration is more than 200 feet above the surface level of its site; or

) An FAA regional office advises him that submission of the form is required.

§77.15 Construction or alteration not requiring notice.

No person is required to notify the Administrator for any of the following constructio or alteration:

(a) Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation.

(b) Any antenna structure of 20 feet or less in height except one that would increas the height of another antenna structure.

(c) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device, of a type approved by the Administrator or an appropriate military service on military airports, the location and height of which is fixed by its functional purpose.

(d) Any construction or alteration for which notice is required by any other FAA regulation.

§77.17 Form and time of notice.

(a) Each person who is required to notify the Administrator under §77.13 (a) shall send one executed form set of FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area within which the construction or alteration will be located. Copies of FAA Form 7460-1 may be obtained from the headquarters of the Federal Aviation Administration and the regional offices.

(b) The notice required under §77.13 (a) (1) through (4) must be submitted at least 30 days before the earlier of the following dates -

(1) The date the proposed construction or alteration is to begin.

(2) The date an application for a construction permit is to be filed.

However, a notice relating to proposed construction or alteration that is subject to the licensing requirements of the Federal Communications Act may be sent to the FAA at the same time the application for construction is filed with the Federal Communications Commission, or at any time before that filing.

(e) A proposed structure or an alteration to an existing structure that exceeds 2,000 feet in height above the ground will be presumed to be a hazard to air navigation and to result in an inefficient utilization of airspace and the applicant has the burden of overcoming that presumption. Each notice submitted under the pertinent provisions of this part 77 proposing a structure in excess of 2,000 feet above ground, or an alteration that will make an existing structure exceed that height, must contain a detailed showing, directed to meeting this burden. Only in exceptional cases, where the FAA concludes that a clear and compelling showing has been made that it would not result in an inefficient utilization of the airspace and would not result in a hazard to air navigation, will a determination of no hazard be issued.

(d) In the case of an emergency involving essential public services, public health, or public safety that requires immediate construction or alteration, the 30 day requirement in paragraph (b) of this section does not apply and the notice may be sent by telephone, telegraph, or other expeditious means, with an executed FAA Form 7460-1 submitted within five (5) days thereafter. Outside normal business hours, emergency notices by telephone or telegraph may be submitted to the nearest FAA Flight Service Station.

(e) Each person who is required to notify the Administrator by paragraph (b) or (c) of §77.13, or both, shall send an executed copy of FAA Form 7460-2, Notice of Actual Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area involved.

ADDRESSES OF THE REGIONAL OFFICES

Al ska Region
Al
Alaskan Regional Office
Air Traffic Division, AAL-530
222 West 7th Avenue
An orage, AK 99513
Tel 07-271-5893

Central Region
IA, KS, MO, NE
Ce al Regional Office
Air affic Division, ACE-520
601 East 12th Street
Kansas City, MO 64106
Tel 16-426-3408 or 3409

Eastern Region
DC, DE, MD, NJ, NY, PA, VA, WV
Eastern Regional Office
Air Traffic Division, AEA-520
JFK International Airport
Fitzgerald Federal Building
Jamaica, NY 11430
Tel: 718-553-2616

Great Lakes Region
IL, IN, MI, MN, ND, OH, SD, WI
Great Lakes Regional Office
Air Traffic Division, AGL-520
2300 East Devon Avenue
Des Plaines, IL 60018
Tel: 847-294-7568

New England Region
CT, MA, ME, NH, RI, VT
New England Regional Office
Air Traffic Division, ANE-520
12 New England Executive Park
Burlington, MA 01803-5299

Northwest Mountain Region
CO, ID, MT, OR, UT, WA, WY
Northwest Mountain Regional Office
Air Traffic Division, ANM-520
1601 Lind Avenue, SW
Renton, WA 98055-4056
Tel: 425-227-2520

Southern Region
AL, FL, GA, KY, MS, NC, PR, SC, TN, VI
Southern Regional Office
Air Traffic Division, ASO-520
1701 Columbia Avenue
College Park, GA 30337
Tel: 404-305-5585

Southwest Region
AR, LA, NM, OK, TX
Southwest Regional Office
Air Traffic Division, ASW-520
2601 Meacham Boulevard
Fort Worth, TX 76137-0520

Western Pacific Region
HI, CA, NY, AZ, GU
Western-Pacific Regional Office
Air Traffic Division, AWP-520
15000 Aviation Boulevard
Hawthorne, CA 90260
Tel: 310-725-6557

INSTRUCTIONS FOR COMPLETING FAA FORM 7460-1

PLEASE TYPE or PRINT

ITEM #1. Please include the name, address, and phone number of a personal contact point as well as the company name.

ITEM #2. Please include the name, address, and phone number of a personal contact point as well as the company name.

ITEM #3. New Construction would be a structure that has not yet been built.

Alteration is a change to an existing structure such as the addition of a side mounted antenna, a change to the marking and lighting, a change to power and/or frequency, or a change to the height. The nature of the alternation shall be included in ITEM #21 "Complete Description of Proposal".

Existing would be a correction to the latitude and/or longitude, a correction to the height, or if filing on an existing structure which has never been studied by the FAA. The reason for the notice shall be included in ITEM #21 "Complete Description of Proposal".

ITEM #4. If Permanent, so indicate. If Temporary, such as a crane or drilling derrick, enter the estimated length of time the temporary structure will be up.

ITEM #5. Enter the date that construction is expected to start and the date that construction should be completed.

ITEM #6. Please indicate the type of structure. DO NOT LEAVE BLANK.

ITEM #7. In the event that obstruction marking and lighting is required, please indicate type desired. If no preference, check "other' and indicate "no preference'. DO NOT LEAVE BLANK. *NOTE: High intensity lighting shall be used only for structures over 500'AGL.* In the absence of high intensity lighting for structures over 500' AGL, marking is also required.

ITEM #8. If this is an existing tower that has been registered with the FCC, enter the FCC Antenna Structure Registration number here.

ITEM #9. and #10. Latitude and longitude must be geographic coordinates, accurate to within the nearest second or to the nearest hundredth of a second if known. Latitude and longitude derived solely from a **hand-held GPS instrument is NOT acceptable.** A hand-held GPS is only accurate to within 100 meters *(328 feet)* 95 per cent of the time. This data, when plotted, should match the site depiction submitted under ITEM #20.

ITEM #11. NAD 83 is preferred; however, latitude/longitude may be submitted in NAD 27. Also, in some geographic areas where NAD 27 and NAD 83 are not available other datums may be used. It is important to know which datum is used. DO NOT LEAVE BLANK.

ITEM #12. Enter the name of the nearest city/state to the site. If the structure is or will be in a city, enter the name of that city/state.

ITEM#13. Enter the full name of the nearest public-use (not private-use) airport (or heliport) or military airport (or heliport) to the site.

ITEM #14. Enter the distance from the airport or heliport listed in #13 to the structure.

ITEM #15. Enter the direction from the airport or heliport listed in #13 to the structure.

ITEM #16. Enter the site elevation above mean sea level and expressed in whole feet rounded to the nearest foot (e.g. 17' 3" rounds to 17', 17'6" rounds to 18'). This data should match the ground contour elevations for site depiction submitted under ITEM #20.

ITEM #17. Enter the total structure height above ground level in whole feet rounded to the next highest foot (e.g. 17'3" rounds to 18'). The total structure height shall include anything mounted on top of the structure, such as antennas, obstruction lights, lightning rods, etc.

ITEM #18. Enter the overall height above mean sea level and expressed in whole feet. This will be the total of ITEM #16 + ITEM #17.

ITEM #19. If an FAA aeronautical study was previously conducted, enter the previous study number.

ITEM #20. Enter the relationship of the structure to roads, airports, prominent terrain, existing structures, etc. Attach an 8-1/2" X 11" non-reduced copy of the appropriate 7.5 minute U.S. Geological Survey (USGS) Quadrangle Map MARKED WITH A PRECISE INDICATION OF THE SITE LOCATION. To obtain maps, Contact USGC at 1-800-435-7627 or via Internet at "http://mapping.usgs.gov". If available, attach a copy of a documented site survey with the surveyor's certification stating the amount of vertical and horizontal accuracy in feet.

ITEM #21.

For transmitting stations, include maximum effective radiated power (ERP) and all frequencies.

- For antennas, include the type of antenna and center of radiation *(Attach the antenna pattern, if available).*
- For microwave, include azimuth relative to true north.

  For overhead wires or transmission lines, include size and configuration of wires and their supporting structures *(Attach depiction).*

  For each pole/support, include coordinates, site elevation, and structure height above ground level or water.
- For buildings, include site orientation, coordinates of each corner, dimensions, and construction materials,

  For alterations, explain the alteration thoroughly,

  For existing structures, thoroughly explain the reason for notifying the FAA *(e.g. corrections, no record of previous study, etc.).*

Filing this information with the FAA does not relieve the sponsor of this construction or alteration from complying with any other federal state or local rules or regulations. If you are not sure what other rules or regulations apply to your proposal, contact local/state aviation and zoning authorities.

Paperwork Reduction Work Act Statement: This information is collected to evaluate the effect of proposed construction or alteration on air navigation and is not confidential. Providing this information is mandatory for anyone proposing construction or alteration that meets or exceeds the criteria contained in 14 CFR , part 77. We estimate that the burden of this collection is an average 19 minutes per response. An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless R displays a currently valid OMB control number. The OMB control number for this collection is 2120-0001.

F ase Type or Print on This Form

Form Approved OMB No. 2120-0001

U Department of Transportation
F eral Aviation Administration

Failure To Provide All Requested Information May Delay Processing of Your Notice

Notice of Proposed Construction or Alteration

FOR FAA USE ONLY
Aeronautical Study Number
- - -

1. Sponsor *(person, company, etc. proposing this action)* :
Attn. of: _____
Name: _____
Address: _____
_____
City: _____ State: _____ Zip: _____
Telephone: _____ Fax: _____

2. Sponsor's Representative *(if other than #1)* :
Attn. of: _____
Name: _____
Address: _____
_____
City: _____ State: _____ Zip: _____
Telephone: _____ Fax: _____

3. Notice of: ☐ New Construction ☐ Alteration ☐ Existing

4. Duration: ☐ Permanent ☐ Temporary (months, days)

5. Work Schedule: Beginning _____ End _____

6. Type: ☐ Antenna Tower ☐ Crane ☐ Building ☐ Power Line
☐ Landfill ☐ Water Tank ☐ Other _____

7. Marking/Painting and/or Lighting Preferred:
☐ Red Lights and Paint ☐ Dual - Red and Medium Intensity White
☐ White - Medium Intensity ☐ Dual - Red and High Intensity White
☐ White - High Intensity ☐ Other _____

8. ASR or NTIA Antenna Structure Registration Number *(if applicable)*:
_____

9. Latitude: _____ ° _____ ' _____ . _____ "

10. Longitude: _____ ° _____ ' _____ . _____ "

11. Datum: ☐ NAD 83 ☐ NAD 27 ☐ Other _____

12. Nearest: City: _____ State: _____

13. Nearest Public-use (not private-use) or Military Airport or Heliport:
_____

14. Distance from #13. to Structure: _____

15. Direction from #13. to Structure: _____

16. Site Elevation *(AMSL)*: _____ ft.

17. Total Structure Height *(AGL)*: _____ ft.

18. Overall height (#16. + #17.) *(AMSL)*: _____ ft.

19. Previous FAA Aeronautical Study Number (if applicable):
_____ - OE

20. Description of Location: (Attach a USGS 7.5 minute Quadrangle Map with the precise site marked and any certified survey.)

21. Complete Description of Proposal:

Frequency/Power (kW)	

Notice is required by 14 Code of Federal Regulations, part 77 pursuant to 49 U.S.C., Section 44718. Persons who knowingly and willingly violate the notice requirements of part 77 are subject to a civil penalty of $1,000 per day until the notice is received, pursuant to 49 U.S.C., section 46301 (a).

I hereby certify that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to mark and/or light the structure in accordance with established marking and lighting standards as necessary.

Date	Typed or Printed name and Title of Person Filing Notice	Signature

NORTH DAKOTA DEPARTMENT OF HEALTH
Environmental Health Section

Location:
1200 Missouri Avenue
Bismarck, ND 58504-5264

Fax #:
701-328-5200

Mailing Address:
P.O. Box 5520
Bismarck, ND 58506-5520

January 21, 2004

Charlotte Brett, Environmental Scientist
Kadrmas, Lee & Jackson PC
P.O. Box 937
Valley City, ND 58072-0937

Re: Project #BRU-2-990(011)015
West City Park Bridge , Valley City, Barnes County

Dear Ms. Brett:

This department has reviewed the information concerning the above-referenced project submitted under date of January 16, 2004, with respect to possible environmental impacts.

This department believes that environmental impacts from the proposed construction will be minor and can be controlled by proper construction methods. With respect to construction, we have the following comments:

1. Care is to be taken during construction activity near any water of the state to minimize adverse effects on a water body. This includes minimal disturbance of stream beds and banks to prevent excess siltation, and the replacement and revegetation of any disturbed area as soon as possible after work has been completed. Caution must also be taken to prevent spills of oil and grease that may reach the receiving water from equipment maintenance, and/or the handling of fuels on the site. Guidelines for minimizing degradation to waterways during construction are attached.

3. Projects disturbing one or more acres are required to have a permit to discharge storm water runoff until the site is stabilized by the reestablisment of vegetation or other permanent cover. Also, cities may impose additional requirements and/or specific best management practices for construction affecting their storm drainage system. Check with the local officials to be sure any local storm water management considerations are addressed.

The department owns no land in or adjacent to the proposed improvements, nor does it have any projects scheduled in the area. In addition, we believe the proposed activities are consistent with the State Implementation Plan for the Control of Air Pollution for the State of North Dakota.

These comments are based on the information provided about the project in the above-referenced submittal. The U.S. Army Corps of Engineers may require a water quality certification from this department for the project if the project is subject to their Section 404 permitting process. Any additional information which may be required by the U.S. Army Corps of Engineers under the process will be considered by this department in our determination regarding the issuance of such a certification.

If you have any questions regarding our comments. please feel free to contact this office.

Sincerely,

L. David Glatt, Chief
Environmental Health Section

LDG:cc
Attach.

NORTH DAKOTA DEPARTMENT OF HEALTH
Environmental Health Section

Location:
1200 Missouri Avenue
Bismarck, ND 58504-5264

Fax #:
701-328-5200

Mailing Address:
P.O. Box 5520
Bismarck, ND 58506-5520

December 2000

Construction and Environmental Disturbance Requirements

These represent the minimum requirements of the North Dakota Department of Health. They ensure that minimal environmental degradation occurs as a result of construction or related work which has the potential to affect the waters of the State of North Dakota. All projects will be designed and implemented to restrict the losses or disturbances of soil, vegetative cover, and pollutants (chemical or biological) from a site.

Soils

Prevent the erosion of exposed soil surfaces and trapping sediments being transported. Examples include, but are not restricted to, sediment dams or berms, diversion dikes, hay bales as erosion checks, riprap, mesh or burlap blankets to hold soil during construction, and immediately establishing vegetative cover on disturbed areas after construction is completed. Fragile and sensitive areas such as wetlands, riparian zones, delicate flora, or land resources will be protected against compaction, vegetation loss, and unnecessary damage.

Surface Waters

All construction which directly or indirectly impacts aquatic systems will be managed to minimize impacts. All attempts will be made to prevent the contamination of water at construction sites from fuel spillage, lubricants, and chemicals, by following safe storage and handling procedures. Stream bank and stream bed disturbances will be controlled to minimize and/or prevent silt movement, nutrient upsurges, plant dislocation, and any physical, chemical, or biological disruption. The use of pesticides or herbicides in or near these systems is forbidden without approval from this Department.

Fill Material

Any fill material placed below the high water mark must be free of top soils, decomposable materials, and persistent synthetic organic compounds (in toxic concentrations). This includes, but is not limited to, asphalt, tires, treated lumber, and construction debris. The Department may require testing of fill materials. All temporary fills must be removed. Debris and solid wastes will be removed from the site and the impacted areas restored as nearly as possible to the original condition.

North Dakota Department of Transportation

David A. Sprynczynatyk, P.E.
Director

John Hoeven
Governor

February 9, 2004

Charlotte Brett
Environmental Scientist
Kadrmas, Lee, & Jackson, P.C.
P.O. Box 937
Valley City, ND 58072-0937

PROJECT BRU-2-990(011)015 - WEST CITY PARK BRIDGE PROJECT

This is in response to your January 16 letter, indicating that your firm has been retained by Barnes County to provide services on the above project.

The bridge was nominated and listed on the National Register in February of 1997. Important aspects of the bridge fall under Criteria A and C (an unusual design and its aesthetic merit). In this instance, the aesthetics are directly linked to the adjacent park. The aesthetically-designed components that emphasize visual details include the ornamental lamp posts, decorative concrete balustrades, cantilevered sidewalks, and the unusual false arch beams. These are veryimportant considerations when addressing the proposed rehabilitation alternates.

It is obvious that this is a 4-(f) situation. Furthermore, since the bridge is within and directly linked to the park, there may be two 4-(f) properties. Both the rehabilitation alternate and the replacement alternate will have an adverse effect to the structure.

The historic and 4-(f) aspects must be addressed as part of the environmental document and the decision-making process.

Thank you for the opportunity to comment on this project.

MSB

for FRANCIS G. ZIEGLER, P.E. - DIRECTOR OF PROJECT DEVELOPMENT

20/msg/gmn

North Dakota Department of Transportation

David A. Sprynczynatyk, P.E.
Director

John Hoeven
Governor

February 6, 2004

Wade Frank
KLJ
1010 4th Ave SW
PO Box 937
Valley City ND 58072

BRU-2-990(011)015: Cultural Resource Status.

Enclosed is the letter from the ND-SHPO concurring with the need to conduct impact analysis that the proposed project would have on 32BA39, an National Register listed historic property (bridge). Once alternatives have been developed, these alternatives will need to be evaluated for their potential impact on 32BA39. If you have any questions regarding this matter please contact me at 701-328-4539.

BOB CHRISTENSEN, ARCHAEOLOGIST, DESIGN

c: Dave Leftwich (Local Government Division)

enc: NDDOT Project Information - Cultural Resources form (sfn52748)

STATE HISTORICAL SOCIETY OF NORTH DAKOTA

February 4, 2004

Robert C. Christensen
Design Division
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

ND SHPO REF.: 04-0262, Consultation, NDDOT Project BRU-2-990(011)015, Valley City, ND.

Mr. Christensen,

We have reviewed your agency's correspondence of January 27, 2004, *Consultation on NDDOT Projects, State Highway System*, NDDOT Project BRU-2-990(011)015, rehab or replacement of 32BA39, the Valley City West Park Bridge in portions of Sections 21 and 28, T140N, R58W, Barnes County, ND.

We concur with your agency's determination to conduct an impact analysis for evaluating the potential and/or actual impacts to 32BA39, a National Register listed property.

Thank you for the opportunity to review this project. Please include the ND SHPO Reference number listed above in any further correspondence for this specific project. If you have any questions please contact Duane Klinner at (701) 328-3576.

Sincerely,

Merlan E. Paaverud, Jr.
State Historic Preservation Officer
(North Dakota)

North Dakota Department of Transportation

David A. Sprynczynatyk, P.E.
Director

John Hoeven
Governor

March 29, 2005

Charlotte Brett
KLJ
1010 4th Ave SW
PO Box 937
Valley City ND 58072

BRU-2-990(011)015 CULTURAL RESOURCE STATUS - INVENTORY REPORT.

Enclosed are the Earthworks report and copy of the letter from the State Historical Society of North Dakota accepting the report for the project listed above and concurring with our summary of effects. When do you predict that an alternative will be selected? If it is soon, we can specify a particular effect and mitigation methods. If it will be a while, we should develop a document that takes into account all alternatives and their effects, as wells as our methods of minimizing/mitigating the effects for each alternative. If you have any questions regarding this matter please contact me at 701-328-4539.

BOB CHRISTENSEN, ARCHAEOLOGIST, DESIGN

c: Dave Leftwich (Local Government Division)
John Morrison (Earthworks)

STATE HISTORICAL SOCIETY OF NORTH DAKOTA

March 11, 2005

Robert C. Christensen
Archaeologist
Design Division
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

NDSHPO REF. : 04-0262, NDDOT Valley City West Park Bridge Inventory Report, T140N R58W, Sections 21 and 28, Barnes County NDDOT, BRU-2-990(011)015

Dear Bob:

We have reviewed project: "Valley City's West Park Bridge: A Class III Cultural Resource Inventory, Barnes County, North Dakota," [NDDOT, BRU-2-990(011)015] by John G. Morrison, (Earthworks, ROI 10, March 2005) and find it acceptable.

We concur that sites 32BA166, 32BA168, 32BA165, 32BA625, 32BA163, 32BA38, 32BA882, and 32BA164 are significant and are eligible for listing in the National Register of Historic Places. Site 32BA39 is listed in the National Register of Historic Places.

Also, we concur that sites 32BA1116, 32BA167, and 32BA992 are not significant and are not eligible for listing in the National Register of Historic Places.

Thank you for the opportunity to review the project. If you have questions please contact either Mary Kate Ryan at (701) 328-2089 or Paul Picha at (701) 328-3574.

Sincerely,

for Merlan E. Paaverud, Jr.
State Historic Preservation Officer (North Dakota)
and
Director, State Historical Society of North Dakota

North Dakota Department of Transportation

David A. Sprynczynatyk, P.E.
Director

John Hoeven
Governor

April 21, 2005

Charlotte Brett
KLJ
1010 4th Ave SW
PO Box 937
Valley City ND 58072

BRU-2-990(011)015

Attached is the SHPO response to the letter I sent summarizing the effects of each alternative.

Robert C Christensen
Archaeologist – Design Division

STATE HISTORICAL SOCIETY OF NORTH DAKOTA

15 April 2005

Bob Christensen
ND Dept of Transportation
608 E Boulevard Ave
Bismarck ND 58505-0700

RE: SHPO#: 04-0262; (BRU-2-990(011)015)

Dear Bob:

We have received the letter from DOT regarding the proposed alternatives for the West City Park Bridge project as discussed at our 23 February 2005 meeting (DOT, SHPO, and KLJ present).

We concur that alternative 2 would have no adverse effect. We concur that alternatives 1, 3, and 4 would all present adverse effects to historic resources as delineated in the table of the letter dated 14 April 2005.

Please advise us when an alternative has been chosen for the project. If you have any questions, regarding this project please contact Mary Kate Ryan, Architectural Historian, at 328-2089 or Fern Swenson, Deputy SHPO, at 328-3575.

Sincerely,

Merlan J. Paaverud, Jr.
State Historic Preservation Officer
(North Dakota)

"VARIETY IN HUNTING AND FISHING"

NORTH DAKOTA GAME AND FISH DEPARTMENT

100 NORTH BISMARCK EXPRESSWAY BISMARCK, NORTH DAKOTA 58501-5095 PHONE 701-328-6300 FAX 701-328-6352

February 10, 2004

Charlotte Brett
Environmental Scientist
Kadrmas, Lee & Jackson
PO Box 937
Valley City, ND 58072

Dear Ms. Brett:

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

This project would replace or rehabilitate an historic bridge across the Sheyenne River. As this stream is classified as a Class I fishery, construction should not take place below the high-water mark between April 15 and June 1. We recommend steps be taken to avoid sedimentation and erosion into the waterway and no changes be made to the existing channel alignment. The Corps of Engineers' ND Regulatory Office should be contacted for possible permit requirements under section 404 of the Clean Water Act. We ask that every effort be made to avoid impacts to woody vegetation, and any loss of trees and shrubs be replaced on a 2:1 basis.

Sincerely,

Michael G. McKenna
Chief
Conservation & Communication Division

js

1600 East Century Avenue, Suite 3
Bismarck, ND 58503-0649

Phone 701-328-5357
Fax 701-328-5363
E-mail parkrec@state.nd.us
www.NDparks.com

January 21, 2004

Charlotte Brett
Kadrmas, Lee & Jackson
1010 4th Ave. SW
PO Box 937
Valley City, ND 58072

Re: West City Park Bridge Project
Barnes County, ND
Project BRU-2-990(011)015

Dear Ms. Brett:

The North Dakota Parks and Recreation Department (NDPRD) has reviewed the above referenced West City Park bridge project submitted by Barnes County located in Sections 21 and 28, T140N, R58W, Barnes County.

Our agency scope of authority and expertise covers recreation and biological resources (in particular rare species and ecological communities). The project as defined does not affect state park lands that we manage. The West City Park Bridge is located next to City Park which is protected under the 6f provisions of the Land and Water Conservation Fund program. Specifically, LWCF projects 38-00384 and 38-00923 are located within the park boundaries. Under 6f, any land within this park boundary that is converted to other than outdoor recreation use must be replaced at market value, including land needed for right-of-way or road construction.

The North Dakota Natural Heritage Inventory has limited rare species information from the project area. Due to the lack of available survey data we cannot give an accurate assessment as to potential impacts to rare species and associated habitats.

The NDPRD recommends that any impacted areas be revegetated with species native to the project area.

Thank you for the opportunity to comment on this project. Please contact Kathy Duttenhefner (701-328-5370 or kgduttenhefner@state.nd.us) of our staff if additional information is needed.

Sincerely,

Jesse Hanson

Jesse Hanson, Coordinator
Planning and Natural Resources Division

CC: Doug Prchal, Director

R.USNDNHI*1244

Play in our backyard!

North Dakota State Water Commission

900 EAST BOULEVARD AVENUE, DEPT 770 • BISMARCK, NORTH DAKOTA 58505-0850 • 701-328-2750
TDD 701-328-2750 • FAX 701-328-3696 • INTERNET: http://www.swc.state.nd.us/

February 10, 2004

Charlotte Brett
KLJ
PO Box 937
Valley City, ND 58072

Dear Ms. Brett:

This is in response to your request for review of environmental impacts associated with Project BRU-2-990(011)015, the rehabilitation or replacement of the West City Park Bridge in Valley City, ND.

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

Attached is a portion of Valley City's Flood Insurance Rate Map dated September 16, 1988 depicting the Sheyenne River regulatory floodway. The community responsible for permitting shall notify the State Engineer of the proposed use prior to any construction in the regulatory floodway. The State Engineer will determine whether a functioning hydraulic model is needed to measure the effect of the proposed use. Senate Bill 2362 amended Section 61-16.2-14 of the North Dakota Century Code and was signed into law March 27, 2003. The amended section reads as follows:

State engineer review of development in regulatory floodways – Exceptions. Before issuing a permit or authorization to allow a use in a regulatory floodway, the community responsible for permitting or authorizing such use shall notify the state engineer of the proposed use. The state engineer shall determine whether a functioning hydraulic model is needed to measure the effect of the proposed use. Upon the request of the state engineer, the community shall submit to the state engineer for review all technical documentation, including a functioning hydraulic model and other technical information needed for the state engineer's review to analyze the proposed use and to identify its proposed impact. The state engineer shall complete the state engineer's review within thirty days after receiving the technical documentation. Upon completion of the state engineer's review, the state engineer shall notify the community whether the proposed use is in compliance with state and federal law. A community may apply to the state engineer for an exemption on a case-by-case basis from this section. The state engineer may grant the exemption if the state engineer determines that the

community, by using its own technical review, can determine if the proposed use is in compliance with state and federal law.

The City of Valley City must apply for a floodplain development permit prior to construction to:

Dave Ramstad, Bldg Insp.
City of Valley City
PO Box 390
Valley City, ND 58072
Telephone (701) 845-1290

- All waste material associated with the project must be disposed of properly and not placed in identified floodway areas.

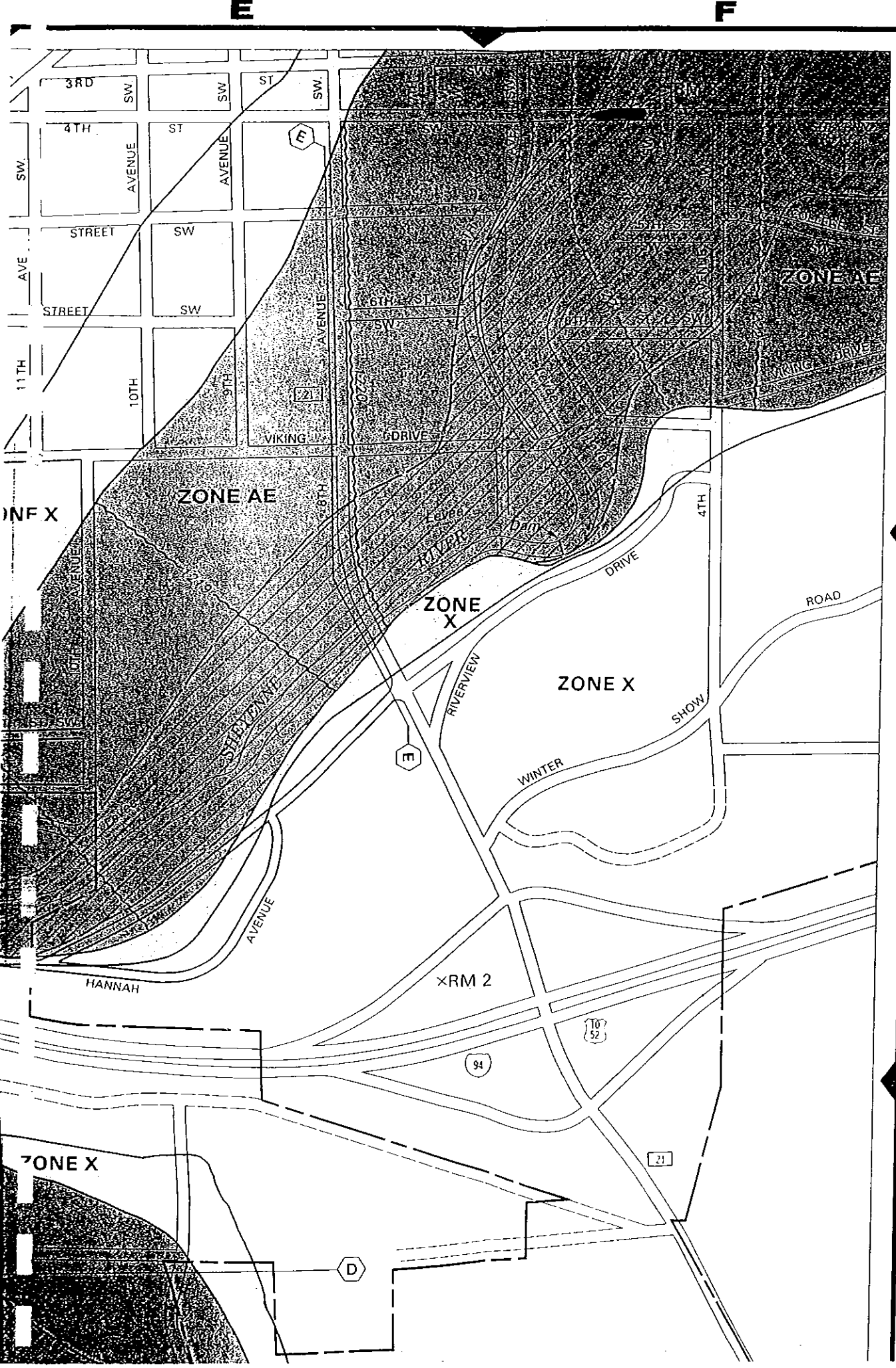
There are no other concerns associated with this project that affect State Water Commission or State Engineer regulatory responsibilities.

Thank you for the opportunity to provide review comments. If you have any questions regarding construction in the floodplain, please call Bruce Lange at (701) 328-2759.

Sincerely,

Larry Knudtson
Research Analyst

LJK:1570
Enclosure



SPEC
BY 1
ZOI
ZOI
ZOI
ZOI
ZOI
ZOI
ZOI
FLOC
OTHE
ZON
OTHE
ZON
ZON

513

(EL 987)

RM7X

*Referenced to the Na

This map is for use in adr
does not necessarily ide
local drainage sources
special flood hazard are

Certain areas not in
by flood control stru

Boundaries of the
and interpolated be
based on hydraulic
of the Federal Emerg

Floodway widths in
scale. Floodway v
Study Report.

Coastal base flood el

Elevation reference
Study Report.

North Dakota State Water Commission

900 EAST BOULEVARD AVENUE, DEPT 770 • BISMARCK, NORTH DAKOTA 58505-0850 • 701-328-2750
TDD 701-328-2750 • FAX 701-328-3696 • INTERNET: http://www.swc.state.nd.us/

August 11, 2004

Charlotte Brett
KLJ
1010 10th Ave SW
Valley City, ND 58072

Dear Ms Brett:

This is in response to your request for review of environmental impacts associated with evaluating alternatives to upgrade the West City Park Bridge in Valley City, ND.

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

- The attached partial copy of Valley City's Flood Insurance Rate Map dated September 16, 1988 depicts the Sheyenne River regulatory floodway. The community responsible for permitting shall notify the state engineer of the proposed use prior to construction in the regulatory floodway. The state engineer shall determine whether a functioning hydraulic model is needed to measure the effect of the proposed use. Section 61-16.2-14 of the North Dakota Century Code reads as follows:

State engineer review of development in regulatory floodways - Exceptions. Before issuing a permit or authorization to allow a use in a regulatory floodway, the community responsible for permitting or authorizing such use shall notify the state engineer of the proposed use. The state engineer shall determine whether a functioning hydraulic model is needed to measure the effect of the proposed use. Upon the request of the state engineer, the community shall submit to the state engineer for review all technical documentation, including a functioning hydraulic model and other technical information needed for the state engineer's review to analyze the proposed use and to identify its proposed impact. The state engineer shall complete the state engineer's review within thirty days after receiving the technical documentation. Upon completion of the state engineer's review, the state engineer shall notify the community whether the proposed use is in compliance with state and federal law. A community may apply to the state engineer for an exemption on a case-by-case basis from this section. The state engineer may grant the exemption if the state engineer determines that the community, by using its own technical review, can determine if the proposed use is in compliance with state and federal law.

The City of Valley City must apply for a floodplain development permit prior to construction to:

Dave Ramstad, Bldg Insp
City of Valley City
P.O. Box 390
Valley City, ND 58072
Tel. 701-845-1290

- All waste material associated with the project must be disposed of properly and not placed in identified floodway areas.

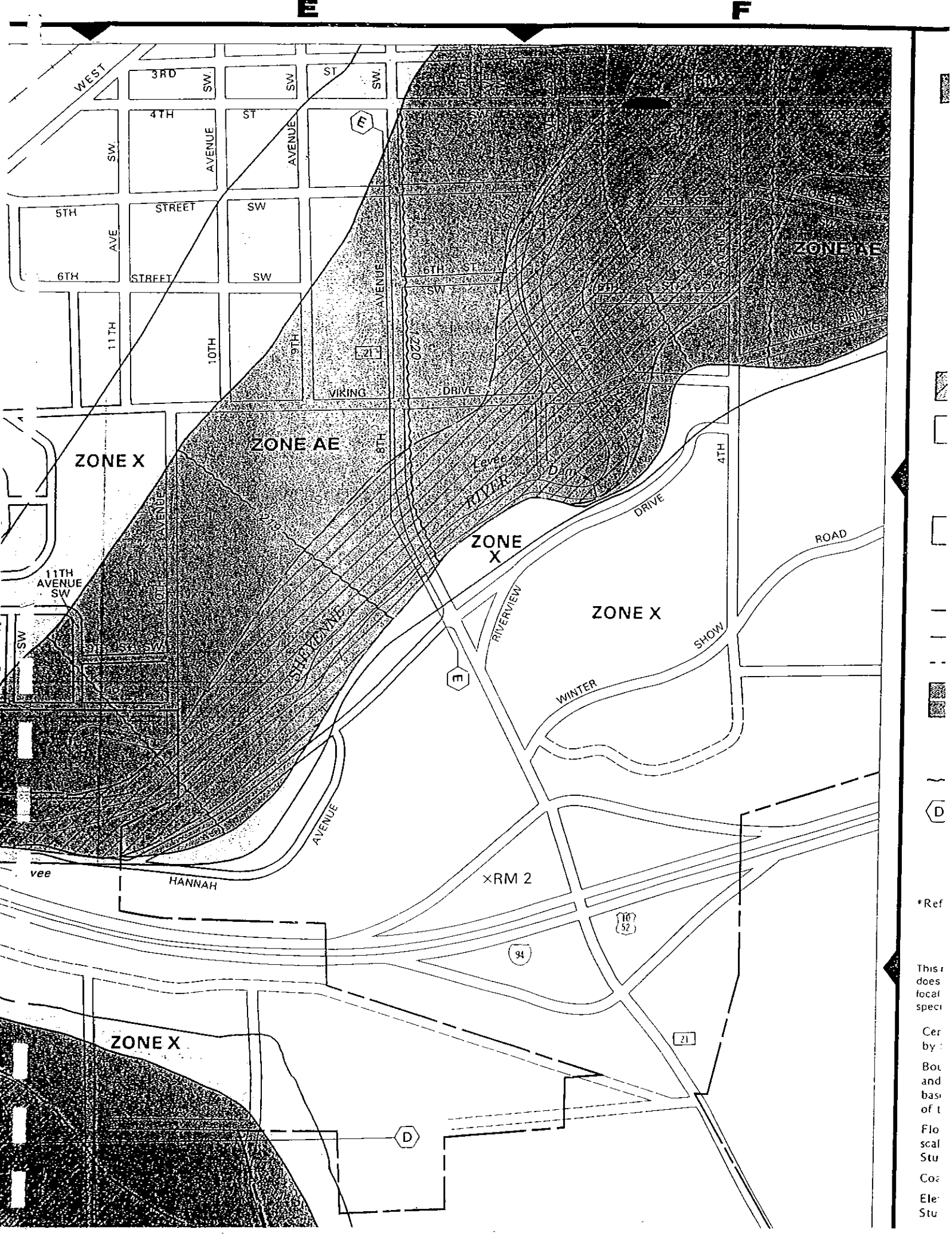
There are no other concerns associated with this project that affect State Water Commission or State Engineer regulatory responsibilities.

Thank you for the opportunity to provide review comments. If you have any questions on the floodplain construction, please call Bruce Lange or Jeff Klein at 328-2752.

Sincerely,

Larry Knudtson
Research Analyst

LJK:1570
Enclosure


E
F
WEST
3RD
SW
ST
4TH
AVENUE
5TH
STREET
6TH
AVE
11TH
10TH
9TH
8TH
VIKING
DRIVE
ZONE AE
ZONE X
Levee
Dam
RIVER
ROAD
RIVERVIEW
SHOW
WINTER
11TH AVENUE SW
SHERIDAN
HANNAH
×RM 2
94
10
52
21
D

KADRMAS,LEE & JACKSON

RE: WEST CITY PARK BRIDGE [BRU-2-990(011)015]

ATTEN: Charlotte Brett

AT & T will not be involved, and have no future plans for the West City Park Bridge Improvement study area.

Please note address change for AT&T.

Thank you

Bruce Rieniets-ATT
409 1ST AVE. NORTH
FARGO,ND 58102

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

TELEPHONE LOG

Date:	1/20/04	**Recorded by:**	Wade Frank
		Time:	4:30pm
Project #:	BRU-2-990(011)015		
		KL&J Project #:	5303108

☐ **I called** ☒ **Party Called**

Talked with: Lynn Leibfried

Representing: Burlington Northern Sante Fe Railroad

Phone Number: (763)782-3492

RE: SOV Letter

ENR TOP500 Design FIRM

Summary of Conversation:

Lynn left a message on my voicemail stating that she received the SOV letter from Charlotte Brett. She does not know of any BNSF property that would be affected by the project and that she is of the understanding that the bridge does not cross any railroad tracks. She said if this is the case, she has no comment on the project. She asked that we call her if her understanding is not correct.

MONTANA-DAKOTA
UTILITIES CO.
A Division of MDU Resources Group, Inc.

February 10, 2004

RE: Project BRU-2-990(011)015
West City Park Bridge Project
Barnes County, ND

Ms. Charlotte Brett
1010 4th Avenue SW
PO Box 937
Valley City, ND 58072

Dear Ms. Brett,

In reference to the West City Park Bridge in Valley City, we do have two (2) 6" steel gas lines that are installed on this bridge. These two lines are the main feeds for natural gas in Valley City and would be difficult, to say the least, to move, reroute or replace, should the bridge be replaced. Our preference would be to leave our facilities in place on the bridge if possible and have the bridge rehabilitated in place.

We thank you for the inquiry about our facilities and look forward to working with KL&J in the future. If you have any questions, please call Gary Speidel in Jamestown at 1-800-743-2948 or myself at 224-5814. Thank You.

Sincerely,

Mike Fink
Gas Superintendent
Dakota Heartland Region

Sheyenne River Valley
National Scenic Byway
1105 7th Street SE
Valley City, ND 58072
701-845-2251

February 13, 2004

Charlotte Brett
Environmental Scientist
Kadrmas 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 as you know the bridge is listed on the National Register of Historic Places and is also a key location on our Historic Bridges Tour. For these reasons, this bridge is an important part of Valley City's heritage tourism draw that is reaping economic benefits for this community. The bridge is also located on the North Country National Scenic Trail that is becoming another tourism draw to this community.

The West City Park Bridge's history 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 Bridges and Byway Tours. It continues to be one of the most photographed bridges in Valley City. If it is determined that the bridge cannot be rehabilitated, we would respectfully ask that a similarly designed and aesthetically pleasing bridge be built in its place.

Sincerely,

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

VALLEY CITY AREA CHAMBER OF COMMERCE

P.O. Box 724
Valley City, North Dakota 58072-0724
Office: 701-845-1891 • FAX: 701-845-1892
www.hellovalley.com

"The City of Bridges" a name that is harmonious with this community for obvious reasons. As the Sheyenne River winds its way through Valley City, the structures created to span its fluid body came of necessity.

Through the years, Valley City has lost two historic bridges to age (Hospital Bridge, 1982 and the Mill Dam Bridge, 1991) and were replaced with Jersey barrier type bridge designs. Although this serves the simple purpose of vehicular transportation access it does nothing to preserve the architecture and history of its predecessors.

The branding of the "City of Bridges" has come to fruition due to the simple placement of the bridges, however its message is carried forward because of the unique characteristics and the historical and architectural significance of each of our bridges. The West City Park Bridge is an integral component of Valley City's branded image.

Originally constructed in 1929, this bridge was named to the National Register of Historic Places in 1997. Its design replicates the sister bridge to the east and maintains identifiable markings duplicated from the Rainbow Arch Bridge originally constructed a few years prior.

The West City Park Bridge maintains a distinction as being one of the most photographed bridges in Valley City. Its placement as being immediately adjacent to City Park and its location in the middle of original Valley City adds to its unique flavor and appeal.

It is adorned with lights that are distinctively ornate and original to this bridge, installed in 1929. These same lights are placed throughout Valley City and provide the interpretation of this community's Americana Charm.

The 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. With this marks a panel that outlines the history and impact of this bridge for its location. The bridge tour has been recognized across the world much less the United States and aids to the branding of this community as one of Scenic Bridges and Hidden Treasures.

Following is a statement taken from the bridge panel and used on the following page of the Chamber's website www.hellovalley.com/valleycity/bridges/index.html:

> *This bridge was built in 1929 and is similar to The East Park Bridge which was built in 1925.The West City Park Bridge was named to the National Register of Historic Places in 1997.*
>
> *The 9.25 acres of land known as City Park was first owned by the Northern*

Pacific, then purchased by land developer B.W. Benson. In 1879, Benson had it cleared of its thick underbrush, then platted it for development with residential properties along the river. The center was set aside for a park. Benson later sold the rest to the city creating City Park as we know it.

The zoo, street, wading pool and fountain, which once graced the park, are gone but tennis courts and a playground have been added and concerts are held at the bandshell during the summer as are Community Theatre performances. Several state GAR encampments were held here in the early years. A zoo was installed circa 1910 containing buffalo, bears, elk, eagles, etc. A bandshell was the site of Sunday concerts of the Community Band. Flower beds and a fountain adorned the park and there was also a wading pool.

This past year, the above stated page has experienced a 73% increase in traffic over 2002, which had a 69% increase over 2001. The website, www.hellovalley.com, has experienced a 47% increase in traffic overall from 2002. It has witnessed hits from all 50 states and 50 countries to include each major geographical region.

Last year, this Chamber office distributed over 10,000 copies of the scenic bridges tour self guided map and received well over 300 specific requests for more information on Valley City's historic scenic bridges. This simple attraction creates the allure and romance that draws visitors to our community. This bridge aids in creating economic vitality.

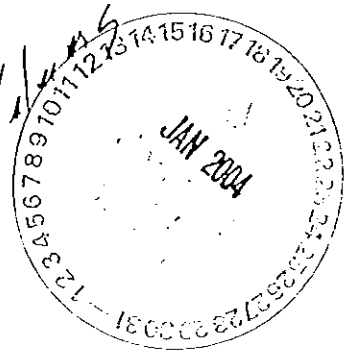
It is the position of the Valley City Area Chamber of Commerce and Convention and Visitors Bureau to retain the original structural design of the West City Park Bridge and preserve its aesthetics, charm, ambiance and history in its entirety.

Valley City is the "City of Bridges" and can only retain that image provided that it's bridges remain unique, ornate and full of history. It cannot retain the magic of this image if our bridges all become a mass produced resemblance of contemporary bridge designs.

Sincerely,

Raymond S. Morrell
Executive Vice President
Valley City Area Chamber of Commerce and CVB
chamber@hellovalley.com
www.hellovalley.com

Bob 2 Volume or capacity has to be compatible with upstream Qs 1) recommend replacement



January 16, 2004

Commissioners
City of Valley City
PO Box 390
Valley City ND 58072

a KLJ Solutions company
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

RE: **Project BRU-2-990(011)015**
West City Park Bridge Project
Barnes County, ND

Dear Commissioners:

Barnes County is planning an Environmental Assessment and Section 4(f) Evaluation to determine whether to rehabilitate or replace the historic West City Park Bridge, which crosses the Sheyenne River on 4th St SW in Valley City. The bridge is approximately 131 feet long with a 24-foot wide roadway. The structure is a cast-in-place concrete bridge with decorative, non-functioning fascia arches below the bridge deck. It was constructed in 1929 and designed to resemble the nearby East City Park Bridge, which is a functioning arch bridge constructed in 1924. The West City Park Bridge was listed on the National Register of Historic Places in 1997.

The West City Park Bridge is currently posted "No Trucks" and is in poor overall physical condition. Lichtenstein Consulting Engineers prepared a Condition Report on the bridge in June 2001 and a Rehabilitation Study in June 2003. Both of these reports provide baseline information which will be used in the Environmental Assessment and Section 4(f) Evaluation.

To ensure that social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project, pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property that your department may own, or have an interest in, located within the study area. We would also appreciate being made aware of any proposed developments your department may be contemplating in the study area. Any information that might help us in our study would be appreciated.

Please read, initial, & circulate
Riley _____ Ken _____
Bob _____ Steve _____
Jane _____ R.Jon _____

ENR TOP500 Design FIRM

1010 4th Avenue SW • PO Box 937 • Valley City, ND 58072 • 701-845-4980 • Fx: 701-845-0252

Appendix D

Agency Comments, Review of Draft EA

M E M O

Date: **May 11, 2005**

To:
Edward McGough, Barnes County Auditor
Rodger Berntson, Barnes County Commissioner
Dale Maasjo, Barnes County Commissioner
Harlan Opdahl, Barnes County Commissioner
Cindy Schwehr, Barnes County Commissioner
Donald Triebold, Barnes County Commissioner
Norma Duppler, Barnes County Emergency Management
Kerry Johnson, Barnes County Highway Superintendent
John Thompson, NDDOT, VC District
Director, FEMA
Allen Radliff, FHWA
Mark Schrader, FHWA
Mike Fink, MDU
L. David Glatt, NDDH
Dean Hildebrand, NDG&F
Jesse Hanson, NDP&R
Dale Frink, NDSWC
Merl Paaverud, SHPO
Dan Cimarosti, USACE
Candace Gorton, USACE
Charles Spitzack, USACE
Jeffrey Towner, USFWS
Dave Ramstad, City of Valley City

Cc: **Dave Kline, NDDOT**

From: **Charlotte Brett, KL&J**

RE: **Administrative Draft Distribution**
West City Park Bridge
Project No. BRU-2-990(011)015

This memo accompanies a copy of the Administrative Draft EA (Environmental Assessment) for your review and comment. Please forward any comments of the Administrative Draft EA to Charlotte Brett, Kadrmas, Lee & Jackson, by June 10, 2005.

In your review of the Administrative Draft EA, please note the following: Alternatives 2 and 3 involve rehabilitating the existing bridge at its present location. The rehabilitation alternatives would have *No Adverse Effect* to the historic bridge. However, these alternatives would require the enclosure of the West City Park Bridge with a cofferdam during construction. This would involve two lines of sheet piling the entire width of the Sheyenne River channel, one upstream and one downstream of the bridge. To allow water to flow through the cofferdam, the contractor would have to either continuously pump the water over the cofferdam, or provide steel pipes welded to the cofferdam walls to carry water from the upstream side to downstream.

The rehabilitation alternatives concern FHWA, NDDOT, and Barnes County for the following reasons:

- Risk of flooding
- Potential impacts to the Sheyenne River ecosystem, a Class I (highest valued) fishery
- Uncertainty of ability to obtain approval from resource agencies for construction permits
- Potential for damage to the arches/pedestrian railings during construction
- Potential for substructure condition to be worse than expected
- Due to many unknowns, potential for costly overruns that Barnes County would be unable to finance

For these reasons, an Administrative Draft EA is being circulated for agency review and comments prior to FHWA approval as an EA and prior to public review. Please consider these issues in your review of the Administrative Draft EA.

If you have any questions or comments please feel free to contact me at (701) 845-9451 or charlotte.brett@kljeng.com. Thank you.

Project BRU-2-990(011)015
West City Park Bridge
Valley City, Barnes County, North Dakota

Federal Agencies

US Department of Defense, Army Corps of Engineers – Omaha District
US Department of Interior, Fish and Wildlife Service – Ecological Services

State Agencies

North Dakota Department of Health – Environmental Health Section (2)
North Dakota Game & Fish Department

Local Agencies

Barnes County Emergency Manager, Norma Duppler

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
106 SOUTH 15TH STREET
OMAHA NE 68102-1618

REPLY TO
ATTENTION OF

May 16, 2005

Planning, Programs and Project Management Division

Ms. Charlotte Brett
Kadrmas, Lee & Jackson
P.O. Box 937
Valley City, North Dakota 58072-0937

Dear Ms. Brett:

The request for comments regarding the West City Park Bridge, Project No BRU-2-990(011)015, in Valley City, North Dakota, in your letter dated May 10, 2005, is outside of the U.S. Army Corps of Engineers, Omaha District's civil works boundary. Your request for comments has been forwarded to the St. Paul District at the following address:

U. S. Army Corps of Engineers, St. Paul District
ATTN: CEMVP-PD
190 Fifth Street East
St. Paul, Minnesota 55101-1638

If construction activities involve any work in waters of the United States, a Section 404 permit may be required. For a detailed review of permit requirements, preliminary and final project plans should be sent to:

U.S. Army Corps of Engineers
Attention: Bismarck Regulatory Office/Cimarosti
1513 South 12th Street
Bismarck, North Dakota 58504

If you have questions, please contact Mr. Erin Wilson at (402) 221-4882.

Sincerely,

Candace Gorton

Candace M. Gorton, Chief
Environmental, Economics, and
Cultural Resources Section
Planning Branch

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
3425 Miriam Avenue
Bismarck, North Dakota 58501

JUN - 3 2005

Ms. Charlotte Brett
Kadrmas, Lee and Jackson
P.O. Box 937
Valley City, North Dakota 58072-0937

Re: Project No. BRU-2-990(011)015
West City Park Bridge - Valley City

Dear Ms. Brett:

The U.S. Fish and Wildlife Service (Service) has reviewed the Draft Environmental Assessment (EA) addressing the proposed rehabilitation or replacement of the West City Park Bridge spanning the Sheyenne River in Valley City. This project is designed to address serious structural and geometric deficiencies that could result with the closure of the bridge within five years. We offer the following comments to assist with the project planning process in accordance with the provisions of the Endangered Species Act (16 U.S.C. 1531 et seq.) and Executive Order 11990 concerning the protection of wetland resources.

The Service previously reviewed this project and submitted comments to your office in a letter dated February 3, 2004. The recommendations provided in our earlier correspondence have been adequately addressed in the Draft EA and are included as project environmental commitments or will be addressed during the project design and construction phases of the project.

The Draft EA evaluates the no build alternative (Alternative 1), two rehabilitation alternatives (Alternatives 2 and 3), and an alternative to remove the existing bridge and construct a new bridge (Alternative 4). The Draft EA provides a comprehensive review of the alternatives that have been considered to replace or rehabilitate the West City Park Bridge and addresses the anticipated environmental impacts.

The rehabilitation alternatives require the construction of a cofferdam across the entire width of the Sheyenne River channel to enclose the West City Park Bridge and verify whether the existing piers and abutments are adequate for continued use. This will require installing sheet piling upstream and downstream of the bridge and all flows in the Sheyenne River will have to be pumped over the cofferdam or flow through steel pipes welded to the cofferdam.

Based on the information provided in the Draft EA, we believe Alternative 4, removing the existing bridge and constructing a new bridge, is the least environmentally damaging practicable alternative. The rehabilitation alternatives will adversely impact fish migration and passage for up to three months while the cofferdams are in place. Cofferdams across the Sheyenne River channel could increase the risk of flooding.

The Service concurs with your determination that this project will have "no effect" on threatened and endangered species in Barnes County. This concludes consultation under Section 7 of the Endangered Species Act.

Thank you for the opportunity to provide comments on the May 2005 Draft EA that has been prepared for the West City Park Bridge in Valley City. If we can provide additional information, please contact Bill Bicknell of my staff at (701) 250-4481.

Sincerely,

Jeffrey K. Towner

Jeffrey K. Towner
Field Supervisor
North Dakota Field Office

cc: Project Leader, Valley City WMD
Director, ND Game and Fish Dept., Bismarck
(Attn: Mike McKenna)
ND Regulatory Office, COE, Bismarck

NORTH DAKOTA
DEPARTMENT *of* HEALTH

ENVIRONMENTAL HEALTH SECTION
1200 Missouri Avenue, Bismarck, ND 58504-5264
P.O. Box 5520, Bismarck, ND 58506-5520
701.328.5200 (fax)
www.ndhealth.gov

May 23, 2005

Ms. Charlotte Brett
Environmental Scientist
Kadrmas, Lee & Jackson
P.O. Box 937
Valley City, ND 58072-0937

Re: Draft Environmental Assessment, Project BRU-2-990(011)015
West City Park Bridge, Valley City, Barnes County

Dear Ms. Brett:

This department has reviewed the Draft Environmental Assessment concerning the above-referenced project submitted under date of May 11, 2005, with respect to possible environmental impacts.

This department believes that environmental impacts from the proposed construction will be minor and can be controlled by proper construction methods. With respect to construction, we have the following additional comment to add to those in our January 21, 2004 letter to you (copy attached).

> On page 3-20 of the Draft Environmental Assessment, in Section 3.14.2 Air Quality, the sentences "The contractor would be required to obtain a NPDES Permit from the ND Department of Health prior to construction." and "As part of the NPDES Permit, the contractor must have a plan for erosion and sediment control during and post construction." should be moved to Section 3.14.4 Water Quality.

If you have any questions regarding our comments, please feel free to contact this office.

Sincerely,

L. David Glatt, P.E., Chief
Environmental Health Section

LDG:cc
Attach.

NORTH DAKOTA DEPARTMENT OF HEALTH
Environmental Health Section

Location:
1200 Missouri Avenue
Bismarck, ND 58504-5264

Fax #:
701-328-5200

Mailing Address:
P.O. Box 5520
Bismarck, ND 58506-5520

January 21, 2004

Charlotte Brett, Environmental Scientist
Kadrmas, Lee & Jackson PC
P.O. Box 937
Valley City, ND 58072-0937

Re: Project #BRU-2-990(011)015
West City Park Bridge , Valley City, Barnes County

Dear Ms. Brett:

This department has reviewed the information concerning the above-referenced project submitted under date of January 16, 2004, with respect to possible environmental impacts.

This department believes that environmental impacts from the proposed construction will be minor and can be controlled by proper construction methods. With respect to construction, we have the following comments:

1. Care is to be taken during construction activity near any water of the state to minimize adverse effects on a water body. This includes minimal disturbance of stream beds and banks to prevent excess siltation, and the replacement and revegetation of any disturbed area as soon as possible after work has been completed. Caution must also be taken to prevent spills of oil and grease that may reach the receiving water from equipment maintenance, and/or the handling of fuels on the site. Guidelines for minimizing degradation to waterways during construction are attached.

2. Projects disturbing one or more acres are required to have a permit to discharge storm water runoff until the site is stabilized by the reestablisment of vegetation or other permanent cover. Also, cities may impose additional requirements and/or specific best management practices for construction affecting their storm drainage system. Check with the local officials to be sure any local storm water management considerations are addressed.

The department owns no land in or adjacent to the proposed improvements, nor does it have any projects scheduled in the area. In addition, we believe the proposed activities are consistent with the State Implementation Plan for the Control of Air Pollution for the State of North Dakota.

NORTH DAKOTA
DEPARTMENT of HEALTH

ENVIRONMENTAL HEALTH SECTION
1200 Missouri Avenue, Bismarck, ND 58504-5264
P.O. Box 5520, Bismarck, ND 58506-5520
701.328.5200 (fax)
www.ndhealth.gov

Construction and Environmental Disturbance Requirements

These represent the minimum requirements of the North Dakota Department of Health. They ensure that minimal environmental degradation occurs as a result of construction or related work which has the potential to affect the waters of the State of North Dakota. All projects will be designed and implemented to restrict the losses or disturbances of soil, vegetative cover, and pollutants (chemical or biological) from a site.

Soils

Prevent the erosion of exposed soil surfaces and trapping sediments being transported. Examples include, but are not restricted to, sediment dams or berms, diversion dikes, hay bales as erosion checks, riprap, mesh or burlap blankets to hold soil during construction, and immediately establishing vegetative cover on disturbed areas after construction is completed. Fragile and sensitive areas such as wetlands, riparian zones, delicate flora, or land resources will be protected against compaction, vegetation loss, and unnecessary damage.

Surface Waters

All construction which directly or indirectly impacts aquatic systems will be managed to minimize impacts. All attempts will be made to prevent the contamination of water at construction sites from fuel spillage, lubricants, and chemicals, by following safe storage and handling procedures. Stream bank and stream bed disturbances will be controlled to minimize and/or prevent silt movement, nutrient upsurges, plant dislocation, and any physical, chemical, or biological disruption. The use of pesticides or herbicides in or near these systems is forbidden without approval from this Department.

Fill Material

Any fill material placed below the high water mark must be free of top soils, decomposable materials, and persistent synthetic organic compounds (in toxic concentrations). This includes, but is not limited to, asphalt, tires, treated lumber, and construction debris. The Department may require testing of fill materials. All temporary fills must be removed. Debris and solid wastes will be removed from the site and the impacted areas restored as nearly as possible to the original condition.

"VARIETY IN HUNTING AND FISHING"

NORTH DAKOTA GAME AND FISH DEPARTMENT

100 NORTH BISMARCK EXPRESSWAY BISMARCK, NORTH DAKOTA 58501-5095 PHONE 701-328-6300 FAX 701-328-6352

June 10, 2005

Charlotte Brett
Kadrmas, Lee & Jackson, Inc.
PO Box 937
Valley City, ND 58072-0937

Dear Ms. Brett:

RE: West City Park Bridge Draft EA
Project No. BRU-2-990(011)015

This project proposes to rehabilitate or replace the West City Park Bridge over the Sheyenne River in Valley City, North Dakota. The rehabilitation alternatives would require the construction of a cofferdam and the pumping or piping of flows downstream. A cofferdam would increase the potential for adverse impacts to the Sheyenne River, as well as increase the risk of area flooding. Therefore, the North Dakota Game and Fish Department favors Alternative 4 - Replacement as being the most environmentally benign. This alternative would remove the existing bridge and replace it with a new bridge.

Sincerely,

Michael G. McKenna
Chief
Conservation & Communication Division

js

Norma Duppler

Barnes County Emergency Manager

230 NW Fourth Street

Valley City, ND 58072

701-845-8510

June 15, 2005

KLJ
PO Box 937
Valley City, ND 58072

Dear Ms. Brett:

As to the issue of the west City Park Bridge, I believe that any rehabilitation is a waste of time and money. During floods, the river backs up an extra two feet upstream of the west City Park Bridge. This is terrible for the people upstream of the bridge.

In its current state, it is unsafe for a truck to travel over, and it also had to have eight inches of blacktop removed just to make it safe for cars. This is an unsafe bridge, the arches are mere cosmetic and not functional. The arches back up water. I do not believe that the bridge will survive many more floods.

Preserving the look of the bridge for mere sentiment is not worth the money.

Please consider safety and flood control with a higher, longer, modern bridge design replacing the current unsafe structure.

Sincerely,

Norma Duppler