TRANSCRIPT OF PUBLIC HEARING

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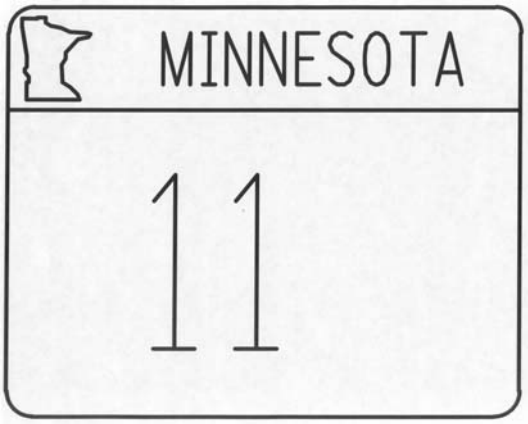
Held on December 8, 2005
at the Drayton Public School
Drayton, North Dakota

Project No.
ND: SS-6-066(013)138
MN: 3501-13

PCN
15153

Drayton Bridge



Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA

www.dot.discovernd.com/dot

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David A. Sprynczynatyk, P.E.

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January 2005

23 USC § 409
NDDOT Reserves All Objections

TRANSCRIPT OF PUBLIC HEARING

Held at the Drayton Public School
Drayton, North Dakota

December 8, 2005
7:00 pm to 9:00 pm

ND PROJECT NO. SS-6-066(013)138
MN Project No. 3501-13

Drayton Bridge
ND 66 and MN TH 11

North Dakota Department of Transportation
David A. Sprynczynatyk, P.E., Director

TRANSCRIPT OF PUBLIC HEARING

ND 66 and MN TH 11

December 8, 2005

INDEX

PUBLIC HEARING

NORTH DAKOTA HWY. 66 AND MINNESOTA HWY. 11

WHY?

To discuss proposed improvements to the Red River Crossing on North Dakota Hwy. 66 and Minnesota Hwy. 11.

WHEN?

December 8, 2005
Open House 7:00 – 9:00 p.m. CDT
10-minute Video starts at 7:00 p.m.

WHERE?

Drayton Public School

OPEN HOUSE CONDUCTED BY

ND Department of Transportation

This hearing is designed to allow for public input which is required for compliance with the National Environmental Policy Act of 1970 and National Historic Preservation Act of 1966.

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

WRITTEN STATEMENTS or comments about this project must be mailed by December 19, 2005, to: Mark Gaydos, Design Engineer, ND Department of Transportation, 608 E. Boulevard Ave., Bismarck, ND 58505-0700.
Email: jrath@state.nd.us
Note- "public hearing" in email subject heading.

DISABILITIES: People with disabilities who plan to attend the hearing and need special arrangements should contact Mark Gaydos, Design Engineer, before the meeting.
Phone: (701) 328-4417 TTY: (701) 328-4156

PUBLIC INSPECTION: The project maps, sketches, and other pertinent information are available for public inspection at the NDDOT Grand Forks District Office, Drayton City Hall, and at the NDDOT Central Office, 608 E. Boulevard Ave., Bismarck.

PUBLIC HEARING

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

PURPOSE

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

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

PROPOSED HIGHWAY IMPROVEMENTS

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

HEARING PROCEDURE

After completion of the video presentation, the pubic was invited to make comments, as questions, and express their views. It is especially desirable that as many as possible express their views as to the effect the proposed construction will have on the community and area, economic, and otherwise. Comments regarding the effects upon individuals were also encouraged. DOT staff was available to answer any questions throughout the hearing.

THE RECORD

A tape recorder was set up in a separate area to record any oral comments that the public may have had. Input cards were available for any written comments. Transcripts are furnished by the Department of Transportation and the Federal Highway Administration and are made available to any interested party. These records are used in reviewing the points brought forth at the hearing.

POST HEARING

Following this hearing, state, and federal highway officials will review the proposals under consideration on the basis of what has been brought out during the hearing. When all factors have been satisfactorily reconciled, the Department of Transportation will request approval from the division administrator of the Federal Highway Administration of location and design features of the project before proceeding with the preparation of final plans.

AUDIOVISUAL PRESENTATION

Welcome to the public hearing on the grade raise of ND 66 and replacement of the Drayton bridge.

This short video discusses a number of the project details but does not attempt to address all of the details in the concept report. Copies of the report are available for review at this hearing. If you have questions, comments, or suggestions about the project, please talk to a DOT representative today.

NEED

The approach roadway on the west side of the Red River crossing near Drayton, North Dakota, floods frequently for extended durations. The west approach roadway floods at a 6-year flood event and has been overtopped 15 times for a total of 287 days since the bridge was constructed in 1954. This includes five times in the past 10 years alone. The average closure is 19 days.

The project objectives include:

1. Construct approach roadways above the 100-year flood event.
2. Provide one foot of freeboard between the low girder of the bridge and the 100-year flood event.
3. Provide adequate waterway opening for the 100-year flood event with no increase in headwater at Drayton.
4. Keep the highway open during construction with minimum disruption to traffic.

The highway is closed when water overtops the roadway, causing personal and economic hardships, and disruption of emergency services. In most cases, the two adjacent crossings, at Joliette and Grafton, close at about the same time as Drayton, leaving the only available detours at Pembina to the north, or Oslo to the south.

When the crossings are closed at Joliette, Drayton, and Grafton, the lengths of the detours are 66 miles to the north of Drayton and 73 miles to the south of Drayton.

When crossings are closed at Pembina, Joliette, Drayton, Grafton, and Oslo, traffic can be detoured on US 2 through Grand Forks. The length of this detour is about 142 miles.

By constructing the approach roadways above the 100-year flood event stage, and providing adequate clearance between the 100-year flood-stage and the bridge, residents of Drayton and the surrounding area would be provided with a means to cross the Red River in all but the most extreme of flooding events, those with less than a one percent chance of occurring.

In addition, the highway and the existing Drayton bridge will remain open during the majority of the construction process.

PROPOSED IMPROVEMENTS

A number of hydraulic studies have been conducted to address the possibilities of raising the west approach roadway. The most recent was conducted in 2001 by the US Army Corps of Engineers and used state-of-the-art analyses and procedures.

In 2004, a follow-up hydraulic study was completed by the Army Corps of Engineers. The 2004 hydraulic study considered the following project objectives when developing alternatives for a new Drayton bridge:

1. Keep the approach roadways above the 100-year flood event.
2. Provide waterway opening with no increase in headwater at Drayton for the 100-year flood event.

Four groups of alternatives with 17 sub-alternatives were considered in the hydraulic analysis. All of the alternatives were analyzed to determine whether or not they met the project objectives. Three of the four groups were determined to do so. A total of six alternatives were advanced for further analysis.

Alternatives considered but not advanced included those with channel excavation in overbank areas below an elevation of 780 feet; those in which the roadway would be below the 100-year flood event; those designed for the 310-year flood event; and two bridges with no channel excavation in overbank areas. These alternatives were not advanced as they did not meet the project objectives.

Alternatives that were advanced for further analysis but are no longer being considered include a single bridge with channel excavation and two bridges with channel excavation. Associated costs, future channel maintenance issues, and negative impacts prevented these alternatives from being advanced for further consideration.

The alternative being advanced is a single bridge with no channel excavation and no increase in headwater at Drayton for the 100-year flood event.

The proposed bridge would have a clear roadway width of 40 feet and an open top, similar to an overpass on the interstate.

Pier spacing could be 100’ outside the river and 225’ within the banks of the river.

ENVIRONMENTAL

The social and economic impacts of building a new Drayton bridge are positive, in that the proposed structure would raise the grade of the roadway and improve accessibility between the two states at Drayton. With the proposed improvements, none of the flood levels realized since 1954 would be high enough to inundate the roadway or bridge.

The alternatives advanced for consideration would have significantly less impact on wetlands than those no longer being considered. A wetland delineation was conducted during the 2004 and

2005 field seasons by biologists from the North Dakota and Minnesota departments of transportation. Emergent wetlands will be replaced primarily on-site with similar emergent wetlands, and forested wetlands will be mitigated off-site with forested wetlands on the Red River system.

The proposed improvements are located within the 100-year flood plain, which is about four-and-a-quarter miles wide with about two miles being on the North Dakota side of the river and the remainder on the Minnesota side.

According to the National Flood Insurance Program map, there is a floodway on the Minnesota side where the new bridge would cross and a floodway on the east side of Drayton. The Corps of Engineers study examined the effects of the project at Drayton even though the Drayton floodway is outside of the project limits to ensure that flooding risks for the 100-year flood event would not be changed.

The proposed improvements would be consistent with the existing regulatory floodway and would not require revisions to the Federal Emergency Management Agency's existing Flood Insurance Rate Map for the city of Drayton or the Flood Boundary Maps for Kittson County, Minnesota. No significant impacts are anticipated with the completion of the project.

Since the bridge is considered to be of historic value, a permanent record of the structure, including black and white photographs will be stored in the State Archives of Minnesota and North Dakota, and the bridge will be offered for adoption, to be used at another location.

As with any major reconstruction project, some areas of the community may be impacted.

Traffic flow and the sequence of construction will be planned and scheduled to minimize traffic delays throughout the project.

Air quality impacts will be temporary. Dust will be effectively controlled through the use of watering or the application of stabilizing agents.

Construction noise is inevitable, but will be minimized by requiring all engine-driven equipment to be fitted with adequate, working mufflers.

No residences, businesses, or farms will need to be relocated as part of this project.

To date, views have been solicited from a wide range of sources, including federal, state, and local governments and agencies, utility companies, and members of the general public, at a public meeting held in Drayton in February 2004. Information received from these sources has been taken into consideration during the project development process.

ESTIMATED COSTS

Alternative 5B1-a is being carried forward. This alternative consists of a 4,090' bridge with no increase in headwater at Drayton at the 100-year flood level. The current cost is estimated at $27 million. Assuming a 4% inflation factor, the cost in 2009 would be $31.6 million.

A similar alternative was studied that would accommodate a 140-year flood, which is equivalent to the 1997 flood. However, this alternative would cost about $1 million more and have only a minor affect.

SCHEDULE

A transcript will be prepared of this hearing, and included with a summation of the public hearing in the decision document used to select the alternative which will be built.

Completion of the environmental clearance process is tentatively expected in January 2006. Construction is tentatively scheduled for 2009.

CANNED PORTION

It's important that citizens understand how highway projects are funded and how the Department of Transportation acquires right-of-way. This video will explain both processes briefly. If you have any questions, please ask a DOT representative.

All money to build our roads, streets, and bridges comes from state and federal trust funds, which collect fees from people who use the highways. Most of the funding in the state highway distribution fund comes from the state motor fuel tax. The North Dakota motor fuel tax is 23 cents per gallon. The Minnesota motor fuel tax is 21 cents per gallon. Funding also comes from special permits and fees paid by truckers, motor vehicle registration fees, driver's license fees, trip and equipment permits, and motor vehicle license fees. State highway distribution monies are split according to a formula between the state, counties, and cities.

In 1956, Congress established the Highway Trust Fund to finance the federal-aid highway program. Some of the monies come from federal taxes on tires, tubes, and truck parts. The main source of funding is the federal motor fuel tax, which is currently 18.4 cents per gallon for gasoline, 24.4 cents per gallon for diesel fuel, and 18.4 cents per gallon for gasohol. Part of these federal fuel taxes goes to reduce the federal deficit. Federal highway trust fund monies are split between the states according to a formula. Each state transportation agency plans and develops its highway projects, but most of the funds are federally provided and require Federal Highway Administration approval. A project's location and description determine what

percent of the funding will be federal, state, county, or local. Congress decides how the states

can use federal highway funds. The federal and state transportation agencies also consider the social, economic, and environmental effects of projects.

Once the construction plans for a project are prepared and the DOT is authorized to purchase right-of-way, DOT appraisers contact owners of land needed for right-of-way. The appraisers answer questions the land owner may have, inspect the property, take photographs, and gather information needed to determine the fair market value of the property. If the state's offer is not acceptable to the landowner, he or she may choose to have the court establish the amount of just compensation.

A relocation assistance program offers various kinds of help, financial or otherwise, for owners and tenants who are displaced by the purchase of right-of-way.–The DOT has brochures explaining right-of-way acquisition in more detail. If you have right-of-way concerns, please talk to a DOT representative.

The Department of Transportation will make a transcript of this hearing available to all interested persons. Any comments that you make at this hearing will be included in the transcript. In addition, any written comments the DOT receives within 10 days of the hearing date will be included in the transcript. All your comments need to go to

Mark S. Gaydos, P.E., Design Engineer
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700
Fax: 701.328.0103
Email: mgaydos@state.nd.us

After this hearing, DOT and the Federal Highway Administration engineers will review the proposals, along with any new information or comments brought out at the hearing or received in writing afterwards. When all factors have been considered, the DOT director and Federal Highway division administrator will approve design features of the project so that final plans can be developed.

Thank you for participating in this public hearing. We appreciate your comments and questions.

END AUDIOVISUAL PRESENTATION

RECORDED ORAL COMMENTS

Mark Gaydos: We're open.

Terry Dahl: How wide is the roadway being proposed for construction? There is an awful lot of machinery crossing that bridge. I and many others have driven across it many times over the years.

Mark Gaydos: The bridge is proposed to be 40 feet wide as well as the roadway. Two, 12 foot driving lanes and two, 8 foot shoulders. Additionally the road slopes as such that, in terms of having a gentle slope I believe that the slope will be six to one. Any others?

Mark Gaydos: We do have a number of copies of the concept report that has an orange cover like this. If we do not have enough to go around please give me your name and address and we will make sure and send you one.

Mark Gaydos: In terms of the process what we have tonight I guess we have a couple of different methods of getting additional comments from you. We do have if you would like to give oral comments we do have a tape recorder here that you can speak into. The other thing on the back of the handout we do have a comment sheet and that's attached. My address is on there and we also provide and email address for the project engineer of the DOT who is James Rath and his email address is on there also.

Where we will go from here is that following the public hearing we will produce a transcript. If there are any new issues that come about because of the public hearing we will address those issues. We will have a post hearing meeting in Bismarck to discuss the comments from this hearing. Following that we will make final decisions and forward those to the Federal Highway Administration at which point they will give us the plans to go ahead based on the environmental impact to the project. Right now we believe that there are no significant impacts and we hope to get the environmental clearance in early January. From that point we will look at the start of the design process. We can develop some plans for the bridge and start acquiring right of way and permits that are required.

Dean Scharmer: Is the alternative "Do Nothing" still a possibility?

Mark Gaydos: The alternative "Do Nothing" is listed in the report and at this point in the environmental documents we are required to carry it forward. There has not been any opposition to the project that I know of so I believe we will proceed with the project.

Dean Scharmer: In the schedule it says construction is tentatively scheduled for 2009. Does that mean that everything is started including the groundwork?

Mark Gaydos: The start of the construction in 2009 means the act of construction or ground breaking.

Dean Scharmer: What will be the completion date?

Mark Gaydos: I do not know the completion date at this time. James is indicating that we are estimating two years. As we proceed with construction, it is our intention to keep the traffic way open for traffic during construction. Any others?

Dean Scharmer: Have all the approvals and funding been put in place on the Minnesota side?

Mark Gaydos: The approvals on the Minnesota side have been completed and there is funding there. Maybe a Representative from Minnesota would like to address that.

Craig Collison: There is funding in our budget designated for 2009. Environmental issues on the Minnesota side have been cleared as well.

Mark Gaydos: The environmental issues have been cleared as we mentioned. What we will have to do is complete the plans, with the completion of the plans there will be a number of permits that will need to be obtained both from federal agencies and from North Dakota and Minnesota.

Eugene Anderson: Which side of highway 11 will it be from Woodmans.

James Rath: North.

Eugene Anderson: Where did you say the pivot point would be at Woodmans?

James Rath: County 18 would be on the west side of Woodman.

END ORAL COMMENTS

No written comments were received at the public hearing or after the public hearing.

ATTENDANCE LIST

PUBLIC HEARING
Department of Transportation

Please Print

PROJECT DESCRIPTION: Drayton Bridge

PROJECT NO. ND: SS-6-066(013)138 MN: 3501-13

LOCATION: Drayton Public School; Drayton, ND

DATE: December 8, 2005

NAME	ADDRESS	PHONE	Other Contact E-MAIL/Other Phone	SEND TRANS-SCRIPT
Carol Gardner	PO Box 280-58275 Drayton	454-3590		✓
Mark S Gaydos	NDDOT Bismarck	328 4417	mgaydos@nd.gov State.	
Don Wolf	NDDOT Bismarck	328-4431		
James Rath	" "	328-1722		
SEN HARVEY TALLACKSON	533 W 5th Drayton	7013520871		
Chip Olson	311 N. Main Drayton	454-6277		
Robert St Clair	302 S. 5th St, Drayton	454-3561		
JW Anderson	2291 270th Ave Hillsdale	2188433537		
Ken Hunter	807 CO RD 6 Lancaster MN	218-762-5735	843-2686	
Richard Lane	One 2nd St. N. Fargo	701-237-0090	RLane@SRF Consulting.com Yes	
Gary Olson	304 S. 4th St Drayton	701-454-6553		
Doug Rath	Drayton	454 6287		
Mark Fritz	Drayton	454-3861		
Kathy Rath	Drayton	454-6287		
CRAIG ALLISON	Bemidji MN	218-755-3813	MnDOT	
JT ANDERSON	THIEF RIVER FALLS	218-681-0927	MnDOT	
Jon Heuer	Bemidji, Mn	218755-3812	mnDOT	
ROGER ANDERSON	1561 110th St Drayton ND		Tri River Water Sys	
Laurel Anderson	407 W. Exchange Drayton ND	701-454-6216		

ATTENDANCE LIST

PUBLIC HEARING
Department of Transportation

Please Print

PROJECT DESCRIPTION: Drayton Bridge

PROJECT NO. ND: SS-6-066(013)138 MN: 3501-13

LOCATION: Drayton Public School; Drayton, ND

DATE: December 8, 2005

NAME	ADDRESS	PHONE	Other Contact E-MAIL/Other Phone	SEND TRANS-SCRIPT
Richard Anderson	407 Grant Ave Drayton ND	454-6210		
Carl Woinarowicz	413 N 3RD ST	454-6211		
Caren "	" "	"		
Gary Hanson	210 N 3rd ST	4546101		
Gene Anderson	405 So 4th	4543963		PCR
Lorna Anderson	408 N 3rd St	454-3305		
Stephen Hufnagle	11495 260th ST NW New Folden, MN 56738	218 449-3009		
John Sanders	201 Boulder Drive Crookston, MN	218 879-6630		
Les Noehre	GF	787-6500		
Bob Lasch	DRAYTON	454-6170		
W. Todd Morgan	Grafton	352-0641	Toddm@nd.com	
Mark Naugnetti	1377 180th Ave Drayton	218 455.3559		Yes
Jean Anderson	PO Box 154 Drayton	701-454 3963		

13

PUBLIC HEARING
Department of Transportation

Please Print

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PROJECT NO. ND: SS-6-066(013)138 MN: 3501-13
LOCATION: Drayton Public School; Drayton, ND
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NAME	ADDRESS	PHONE	Other Contact E-MAIL/Other Phone	SEND TRANS-SCRIPT
JEANI BORCHERT	NDDOT Bismarck	328-4378	jborcher@state.nd.us	
Clifford Scott	NDDOT Bismarck	328-4447	cscott@state.nd.us	
Terry Dahl	Drayton	454-6298		
Butch Kasprowicz	Drayton	4543914		
LUTHER & LINDA MEBERL	PARK RIVER, ND	284-6144		
Troy Schroeder	NWRDC 115 South main	745-6733	TSchroeder@NWRDC.org	
Wade Frank	KL+J- Moorhead	(218) 287-0300	Wade.frank@kljeng.com	✓
Ray HANSON	Drayton	454-6101		
~~GENE ANDERSON DRAYTON~~				
Gordon Thompson	Grafton	352-1302	6982 CTY RD 8	RCR
Dean Schauer	Drayton	257-6875		
Rob Boll	Drayton	454-6103		

11

EXHIBITS

EXHIBIT 1 BROCHURE OFFERED AT PUBLIC HEARING

EXHIBIT 1 – BROCHURE OFFERED AT PUBLIC HEARING

PUBLIC HEARING

ND Project No.: SS-6-066(013)138
MN Project No.: 3501-13
Drayton Bridge

Date: December 8, 2005

Time: 7:00 pm – 9:00 pm

Place: Drayton Public School

Prepared by: North Dakota Department of Transportation (NDDOT), in conjunction with Minnesota Department of Transportation (MNDOT) and the Federal Highway Administration (FHWA)

WELCOME

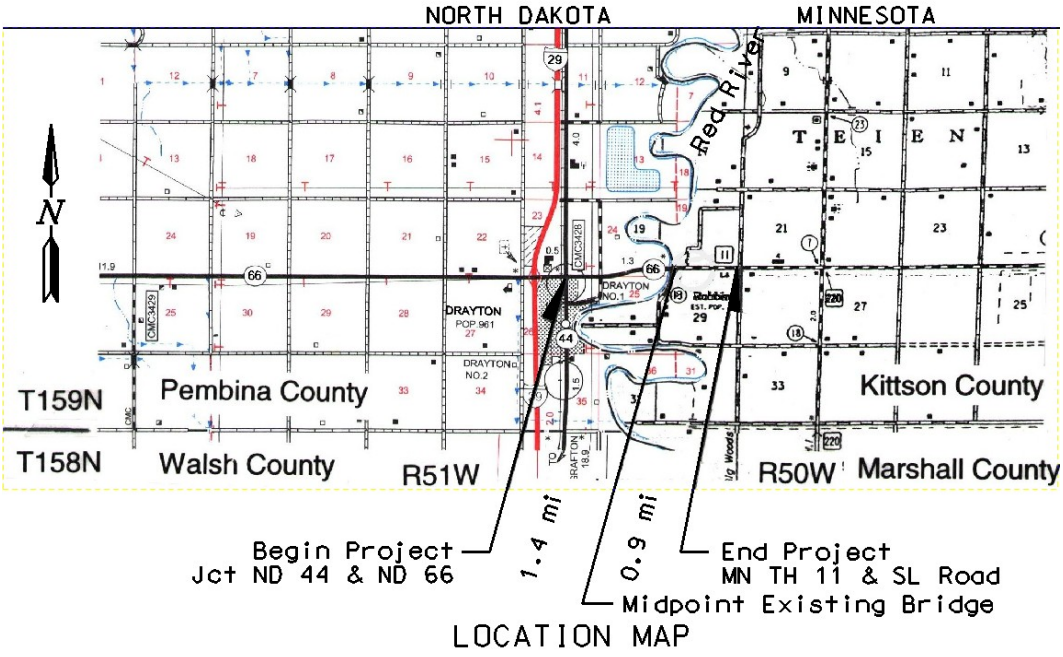
Welcome and thank you for attending. Your input is appreciated. A 10 minute video will be given at 7:00 pm, followed by a question and answer period, followed by an open house. Exhibits are set up around the room. The public is invited to make comments, ask questions, and express their views. Representatives from the NDDOT, MNDOT, and FHWA are available to answer questions. A comment sheet is attached.

PURPOSE OF MEETING

The purpose of the meeting is to present the proposed improvements at the Red River crossing near Drayton to the public for discussion and comments.

PROJECT DESCRIPTION

The proposed project includes constructing a new bridge and raising the grade of the approach roadways. The project limits begin at the junction of ND 44 and ND 66, continue east on ND Highway 66 and MN Trunk Highway 11, and end at the section line road about 4,100 ft east of the existing bridge. The total project length is about 2.3 miles long.



LOCATION MAP

PURPOSE AND NEED FOR PROJECT

A portion of the roadway on ND 66 west of the bridge floods frequently for extended durations. This segment of highway has gone underwater 12 times since 1970. This flooding causes transportation problems for local residents who must travel alternate routes during these events.

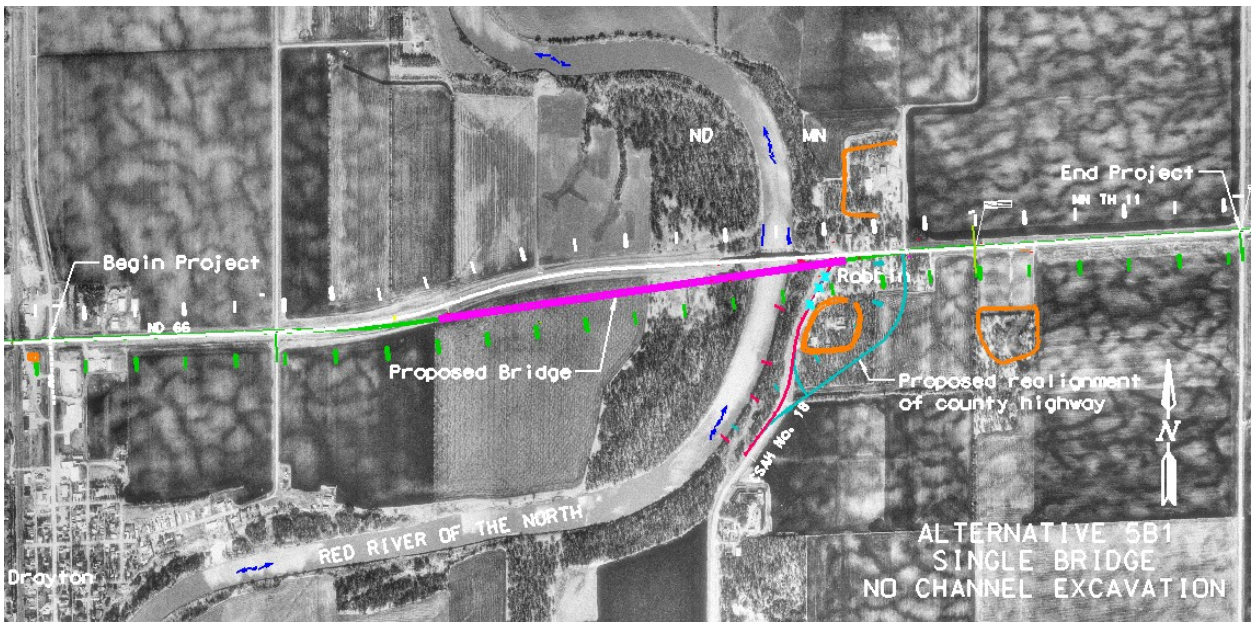
PROJECT OBJECTIVES

1. Construct the highway above the 100-year flood event
2. Allow one foot of freeboard between 100-yr flood event and low girder on bridge
3. Provide for a 100-year flood event with no rise in water at Drayton
4. Keep the highway open during construction with minimum disruption to traffic

ALTERNATIVES

Do Nothing. This alternative would make no improvements and leave the facility as is.

Construct a single bridge with no overbank excavation. This alternative consists of a 4,090' bridge with no increase in headwater at Drayton at the 100-year flood level.



A similar alternative was studied to demonstrate requirements for a 140-year flood, which is equivalent to the 1997 flood. However, this alternative would cost $1 million more and have only a minor affect.

STAGE CHANGES

The US Army Corps of Engineers completed a hydraulic study in 2004. The Corps checked three strategic locations as shown in the map below in blue dots and found there to be no change in water surface elevations (WSEL) from existing conditions to proposed conditions.

ENGINEERING AND ENVIRONMENTAL PARAMETERS

The proposed bridge width is 40 ft. This provides two 12 ft. driving lanes and 8 ft. shoulders. The design provides for no roadway overtopping and no increase in headwater at Drayton for a 100-year flood event. Bridge length and waterway opening was determined using the 100-year flood event. The 100-year flood event has a 1% chance of occurring.

Soil borings were taken during the summer of 2003 and analyzed. The soils close to the Red River are not able to support large fills. Therefore, soil stability controls the locations of the bridge abutments and fill heights.

The social and economic impacts of building a new Drayton bridge are positive, in that the proposed structure would raise the grade of the roadway and improve accessibility between the two states at Drayton. With the proposed improvements, none of the flood levels realized since 1954 would be high enough to inundate the roadway or bridge.

The alternative advanced would have significantly less impact on wetlands than those alternatives which would require excavation of the overbank area. A wetland delineation was conducted during the 2004 and 2005 field seasons by biologists from the North Dakota and Minnesota departments of transportation. Emergent wetlands will be replaced primarily on-site with similar emergent wetlands, and forested wetlands will be mitigated off-site with forested wetlands on the Red River system.

According to the National Flood Insurance Program map, there is a floodway on the Minnesota side where the new bridge would cross and a floodway on the east side of Drayton. The Corps of Engineers study examined the effects of the project at Drayton even though the Drayton floodway is outside of the project limits to ensure that flooding risks for the 100-year flood event would not be changed.

The proposed improvements would be consistent with the existing regulatory floodway and would not require revisions to the Federal Emergency Management Agency's existing Flood Insurance Rate Map for the city of Drayton or the Flood Boundary Maps for Kittson County, Minnesota. No significant impacts are anticipated with the completion of the project.

Since the bridge is considered to be of historic value, a permanent record of the structure, including black and white photographs will be stored in the State Archives of Minnesota and North Dakota, and the bridge will be offered for adoption, to be used at another location.

COSTS & FUNDING

Alternative 5B1-a will cost approximately $27 million (2005 dollars). This includes 10% for engineering and 10% contingency. The cost in 2009 would be about $31.6 million, assuming a 4% inflation factor.

Funding is 80 percent federal and 20 percent state. Each state would pay for their own work outside of the bridge. The cost of the bridge would be split between North Dakota and Minnesota. Safe, Accountable, Flexible, Efficient, Transportation, Equity, Act a Legacy for Users (SAFETEA-LU), also referred to as the highway bill, earmarked $6.1 million dollars for the Drayton Bridge in North Dakota. NDDOT will work with MNDOT to coordinate funding availability.

CHRONOLOGY OF EVENTS

Fall 2002 – Began project development, including environmental review.
2003 – Agreement with Corps to do addendum to hydraulic report, solicited views for environmental document, gathered information for environmental document, worked with US Fish and Wild Life Service, ND Game and Fish, and ND Parks and Recreation on rare species located with in the project.
2004 – Completed amendment to hydraulic study, held a public input meeting, developed environmental document
2005 – Completed cultural recourse analysis for Robbin Camp, completed project concept report, documentation for existing bridge which is eligible for the Historic Register, Public Hearing.

SCHEDULE

The environmental clearance process could be complete in January 2006. Design of the selected alternative cannot begin until after approval of the environmental document. Construction is tentatively scheduled for 2009.

COMMENT PERIOD

Comments for the record will be received until December 19, 2005. Statements not submitted at the pubic hearing meeting should be sent to:

Mark S. Gaydos, P.E., Design Engineer
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

Fax # 701-328-0103
Email to: jrath@state.nd.us

Comment Sheet
Public Hearing Held on December 8, 2005
ND Highway 66 and MN Trunk Highway 11 – Drayton Bridge
ND Project No. SS-6-066(013)138 & MN Project No. 3501-13

Name (Please Print) _____

Address (Please Print) _____

_____

I wish to offer the following comments:

_____

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_____

Statements not submitted at the public meeting should be sent to:

Mark S. Gaydos, P.E., Design Engineer
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