

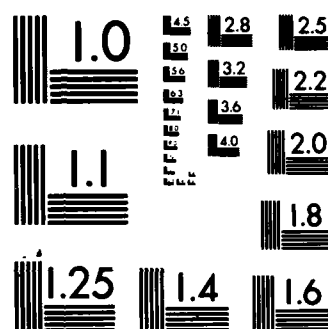
FLOOD CONTROL MINNESOTA RIVER MINNESOTA MANKATO-NORTH
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FLOOD CONTROL
MINNESOTA RIVER, MINNESOTA
MANKATO-NORTH MANKATO-LE HILLIER

FINAL SUPPLEMENT II-B TO THE
FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR
BRIDGE RELOCATIONS

MAIN STREET
TRUNK HIGHWAY 60-BRIDGE
OVER THE MINNESOTA RIVER BETWEEN
MANKATO AND NORTH MANKATO

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DEPARTMENT OF THE ARMY
St. Paul District, Corps of Engineers
St. Paul, Minnesota

September 1982

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TECHNICAL REPORTS

Listed below are the technical reports prepared in conjunction with the study. Copies of these were distributed to concerned agencies with the draft supplement. The St. Paul District, Corps of Engineers, has copies of these reports on file and available for inspection.

<u>Report Number</u>	<u>Title</u>
1	Present and Projected Traffic
2	Geology and Soils
3	Preliminary Noise Analysis
4	Social and Economic Resources
5	Historic Resources
6	Natural Resources

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FINAL SUPPLEMENT II-B
TO THE
FINAL ENVIRONMENTAL IMPACT STATEMENT
MINNESOTA RIVER, MINNESOTA
MANKATO-NORTH MANKATO-LE HILLIER
FLOOD CONTROL - PHASE I
(AS AMENDED 18 JANUARY 1972)

Proposed Plan for the Alteration or Relocation of the Main
Street, Trunk Highway 60 Bridge over the Minnesota River
between Mankato and North Mankato, Minnesota

The responsible lead agency is the U.S. Army Engineer District, St. Paul.
The responsible cooperating agency is the Minnesota Department of Transportation.

Abstract: The St. Paul District is currently constructing flood control works on the Minnesota and Blue Earth Rivers to protect developed portions of the floodplain in Mankato, North Mankato, and Le Hillier from frequent flood damage. These works include the raising of bridges to clear the high water of the standard project flood. The Main Street bridge over the Minnesota River must be raised or replaced to an elevation approximately 30 feet above the existing bridge to clear the railroad on the Mankato side, an action requiring extensive work on the approaches to the bridge as well. Of several plans considered, two were selected for detailed study. Alternative 1CC would begin in North Mankato on Belgrade Avenue at the same location as the existing bridge and connect to Mulberry Street one block north of Main Street, touching down between Second and Broad Streets. Adverse neighborhood impacts would be most severe in Mankato. Alternative 2A would begin in North Mankato on Range Street and connect to Warren Street at Pike Street in Mankato. Adverse neighborhood impacts would be most severe in North Mankato. Access patterns between the Central Business Districts of the two cities would be altered. After the public hearing for the supplement to the final environmental impact statement, a minor design change in Alternative 1CA shifted the proposed bridge realignment 50 feet to the north on the Mankato side of the river. This modification, identified as Alternative 1CC, has been tentatively selected because it better addresses identified public concerns and because it makes net positive contributions to the study objectives.

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If you would like further information
on this statement please contact:

Mr. Wayne Knott
Chief, Environmental Resources Branch
Planning Division
St. Paul District, Corps of Engineers
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101
Telephone (612) 725-7745

1.00 SUMMARY

Major Conclusions and Findings

1.01 Four potential locations for the replacement of the Main Street Bridge were analyzed. The alternatives were narrowed down to two designs: one connecting Belgrade Avenue in North Mankato to Mulberry Street in Mankato (Alternative 1CA), the other connecting Range Street in North Mankato to Warren Street in Mankato (Alternative 2A).

1.02 Following the public hearing for the supplement to the final environmental impact statement (EIS), Alternative 1CA was modified because of comments made at the hearing, plus other comments from the Minnesota Department of Transportation, the City of Mankato, and affected property owners. Alternative 1CC is identical to Alternative 1CA, except that 1CA would have been south of the center of Mulberry Street in Mankato and would have allowed the Burton Hotel to remain, although it would encroach on property of the National Bank of Commerce. Alternative 1CC lies along the center of Mulberry Street, approximately 50 feet north of 1CA, and requires acquisition of the Burton Hotel but does not encroach on the bank.

1.03 Alternative 1CC is the National Economic Development (NED) plan because of its significantly lower capital cost and more efficient traffic service. Alternative 1CC is considered preferable to 1CA because of its design engineering superiority and because the Burton Hotel and its residents would not suffer the long-term negative effects of remaining in such proximity to the bridge (the hotel would be acquired and the residents relocated). Alternative 2A has less potential for loss of gross sales and employee payroll due to business displacements plus slightly greater overall development potential for redevelopment parcels adjoining the Mankato end of the alternative locations. Because of the relocation potential of the affected businesses, however, the net economic effect of these factors is minor compared to the capital cost and travel savings of Alternative 1CC. Both alternatives 1CC and 2A satisfy the primary objective of providing desired flood protection for the Mankato area in accordance with the project authorization. Both alternatives would benefit the Chicago and Northwestern Transportation Company (CNW) and motorists by eliminating the present at-grade rail crossing.

1.04 Alternatives 1CC and 2A have essentially equal impacts on the natural and cultural environment. While neither would have significant adverse environmental effects, they are not considered to make net positive contributions to Environmental Quality (EQ).

1.05 Since the net overall effect of other factors is essentially equal for 1CC and 2A, Alternative 1CC is the selected plan because of its significantly lower total cost and its superior design and location characteristics for traffic service and safety. While both alternatives would create adverse social impacts from resident displacement and neighborhood disruption (at different locations for each alternative), neither alternative would be significantly superior overall in terms of social impacts.

Areas of Controversy

1.06 Disagreement between Mankato and North Mankato residents about the alternative location is the major reason for the continuing controversy about the two alternatives. This disagreement centers on the question of which city, if either, would be more significantly harmed by potential adverse social and economic effects of displacements and neighborhood traffic impacts.

1.07 Both Mankato and North Mankato officially endorsed a Belgrade to Mulberry crossing in 1974, following initial feasibility studies for the bridge relocation. In April 1979, however, the Mankato City Council withdrew official support from the Belgrade-Mulberry location in favor of a neutral position pending final public hearings. The withdrawal of support was based on a concern for potential adverse impacts on Mankato neighborhoods, business districts, and redevelopment areas. At the 22 July 1981 public hearing, the City of Mankato stated its support of the Corps decision to select Alternative 1CA, based upon that alternative's lower capital cost and the likelihood of local financing for the additional cost under 2A. At the public hearing, North Mankato also reiterated its support for the Belgrade-Mulberry crossing because that location has superior traffic service and design features, fewer total displacements, and relatively minor effects on the North Mankato neighborhoods and Central Business District.

1.08 Public opinion has centered primarily on neighborhood impacts, with Mankato residents primarily concerned with potential adverse effects in Mankato under Alternative 1CC and North Mankato residents primarily concerned with potential adverse effects in North Mankato under Alternative 2A. Residents of Mankato's Washington Park neighborhood, in particular, have expressed strong opposition to the Belgrade-Mulberry alignment. Residents of North Mankato's Nicollet neighborhood, by contrast, have expressed strong opposition to Alternative 2A. Petitions against each of the locations have been circulated (see Appendix B).

1.09 Another source of controversy was the retention of State Trunk Highway (TH) 60 designation on the Main Street bridge. Of economic concern to the adjoining cities and counties is the potential loss of trunk highway designation, whereby operation and maintenance of the structure would become a local rather than a State responsibility. MNDOT has indicated that retention of TH 60 designation would be acceptable for Alternative 1CC, which would maintain full service connections with adequate design standards to the adjoining roadway sections currently designated as the TH 60 routing. If Alternative 2A were selected, ramp connections between the bridge and TH 169/60 to and from the south would be lost. MNDOT has found retention of trunk highway designation on Alternative 2A to be unacceptable due to the loss of system continuity to the south and its low design characteristics. MNDOT has indicated that under Alternative 2A, TH 60 routing would be relocated from North Front Street and Madison Avenue in Mankato to the new TH 14 bypass at the north edge of the City.

1.10 During workshop meetings held with local officials in the spring of 1979 (see Appendix B, page B-8), Mankato participants expressed disagreement with initial estimates of the potential development value for redevelopment parcels in the vicinity of the Alternative 1CC and 2A bridge touch-down locations. Following the workshops, Corps representatives met with Mr. Phil Shealy, Assistant City Manager, and his staff to resolve the apparent differences. City development value assumptions for the land were accepted and used to calculate comparative market value and tax revenue estimates for the "Mulberry" and "Pike-Poplar" portions of the Key City Urban Renewal and Minnesota-Poplar Redevelopment areas, as described on page 30 and in Technical Report No. 4, "Social and Economic Resources." While these values do not represent actual development commitments, they are considered a reasonable estimate for comparative assessment of the alternatives.

1.11 During the Stage 2 evaluation of alternatives, the St. Paul District selected the "A" alignment on the Mankato side of the Belgrade-Mulberry alternative in order to avoid displacing the Burton Hotel (see pages 11-12). This decision was based on the opinion that sufficient, comparable low-income replacement housing was not available or likely to be available in the foreseeable future. Public opinion regarding the most appropriate long-term solution for the Burton Hotel, however, continued to be divided. Because of adverse access, traffic, and visual impacts on the Burton residents and businesses if the hotel remained, some believed the best long-term alternative would be to acquire the Burton and convert the portion of the property remaining after bridge construction to a more compatible use. At that time, however, information was not available to indicate that current residents and business tenants of the Burton could be satisfactorily relocated or that the disruptions caused by relocation of the Burton would be outweighed by the benefits of removing it from such proximity to the 1CA alignment. Thus, the Corps preferred the "A" alignment until the EIS public hearing. Since the Belgrade-Mulberry alternative need not displace the Burton, however, the decision concerning the Burton Hotel was made separately from the selection of a preferred bridge location.

1.12 At the EIS public hearing, a number of comments concerned the Burton, again suggesting that it be relocated. Most notably, the Minnesota Department of Transportation (MNDOT) and the Burton's owner requested that the Corps reconsider the decision to select the "A" alignment. From a design engineering standpoint, MNDOT preferred the "C" alignment, which requires displacement of the Burton. A slight "S" curve originally was included in the 1CA alignment to avoid the Burton Hotel, and this alignment was acceptable, although less than optimum in terms of traffic engineering. Without overriding reasons for retaining the Burton Hotel, MNDOT preferred the straighter 1CC alignment. The Burton Hotel's owner also preferred Alternative 1CC because he believed that the 1CA alignment, which ran very close to his hotel, would cause significant noise and adverse aesthetic impacts that would harm his business. In addition, he was concerned that access to the Burton would be hampered by closure of Second Street. Because of these concerns, the Corps reevaluated the 1CC alignment and determined that the major impediment to 1CC - relocation potential of the Burton residents - was not significant. Since the 1977 survey of potential relocatees, the characteristics of Burton Hotel residents have changed. The high proportion of

elderly persons living in this residential hotel has diminished considerably. In addition, the City of Mankato has increased its subsidized housing units to a level more than capable of providing for the remaining elderly, low-income tenants. Business owners and operators in and outside the Burton Hotel were also interviewed to determine their preferences, and the City of Mankato was consulted for its views. Based on all the information obtained, the St. Paul District determined that the "C" alignment (requiring relocation of the Burton Hotel) was now the preferred option.

Unresolved Issues

1.13 Controversy and disagreement continues over the potential impacts of the bridge alternatives, as described in the preceding section. To answer questions, help avoid misunderstandings, and facilitate a rational discussion of the alternatives, the Corps provided an informational office, informational meetings, workshops, and newsletters. The information provided in this supplement is part of the continuing effort. No matter which alternative was selected, certain neighborhoods and individuals would be subject to adverse impact. Efforts have been made to identify means to mitigate such effects (e.g., the recommended truck prohibitions on Broad and Fourth Streets). Minimizing the adverse effect of such highly emotional concerns as traffic noise can permit a more balanced decision that emphasizes the overall merits and demerits of the alternatives.

Relationship to Environmental Requirements

1.14 Table A presents the relationship of the detailed study alternatives to the requirements of Federal environmental laws, executive orders, and related policies; to State and local laws and policies; to local development plans; and to permits and other entitlements needed to implement the detailed plans. Terms used in the table should be interpreted as follows: full compliance - have met all requirements for the current stage of planning; partial compliance - have not met some of the requirements that are normally met at this stage of planning; non-compliance - violation of a requirement; and not applicable - no requirements for the current stage of planning. Under the Local Development Plan portion of the table, the terms "generally or partially consistent" are used. Because these local plans are not statutes, laws, or regulations as such, the "compliance" categories are not employed but the extent of agreement with the plans is noted because such agreement indicates the degree of compatibility with local planning.

Tiering

1.15 The Final Environmental Statement Minnesota River, Minnesota, Mankato-North Mankato-Le Hillier Flood Control Phase I (Amended December 1971) dealt with the overall project for flood protection involving levees, floodwalls, road relocations, interior drainage, and intermittent ponding. This Final Environmental Statement is available from: St. Paul District, Corps of Engineers, 1135 U.S. Post Office and Custom House, St. Paul, Minnesota 55101. Supplement II-B (prepared under the tiering concept outlined in the Council on Environmental Quality guidelines for implementing the National Environmental Policy Act, 40 CFR 1502.20) deals with the issues now ready for decision related to relocating the Main Street bridge over the Minnesota River.

Table A -- Relationship of Plans to Environmental Protection
Statutes and Other Environmental Requirements
(Selected Plan is Alternative 1CC)

	ALTERNATIVE 1CC	ALTERNATIVE 2A
<u>Federal Policies</u>		
Archaeological and Historic Preservation Act, as amended, 16 U.S.C. 469 <u>et seq.</u>	----- Full Compliance -----	
Clean Air Act, as amended, 42 U.S.C. 7401, <u>et seq.</u>	----- Full Compliance -----	
Clean Water Act, as amended (Federal Water Pollution Control Act), 33 U.S.C. 1251, <u>et seq.</u>	----- Full Compliance -----	
Endangered Species Act, as amended, 16 U.S.C. 1531, <u>et seq.</u>	----- Full Compliance -----	
Federal Highway Administration (FHWA) Design Noise Levels	----- Full Compliance ⁽¹⁾ -----	
Federal Water Project Recreation Act, as amended, 16 U.S.C. 460-1(12), <u>et seq.</u>	----- Full Compliance -----	
Fish and Wildlife Coordination Act, as amended, 16 U.S.C. 661, <u>et seq.</u>	----- Full Compliance -----	
Floodplain Management, EO 11988	----- Full Compliance -----	
Impacts on Prime and Unique Farmlands	----- Full Compliance -----	
National Environmental Policy Act, as amended, 24 U.S.C. 4321, <u>et seq.</u>	----- Full Compliance -----	
National Historic Preservation Act, as amended, 16 U.S.C. 470a, <u>et seq.</u>	----- Full Compliance -----	
Protection and Enhancement of Environmental Quality, EO 11514	----- Full Compliance -----	
Protection of Wetlands, EO 11990	----- Full Compliance -----	
River and Harbor Act	----- Full Compliance -----	
Uniform Relocation Act (P.L. 91-646)	----- Full Compliance -----	

(1) Required coordination has been accomplished to date; however, standards in some cases will be exceeded. Therefore, mitigation or exceptions will be necessary.

Table A -- Relationship of Plans to Environmental Protection
Statutes and Other Environmental Requirements (Cont.)

	ALTERNATIVE 1CC	ALTERNATIVE 2A
<u>State and Local Policies</u>		
Minnesota Environmental Policy Act	----- Full Compliance -----	
MNDOT Design Standards	Full Compliance (Desirable Standards)	Full Compliance (Minimum Standards)
Municipal Zoning Ordinances	----- Full Compliance -----	
State Floodplain Management Program	----- Full Compliance -----	
State Implementation Plan (Air Quality)	----- Full Compliance -----	
State NPC 2 Noise Standards	----- Full Compliance ⁽¹⁾ -----	
<u>Local Development Plans</u>		
Key City Urban Renewal Plan	----- Generally Consistent -----	
Indian Memorial	----- Generally Consistent -----	
Minnesota-Poplar Redevelopment Plan	Generally Consistent	Partially Consistent
N. Mankato Riverfront Park	Generally Consistent-- Allows Extension	Generally Consistent
Old Town Plan	----- Partially Consistent -----	
Pike Street Extension	----- Generally Consistent -----	
<u>Entitlements</u>		
State Water Quality Certificate (401)	----- Full Compliance -----	
Coast Guard Bridge Permit	----- Not Applicable -----	
DNR Work in Waters Permit (150)	----- Full Compliance -----	

(1) Required coordination has been accomplished to date; however, standards in some cases will be exceeded. Therefore, mitigation or exceptions will be necessary.

2.00 NEED FOR AND OBJECTIVES OF ACTION

Study Authority

2.01 Public Law 85-500, 85th Congress, approved 3 July 1958, authorized the Minnesota River, Mankato-North Mankato-Le Hillier flood control project. The authority for the project specified standard project flood (SPF) protection for the project area and required alterations to the Chicago and Northwestern (CNW) Transportation Company bridges across the Blue Earth River at Federal expense. Section 104 of the 1976 Water Resources Development Act, P.L. 94-587, approved 22 October 1976, modified the project to include changes, at complete Federal expense, to the Trunk Highway (TH) 169/60 highway bridges over the Blue Earth River and the Main Street bridge over the Minnesota River, including rights-of-way and changes to approaches and relocations required by the project and its present plan of protection.

2.02 The location and design of the bridge alterations were not discussed in the final environmental impact statement for the project (January 1972). This Final Supplement to the FEIS, one of three supplements prepared to cover the proposed bridge alterations, addresses alterations proposed for the Main Street bridge.

Public Concerns

2.03 Local interests and various government agencies, through public meetings, reports, and correspondence, provided their views on the objectives of the project. For the Main Street bridge, the following have been stated:

- Provide flood protection.
- Minimize disruption of existing conditions in the approach areas.
- Maintain rail service on the Mankato side, but eliminate grade crossings.
- Consider pedestrian safety and access on the river crossing and between neighborhoods and businesses in the approach areas.
- Improve street access and service capabilities to the Mankato and North Mankato Central Business Districts, Old Town, Madison East Shopping Center, and Mankato State University.
- Reduce or minimize traffic in residential neighborhoods and on North Front Street.
- Restrict property takings to a minimum.
- Minimize adverse property value impacts.
- Improve and enhance business districts in North Mankato and Mankato.
- Maintain integrity of neighborhoods.
- Reduce traffic noise.
- Design project elements for optimum capacity and safety.
- Maintain continuity in highway systems.
- Minimize traffic disruptions during construction.
- Maintain Sioux Uprising historic site.
- Give ample attention to aesthetic considerations in planning and construction.

(See page 47 and Appendix B for further details.)

Planning Objectives and Constraints

2.04 The Main Street bridge relocation is one of the remaining key elements in the nearly completed flood control system for the Mankato area. The primary objective of this proposed bridge relocation is therefore to provide flood protection. Its secondary objectives are to improve the bridge to current design standards and to provide adequate capacity for present and projected traffic demands, thereby enhancing traffic safety, circulation, and access to and between the adjoining communities. Such improvements should be developed in a way that avoids or minimizes adverse impact upon and that enhances where practicable, the social, economic, and natural environment of the site and adjoining neighborhoods.

2.05 Relocating the bridge in a highly developed urban area severely restricts the viable location alternatives and the ability to achieve desirable (in some cases minimally acceptable) design standards and characteristics. Suitable ties to the arterial roadway system must be maintained. The proximity to developed neighborhoods also dictates that some adverse effects would be unavoidable with any of the alternatives. Location of the CNW railroad along the eastern bank of the river requires that the relocated structure clear not only the floodwalls but also the adjoining railroad tracks. While this relocation provides the opportunity to eliminate the present undesirable railroad grade crossing, it also presents geometric design constraints and dictates the location of the touchdown or end points for the relocation alternatives. (See the following sections for additional details.)

3.00 ALTERNATIVES

Plans Eliminated From Further Study

3.01 The 1974 Bridge Location Study identified four feasible locations for replacement of the Main Street bridge. Early investigations in the current study confirmed that no other feasible locations exist.

3.02 Location 1B (Belgrade-Main) - One of the original locations, Location 1B (connecting Belgrade Avenue in North Mankato to Main Street in Mankato), was found to be no longer feasible because of new developments along Main Street. Other design variations connecting to Main Street would require more right-of-way than would alternatives connecting to Mulberry Street. These variations also would neither reduce impacts nor provide better traffic service.

3.03 Location 3 (Monroe-Madison) - Two alternatives that would extend from the vicinity of TH 169 and Monroe Avenue in North Mankato to Madison Avenue at North Front Street in Mankato were studied (3A and 3B). One, Alternative 3A, connected to Monroe Avenue and included an interchange with TH 169 on the left bank of the river. The other, 3B, did not connect to Monroe Avenue, but ended at an interchange with TH 169. Traffic analysis showed that, because these locations are removed from the Central Business Districts (CBD) of both cities, Alternatives 3A and 3B would not provide efficient travel service for a large and important portion of those who wish to cross the river in this area. Primarily because of this failing, this location was determined to be an unsuitable replacement for the existing bridge. Alternatives 3A and 3B were both eliminated from further study.

3.04 Location 2 (Range-Warren) - Two alternatives were also considered that would connect Range Street in North Mankato with Warren and Cherry Streets in Mankato (2 and 2A). Alternative 2 would pass over Front Street, Pike Street, and the Milwaukee branchline tracks in addition to the CNW tracks. This design would provide poor connections to Pike Street, would be costly, and would have serious negative impacts along Cherry and Warren Streets. With the decline of rail service and customers beyond Cherry Street on the Milwaukee branchline, it would be feasible to have the bridge approach meet grade at the intersection of Pike and Warren Streets. This modification overcame the major disadvantages of Alternative 2 in Mankato. Because the revised plan, Alternative 2A, was judged to be far more desirable than Alternative 2, Alternative 2 was dropped from further consideration.

3.05 Location 1 (Belgrade-Mulberry) - Alternatives at the Belgrade Avenue-Mulberry Street location consisted of two basic alignments (1A and 1C), with design variations in both North Mankato and Mankato (1AA, 1AC, 1CC and 1CA). Since all combinations of the variations were possible and would provide similar traffic circulation, it was appropriate to select one best combination on the basis of the relative social impacts and quality of traffic service.

3.06 One alignment, 1A, would pass under TH 169 in North Mankato, would touch down in Mankato on the southern side of Mulberry Street, and would not require acquisition of the Burton Hotel but would have negative visual and access impacts on the hotel. On the North Mankato side of the river, two design variations were analyzed. One would avoid displacement of the isolated River Drive neighborhood; the other would displace it. The variation requiring the acquisition of the River Drive neighborhood was judged the more desirable because of the desirability of eliminating the developed use of this isolated parcel, plus the anticipation of no significant relocation difficulties, a net saving in construction and right-of-way costs, and an improvement in the traffic operational features of the interchange.

3.07 The second alignment, 1C, would pass over TH 169 and touch down along the center of Mulberry Street. This alignment would be superior to 1A in terms of traffic operations and long-term land-use relationships but would require acquisition of the Burton Hotel.

3.08 Because alignments 1A and 1C would occupy the same basic location, the design of the ends can be interchanged. These combinations form four distinct alternatives:

<u>Alternative</u>	<u>No. Mankato Approach</u>	<u>Mankato Approach</u>
1AA	Under TH 169	South edge of Mulberry Street
1AC	Under TH 169	Center of Mulberry Street
1CC	Over TH 169	Center of Mulberry Street
1CA	Over TH 169	South edge of Mulberry Street

3.09 The assessment of these alternatives revealed that Alternatives 1CC and 1CA were superior to Alternatives 1AA and 1AC in North Mankato because both 1C alignments would have fewer displacements, flatter grades, better ramp characteristics, reduced noise impacts, and a preferable construction bypass road alignment. In Mankato, the choice focused primarily on the disposition of the Burton Hotel, which has significance as a residence for senior citizens, students, and others with low incomes. Since sufficient replacement housing was apparently not available, Alternative 1AA or 1CA originally seemed to be the best alternatives for Mankato. Because the most popular alternative at that time in both cities was Alternative 1CA, it was selected as the most desirable and viable design alternative for the Belgrade-Mulberry location, thus eliminating Alternatives 1AA, 1AC, and 1CC. Additional information gathered after the public hearing (see p. 49) required a reconsideration of 1CC, which showed it to be preferable to 1CA for most of the affected parties. Therefore, 1CC is now considered the most favorable Location 1 alignment.

3.10 A fifth design alternative at the Belgrade-Mulberry location was also investigated to determine the feasibility of reducing construction costs by altering the design to avoid replacement of the existing TH 169 bridge over Belgrade Avenue. This alternative was designated Alternative 1DA, since it primarily affected the design on the North Mankato end of the crossing. The Minnesota Department of Transportation (MNDOT), with Federal Highway Administration (FHWA) concurrence, found Alternative 1DA to be "unacceptable" because of its "excessive" grades for the prevailing traffic conditions through ramp inter-sections and its substandard level of traffic service during projected traffic demands. (See Appendix D for details.) Alternative 1DA was thus eliminated from further consideration.

Without Conditions (No Action)

3.11 If the Main Street bridge is not modified, the flood control project, now largely completed, would not protect against the standard project flood (SPF). The SPF water surface elevation at the Main Street crossing for the overall flood control project depends on raising the bridges. If the bridges are not raised, they would act as dams, raising the water surface above the presently-constructed upstream barriers. This situation would seriously disrupt the communities and would be contrary to the legislation authorizing SPF protection.

3.12 To achieve SPF protection, either the existing flood barriers and levees or the bridges must be raised. Increasing the height of the flood barriers would require extensive reconstruction, increased base widths, and extremely greater costs. This action also would involve additional acquisition and other related problems, and the collection of ice and debris would still remain a material hazard due to the present low and restrictive profiles of the bridges. Thus, raising the bridges to complete the project is considered essential.

Plans Considered in Detail

3.13 Alternative 1CC (Belgrade-Mulberry) - Alternative 1CC would connect Belgrade Avenue in North Mankato to Mulberry Street in Mankato. The new bridge would accommodate three travel lanes, a shoulder, and a sidewalk in each direction. The existing interchange with TH 169 on the North Mankato side would be reconstructed, with TH 169 realigned toward the river and lowered to pass under the new Belgrade Avenue approach to the bridge. New, improved ramps to TH 169 and ramp intersections with traffic signals at Belgrade Avenue would be constructed. River Drive north of Belgrade Avenue and the portion of Cedar Street between Wheeler and Belgrade Avenues would be closed.

3.14 On the Mankato side, the new crossing would pass over Pike-North Front Street connecting to the existing Mulberry Street between Second and Broad Streets. Access ramps would be provided to and from Second Street, although Second Street would be closed to through traffic. Mulberry Street would be widened from Second to Fourth Streets to accommodate four travel lanes. New traffic signals and intersection improvements would be required at the intersections of Mulberry with Broad and Fourth Streets. Roadway and intersection improvements on Main and Plum Streets between Pike-North Front and Second Streets would be required to facilitate traffic circulation, particularly truck movements, to and from Pike-North Front Street. On Madison Avenue, signal and intersection modifications at Fourth Street and bridge route signing would be installed to facilitate traffic flow between the bridge and the Mankato "Hilltop" area. Parking restrictions would be required on Mulberry Street and in the immediate vicinity of each of the above intersection modifications.

3.15 The proposed plan for Alternative 1CC is shown in Appendix A, Plate A-8 .

3.16 Alternative 2A (Range-Warren) - Alternative 2A would connect Range Street in North Mankato to Warren Street in Mankato. As with Alternative 1CC, the new bridge would accommodate three travel lanes, a shoulder and a sidewalk in each direction. The interchange with TH 169 in North Mankato would be relocated from Belgrade Avenue to Range Street, although the existing Belgrade underpass of TH 169 would be retained to provide access to the businesses and River Drive neighborhood located between TH 169 and the river. The new interchange ramps on the south would provide access to and from Lookout Drive , but not TH 169, due to the close proximity to the adjoining interchange. The ramps on the north would retain access to and from TH 169. TH 169 would require reconstruction (realignment and profile changes) from north of Belgrade Avenue to the vicinity of the North Star Bridge. Portions of Lookout Drive and the TH 169-Center Street connection would also require reconstruction.

3.17 Range Street in North Mankato would be widened to accommodate four travel lanes from TH 169 north to Wheeler Avenue. Belgrade Avenue would be widened from Range Street west to Cross Street, with signals and right-turn channels added at the Belgrade-Range intersection. Nicollet Avenue would dead-end in cul-de-sacs on each side of Range Street.

3.18 In Mankato, Warren Street would be reconstructed to accommodate two-directional traffic with a median separation from Pike to Second Streets. (Warren Street is currently one-way eastbound.) Pike Street would be reconstructed south of Cherry Street. The City of Mankato plans to extend Pike Street southeast from Warren Street to provide a direct connection into South Front Street. While the alignment of this connection has not been determined to date, the Pike-Warren intersection layout was developed to accommodate the southeast extension of Pike Street. This intersection would be raised approximately 5 feet, and traffic signals and turn lanes would be installed. Dual left-turn lanes would be required on the eastbound Warren Street and southbound Pike Street approaches. Site constraints dictate that an undesirable steep grade (4.8 percent) and roadway curvature (12°, 30 feet) be used on the Warren Street bridge approach in order to accommodate an intersection at Pike Street.

3.19 The plan for Alternative 2A is shown in Appendix A, Plates A-16 and A-17.

3.20 Implementation Responsibilities - The project authorization was modified by Section 104 of the 1976 Water Resources Development Act, P.L. 94-587, approved 22 October 1976, to require the Main Street bridge replacement to be constructed entirely at Federal expense.

3.21 The Corps of Engineers has responsibility for financing and constructing the bridge replacement. Roadway and bridge design criteria are the responsibility of the Minnesota Department of Transportation. The bridge, when complete, will become the property of the State (Alternative 1CC) or local governments (Alternative 2A) for future operation and maintenance. Implementation of the recommended prohibition of trucks on Broad and Fourth Streets would be a responsibility of the City of Mankato.

3.22 Mitigation Requirements - Some of the negative impacts of both alternatives can be mitigated by the application of appropriate procedures. Public Law 91-646, "The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970," provides procedures and funds for the relief of persons displaced by construction of a Federal project. Special relocation assistance needs of those households and businesses with potential relocation problems (See Table D) will be investigated in detail for the selected alternative in a Relocation Study Design Memorandum, which will be completed before initiation of right-of-way acquisition.

3.23 To minimize disruptions during construction, the contract specifications would include specific requirements for maintenance of traffic and performance of work directly affecting the public. Prerequisites for payment would be included in the construction contract where necessary to insure that these requirements are fulfilled. The impact of construction noise under either alternative can be minimized by restricting the hours of construction activity, using the quietest equipment available, using temporary noise barriers, and carefully muffling all equipment. Minnesota Standard Specifications for Highway Construction, Section 7, Subsection 17.C2, states that the contractor must comply with all applicable laws, ordinances, regulations, orders, and decrees in the performance of construction.

3.24 Potential water quality and aquatic life disturbances would be minimized by careful control of construction operations in the river and disposal of excavated sediments at approved disposal sites. Special precautions would be required under Alternative 1CC for construction activities near the Mankato storm sewer outfall where sediment samples have shown a high lead content. See the Section 404(b)(1) Evaluation on pages 53 to 62. Provisions for storm-water drainage from the bridge to permit containment of toxic or hazardous material spills would be developed during the detailed design stage. Such plans would be developed in cooperation with the Minnesota Pollution Control Agency to meet requirements for bridge replacement certification under Section 401 of the Clean Water Act of 1977.

3.25 For Alternative 1CC, a through truck prohibition must be established on Fourth and Broad Streets north of Mulberry Street to mitigate the potential noise impacts of increased traffic in the Mankato Washington Park neighborhood. Trucks would be routed between the bridge and Pike-North Front Street (the current primary truck route) through the new Second Street ramps and the improved Main and Plum Street sections. With the prohibition, projected design year noise levels on Broad and Fourth Streets would remain at or near current levels. The removal of through trucks from this traffic flow would also improve the safety and appearance of these streets. A similar prohibition would be desirable under Alternative 2A.

3.26 Mitigation of adverse visual impact in the Mulberry Street area under Alternative 1CC would be accomplished to the extent possible by appropriate attention to the design of the structure and landscaping. To minimize the inconvenience to pedestrians and to replace lost parking, the space under the bridge approach could be developed to provide a pedestrian tie between Main Street and Old Town and also to provide replacement parking, primarily for use by the Mankato Regional Library and the Embers Restaurant.

3.27 Anticipated noise impacts on the Nicollet neighborhood under Alternative 2A can be partially mitigated by noise walls constructed along the TH 169 ramp bordering the neighborhood.

3.28 National Economic Development and Environmental Quality Aspects - Alternative 1CC contributes more than Alternative 2A to National Economic Development (NED), because of its significantly lower capital cost and superior traffic service. Neither plan is superior in terms of other economic impacts. Both alternatives satisfy the primary NED objective of providing the authorized flood protection for the Mankato area. Both alternatives would produce savings for the CNW and to motorists because of the elimination of the present at-grade rail crossing.

3.29 Alternatives 1CC and 2A are essentially equal in terms of impacts on the natural and cultural environment. While neither would have significant adverse environmental effects, they would not have a net positive contribution to the Environmental Quality (EQ) objective. Therefore, either alternative can be considered the environmentally least damaging plan but not the EQ plan.

3.30 Tentatively Selected Plan - Careful consideration of the features and impacts of the two plans, plus the application of a comparative "value methodology" procedure clearly demonstrated the superiority of Alternative 1CC over Alternative 2A. Alternative 1CC is preferred as the selected plan for the following reasons:

- Alternative 1CC has a significantly lower total cost.
- Alternative 1CC has superior design and location characteristics for traffic service and safety, including retention of State trunk highway route designation.
- Both alternatives would create adverse social impacts from resident displacement and from neighborhood disruption due to traffic changes, although such effects would occur at different locations. Because of the net overall effects and the good potential for mitigating relocation difficulties and potential adverse noise impacts on the neighborhoods, neither alternative should be dismissed or significantly favored from a social impact basis.
- Neither alternative would have significant adverse natural environmental impacts.
- Workshop ratings of comparative impacts (excluding cost) by local, State and Corps officials and staff revealed a higher overall rating of the Location 1 alignment.

3.31 Comparative Impacts of Alternatives - The impacts of Alternatives 1CC and 2A center on specific public issues and concerns: project costs, displacements, traffic service and safety, and impacts on neighborhoods, on redevelopment areas, and on existing business districts. Related environmental concerns include water resources, noise, air quality, parks, and historic sites. Comparative evaluation of these issues and concerns was conducted not only by the project staff but also by members of the staffs and City Councils of Mankato and North Mankato in special workshops. Table B summarizes comparative costs and impacts. (The following sections provide additional details on the impacts of the proposed action.)

Table B — Comparative Impact of Alternatives

<u>IMPACT CATEGORY</u>	<u>ALTERNATIVE 10C</u> <u>BELGRADE-MULBERK</u>	<u>ALTERNATIVE 2A</u> <u>RANGE-WARREN</u>
<u>ESTIMATED COSTS</u> ⁽¹⁾		
Capital (Federal)	\$ 19.6 million	\$ 24.9 million
Annual Maintenance and Operation	\$ 41,000 (State)	\$ 44,000 (Local)
<u>DISPLACEMENTS</u>		
Households	58 ⁽²⁾	40
Businesses	13 ⁽³⁾	10
<u>TRAFFIC SERVICE & SAFETY</u>		
Convenience and Access	Good overall; maintains traditional service.	Adequate, but alters traditional service with increased overall travel.
Design Elements	Meets desirable safety and capacity criteria.	Undesirable safety and capacity characteristics.
Maintenance of Traffic During Construction	Bypass road and at-grade intersection on TH 169.	Bypass road on TH 169. Pike and Warren Streets detours.
<u>NEIGHBORHOOD AND NOISE IMPACTS</u>		
Washington Park	Increased traffic; accelerated land use conversions adverse to neighborhood cohesion; reduced value for single-family residence, increased value for higher density residential and office use permitted by zoning; potential significant noise increase requires truck prohibition to mitigate.	Less traffic growth; slower land use conversion; truck prohibition desirable to mitigate noise.
Second Street	Reduced traffic; slower conversion to business use; potential long term positive effect on residential stability, community cohesion and property values; slight decrease in noise levels.	Continues present trend of traffic growth and business conversion; minimal noise level changes.
Lincoln Park	No impact.	Potential for increased traffic.
Nicollet	No significant impact.	Loss of residences adverse to neighborhood cohesion; adverse visual and noise impacts (noise walls likely needed).
River Drive	Eliminated, consistent with City plans.	Remains isolated from remainder of City.

(1) Based on 1980 price levels.

(2) Includes 18 apartments and 21 rooms in the Burton Hotel.

(3) Includes the Burton Hotel and four separately leased businesses within the hotel.

Table B -- Comparative Impact of Alternatives (Cont.)

<u>IMPACT CATEGORY</u>	<u>ALTERNATIVE 1CC BELGRADE-MULBERRY</u>	<u>ALTERNATIVE 2A RANGE-WARREN</u>
<u>REDEVELOPMENT AREAS</u>		
Mulberry	Displaces 13 businesses; limits redevelopment use (estimated potential \$3.0 million); visual impacts require special design measures. Redevelopment potential of Burton site is very good.	Estimated development potential \$4.9 million.
Pike-Poplar	No immediate stimulus, but retains entire area for development.	Immediate development stimulus, but three businesses and 1½ acres of redevelopment land lost.
<u>BUSINESS DISTRICTS</u>		
Mankato CBD	Overall positive impact.	Overall positive impact.
Old Town	Special design features needed to mitigate potential adverse visual impacts and maintain pedestrian ties to CBD.	No significant impact.
North Mankato CBD	No significant impact.	Creates uncertainty for CBD viability and land use.
<u>WATER RESOURCES</u>		
	No significant impact. Special sediment disposal precaution required.	No significant impact.
<u>AIR QUALITY</u>		
	No significant impact.	No significant impact.
<u>PARKS</u>		
	1 access alteration and potential enlargement, 1 indirect impact (traffic).	1 minor acquisition. 2 indirect (traffic).
<u>HISTORIC SITES</u>		
National Register Properties	No impact.	No impact.
Potentially Eligible Properties	No impact.	No impact.

4.00 AFFECTED ENVIRONMENT

Environmental Conditions

4.01 Mankato and North Mankato economically dominate a fairly prosperous, agriculture-oriented area. Together with the small unincorporated community of Le Hillier, the cities employ and house a population of about 44,000. Manufacture of agricultural products, small industries, sales and service organizations, construction, and related businesses and professions form the economic activities of the metropolitan region.

4.02 The bridge relocation area is highly developed. Land use patterns are generally consistent with existing zoning. In both cities, the various alternatives terminate at or near the Central Business Districts (CBD), where land uses consist of commercial developments, small manufacturing plants, and sales and service outlets. Immediately contiguous to the CBD's are residential and office-residential areas with single- and multiple-family dwellings and apartments, schools, churches, parks, and small offices.

4.03 The lower portions of both Mankato and North Mankato, including the existing and alternative Main Street Bridge locations, lie in the broad Minnesota River Valley. Valley floor elevations in the Main Street bridge vicinity are approximately 770 to 780 feet above sea level. The elevation of the relatively flat plain that surrounds the Mankato area atop the valley bluffs varies from approximately 1000 to 1100 feet above sea level.

4.04 The Minnesota River has high total hardness and turbidity levels and is subject to periods of high siltation. Benthos, clam, and fish studies indicate that the established aquatic communities tolerate the high turbidity and siltation. Nutrient levels are quite high, attributable to runoff from fertilized fields and waste water discharge. Water quality compliance with trace metal standards indicates a low level of industrial development. Analysis of polychlorinated biphenyl (PCB) and other chlorinated hydrocarbon levels from recent sediment cores taken by the U.S. Geological Survey in the project area indicate no presence of PCB "hot spots" (locations where the concentration is far above ambient levels). The only potential "hot spot" for heavy metals was found in the backwater area downstream from the existing Main Street Bridge. Two sediment cores taken at this location contained above normal lead levels, probably due to the Mankato storm sewer effluent pipe which enters the Minnesota River at that point.

4.05 Vegetation and wildlife are typical of disturbed, urban habitats in southern Minnesota. No federally-listed threatened or endangered flora or fauna are known to exist in the area. No major river pools or wetland areas occur in the potential impact area.

4.06 There are 23 properties listed on the National Register of Historic Places within the bridge relocation study area for the Main Street bridge replacement. Eight of these properties are individual listings. The remaining 15 properties make up the North Front Street Commercial District. An additional 36 properties considered "potentially eligible" for listing on the Register were also identified in the bridge relocation study area. No archaeological sites exist in the study area.

Significant Concerns

4.07 Five impact categories were specifically identified by public interests as significant concerns: displacements, neighborhoods, redevelopment areas, existing business districts, and traffic service and safety. Other concerns significant in terms of applicable laws, standards, and technical criteria include water resources, noise, air quality, parks, and historic sites. These concerns and their significance are summarized below.

4.08 Displacements - Physical displacement of households and businesses is a concern not only because of direct relocation costs but also because of potential social, psychological, and financial hardships on those displaced and because of the tax loss to the affected municipalities. The severity of the impact depends on the characteristics and relocation potential of those affected.

4.09 Neighborhoods - Together with traffic changes, physical displacements can also directly or indirectly affect the character and cohesive nature of residential neighborhoods by altering traditional neighborhood ties and land use, and by affecting traffic and pedestrian safety, noise levels, aesthetics, and property values. Within the eight neighborhoods of Mankato and North Mankato potentially affected by the Main Street bridge alterations, five residential or mixed office-residential "sub-neighborhood" locations were identified as those most subject to impact from Alternatives 1CC and 2A. These locations are the Washington Park, Second Street, and Lincoln Park areas of Mankato and the Nicollet and River Drive areas of North Mankato. Brief descriptions can be found on pages 12 and 26 of Design Memorandum No. 8, Part 1 and in Technical Report No. 4, "Social and Economic Resources."

- Washington Park - This area, which extends along Broad and Fourth Streets between Main and Madison Streets, embraces a mixture of single- and multi-family residences and office uses. Slightly over half of the housing units on each street are renter-occupied. Both the percentage of owner-occupied houses and number of non-residential structures have remained relatively constant during the 1970's. High turnover rates on Broad Street indicate a relatively non-cohesive neighborhood. Turnover on Fourth Street is slightly lower, particularly among renters, indicating a somewhat more stable neighborhood environment.
- Lincoln Park - This area is an essentially residential neighborhood, adjoining the CBD on the south, that would be subject to potential traffic impacts from the project. The area is a fully developed and mature area, with a mixture of single-family and multi-family units, slightly over half renter-occupied.
- Nicollet - This area, extending generally along the eastern portion of Nicollet Avenue near the Main Street bridge, is a stable and highly cohesive single-family residential neighborhood. Approximately two-thirds of the units are owner-occupied. The area has a high proportion of elderly residents.
- River Drive - This area, immediately downstream (north) of the existing Main Street bridge in North Mankato, contains ten single-family residences and one small manufacturer. The area is isolated from the remainder of North Mankato, and the City finds providing the area with municipal services difficult and costly.

4.10 Redevelopment Areas - Portions of the Key City Urban Renewal Area and Minnesota-Poplar Street Redevelopment Area directly adjoin the Mankato end of the two detailed study bridge relocation alternatives. Mankato has expressed concern that the bridge relocations would significantly affect the redevelopment potential and resulting property tax value of these areas. Under either alternative, portions of currently vacant redevelopment parcels would be precluded from development, and previously developed parcels would be displaced by bridge ramps and approaches. Redevelopment potential of the remaining adjoining parcels would also be subject to change.

4.11 The portion of the Key City Urban Renewal Area adjoining the Mankato end of Alternative 1CC has been designated the "Mulberry" redevelopment area for this study. Lying in the northern portion of the Mankato CBD, this area extends roughly from Front to Broad Streets along Mulberry Street and embraces, west of Second Street, the Burton Hotel, the Minnesota Valley Regional Library, and the new Holiday Inn. Part of the area has been acquired and held vacant by the City of Mankato for bridge access ramps (2.79 acres).

4.12 The Minnesota-Poplar Street Redevelopment Project has cleared and prepared land for light industrial and commercial use in the southwestern portion of the CBD adjacent to the Mankato end of Alternative 2A. Several new businesses have already located in the area, including Pfeiffers Plumbing and Heating and the Plumbury Home Center. Considerably more redevelopment is anticipated. This area, plus an adjoining triangular tract to the northeast between Pike Street and the CNW railroad tracks in the Key City Renewal Area, has been designated as the "Pike-Poplar" redevelopment area for this study. A city parking lot and a railroad depot currently occupy the triangular tract. Plans for commercial development of the site (as an extension of the Madison Mall opposite Pike Street to the east) are in negotiation between the City of Mankato and a private developer. As part of the project, the City is acquiring the Milwaukee rail branchline property adjoining Pike Street. Rail service on this branchline has been discontinued.

4.13 Business Districts - Concern over accessibility and related economic and land use impacts extend beyond the immediate redevelopment tracts to the adjacent business districts of Mankato and North Mankato: the "downtowns" or Central Business Districts (CBD's) of each city and the "Old Town" shopping area of Mankato.

- Mankato CBD - Existing land use in the Mankato CBD comprises retail, service, and office facilities. The downtown area is generally regarded as being encompassed by Pike, Second, Main, and Warren Streets. The enclosed Mankato Mall shopping complex contains approximately 76 businesses, including Brett's Department Store, J.C. Penney Co., and assorted clothes stores, drug stores, restaurants and specialty shops. The success of the Mankato Mall has spurred adjacent redevelopment, such as a one-block pedestrian mall just south of the enclosed mall, three large parking ramps, and a major hotel complex (Holiday Inn) at the intersection of Main and Pike Streets, adjoining the Main Street bridge. Many new and/or expanded businesses demonstrate the continuing effort to re-establish the area as the principal local commercial center.

- Old Town - The "Old Town" shopping area is generally considered to be the area adjacent to Front Street bounded by Plum Street, Second Street, and Madison Avenue. The Old Town area is bisected by a major traffic artery (North Front Street) connecting Madison Avenue and the Germania and Tourtelotte Park neighborhoods of Mankato with the present Main Street bridge and the downtown shopping district. The Old Town shopping area is distinctly different in function from the downtown shopping area, comprising mostly specialty shops. Old Town Neighborhood, Inc., a neighborhood association of merchants and residents, has developed a "Concept Plan" for improvement of the area. The primary element of this plan is renewal of the North Front Street Commercial Core through concentrated improvements to the streets and other public areas and through preservation and enhancement of historic structures within the North Front Street Commercial District, which is listed on the National Register of Historic Places. Although the Concept Plan has not been formally adopted by the Mankato City Council, it serves as the basis for the City of Mankato's multi-year (1979-1981) community development block grant program in the Old Town neighborhood. However, the City of Mankato is not implementing all of the Concept Plan proposals or recommended changes. In particular, the City does not plan to reduce Front Street to two lanes on the western half of the current street width, with a landscaped median separating the traffic from diagonal parking. However, to reduce traffic congestion, Mankato does foresee the eventual elimination of parking along both sides of Front Street between Plum and Rock as well as the development of off-street parking areas to serve the Front Street businesses.

- North Mankato CBD - North Mankato's commercial area is concentrated within about 1½ blocks of the Main Street bridge, mainly along Belgrade Avenue. It is composed of neighborhood businesses such as a hardware store, laundromat, taverns, cafe, and bank. The Century Club Restaurant immediately adjacent to the Minnesota River is a prominent commercial feature in this area; it serves a clientele from a large regional trade area. The portion of the area zoned for CBD uses along Nicollet Avenue east of Range Street and adjoining the touchdown location for Alternative 2A remains occupied by single-family housing.

4.14 Traffic Service and Safety - While the primary objective of the bridge relocation project is to complete the authorized flood protection project, the major secondary objective is to provide safe and efficient vehicular and pedestrian traffic service to and between the adjoining communities. All alternatives have been developed to comply with minimum design standards. However, the characteristics and constraints of each location result in significant differences in the travel convenience and access, safety and capacity characteristics, roadway system continuity, and maintenance of traffic during construction afforded under the study alternatives. These differences form a major concern affecting the selection of a preferred alternative.

4.15 Water Resources - The Minnesota River is the predominant natural resource of the study area. All relocation alternatives require construction activity in the river for new bridge piers. Regardless of the alternative selected, the primary concerns are provision of adequate construction procedures to minimize disturbance to the river as well as to avoid significant pollution from construction activities and provision of storm-water runoff controls in the bridge design to permit containment of toxic or hazardous material spills. Federal and State regulations require coordination with the agencies responsible for water resource management and pollution control.

4.16 The Minnesota River is quite turbid and has high concentrations of calcium, magnesium, and nutrients. Sediment samples taken near the Main Street bridge indicated a high lead content near the Mankato storm sewer outlet. No major river pools or wetland areas occur in the potential impact area. Groundwater in the project area has been developed for domestic, industrial, and municipal use. Municipal and industrial sources are primarily deep bedrock wells, with some supplemental municipal and private domestic shallow wells in the valley alluvium.

4.17 Noise - Present noise levels in the area are generally within Federal Highway Administration (FHWA) design noise level standards, but State daytime and nighttime noise standards are exceeded (violated) throughout much of the area, as Table C indicates. Therefore, any substantial increases that cannot be mitigated would not be acceptable. While noise impacts are neighborhood concerns, they have been considered separately (in addition to other neighborhood impacts) because of the existing standards.

4.18 Air Quality - Transportation-related air pollutants are not considered a problem in the Mankato area. However, Federal and State guidelines require a screening technique evaluation of potential "worst case" concentrations to insure that ambient air quality standards are not violated.

4.19 Parks - Five Mankato parks and three North Mankato parks lie within the potential bridge impact area. These include Washington (3.5 acres), Hubbard (0.3 acres), Palmer Centennial (0.3 acres), Plaza (0.2 acres), and an unnamed park (0.2 acres) in Mankato, and Wheeler (12.5 acres), Wallyn (2.3 acres), and Riverview (1.8 acres) in North Mankato. (Street locations and facilities for each park are listed in Table 3 of the Location Study.) Recognizing the significance of parks to the human environment, Federal transportation policy prohibits the use of parkland as project land unless there is no feasible and prudent alternative. Potential traffic-related impacts were also identified as a public concern.

4.20 Cultural Resources - Twenty potentially eligible historic standing structures, two structures listed on the National Register of Historic Places, and one National Register District are within the potential impact area of Alternative 1CC. No archaeological sites exist in the study area.

Table C -- Existing Ambient Noise Levels and Noise Standards (dBA)

Location	Zoning	DAYTIME (7 AM to 10 PM)		NIGHTTIME (10 PM to 7 AM)	
		L ₁₀	L ₅₀	L ₁₀	L ₅₀
Mankato					
N. Front Street	Business	73-76	67-69	70-72	63-65
N. Second Street	Business, Office-Residential	64-66	56-58	57-59	46-48
N. Broad Street	Office-Residential	66-68	59-61	60-62	48-50
N. Fourth Street	Office-Residential	64-67	57-61	58-61	47-49
Main Street	Business, Office-Residential	68-71	61-63	64-67	55-57
Mulberry Street	Business, Office-Residential	57-60	52-55	50-53	48-50
Warren Street	Business, Office-Residential	69-72	60-64	63-66	55-57
North Mankato					
TH 169	Business, Industrial	63-67	55-60	57-62	50-54
Belgrade Avenue Nicollet & Range	Residential				
	Business	66-70	60-64	60-65	53-58
	Residential, Business	55-59	51-55	44-48	39-42
Standards					
Use					
FHWA	Residential	70*	-	-	-
	Commercial	75*	-	-	-
State	Residential (NAC-1)	65	60	55	50
	Commercial (NAC-2)	70	65	70	65

*Upper limit during design hour (P.M. Peak) traffic conditions.

4.21 Twelve potentially eligible historic standing structures and two structures listed on the National Register of Historic Places are within the potential impact area of Alternative 2A. No archaeological sites exist in the study area.

5.00 ENVIRONMENTAL EFFECTS

Displacements

5.01 Fifty-eight households and thirteen businesses would be displaced by Alternative 1CC. Forty households and ten businesses would be displaced by Alternative 2A. Characteristics and relocation potential of the displaced households and businesses are shown in Table D. This assessment is based on data collected in interviews with potentially affected owners and residents during 1978 and early 1979, and updated in 1981 for the Burton Hotel property.

5.02 Alternative 2A would displace 40 households, 39 in North Mankato, including 33 households in the Nicollet Avenue neighborhood--predominantly owner-occupied, single-family residences. Residential surveys indicated that over two-thirds of the owner occupants have lived in the same house for over 10 years and have strong personal and social neighborhood ties. An evaluation of age and income characteristics, present equity, estimated market values, and expressed relocation preferences in relation to housing and rental market conditions showed that three of the households would experience definite relocation problems. An additional 11 households have potential relocation problems, as Table D indicates. Under Alternative 1CC, 18 of the 58 household displacements would be in North Mankato, including 10 from the River Drive neighborhood. Eighteen of these households may be subject to potential relocation problems, as Table D indicates. Public Law 91-646, "The Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970," provides procedures and funds for the relief of persons displaced by construction of a Federal project. Special relocation assistance needs of the above households will be investigated in detail in the Relocation Study Design Memorandum for the alternative ultimately selected.

5.03 Alternative 2A would displace two less businesses than would Alternative 1CC, and it would be the least disruptive overall in terms of potential loss in gross sales, total employees affected, and potential loss in annual payroll.

5.04 Direct annual property tax losses for both Mankato and North Mankato because of property acquisition would be similar with either alternative. The potential loss represents approximately one-third of one percent of the taxes collected by the two communities.

Table D -- Displacement Impacts

<u>AREA/CATEGORY</u>	<u>ALTERNATIVE 1CC BELGRADE-MULBERRY</u>	<u>ALTERNATIVE 2A RANGE-WARREN</u>
<u>Residential</u>		
Structures Displaced	16	30
Single-Family	14	23
Two-Family	0	5
Multi-Family	2	2
Housing Units Displaced	58 ⁽¹⁾	43 (3 unoccupied)
Partial Taking Only	1	0
Households Displaced	58	40
Renter	46	16
Owner Occupied	12	24
Low Income	42	23
Individuals Displaced	90	71
Elderly	20	23
Minority	0	1
Youth	16	10
Average Value of Owner- Occupied Residence	\$31,500	\$40,000
Average Monthly Rent for Renters	\$ 189	\$ 160
Household Relocation Potential*:	<u>Owner</u> <u>Occupied</u> <u>Renters</u>	<u>Owner</u> <u>Occupied</u> <u>Renters</u>
No Major Problem Anticipated	7 7	13 11
Potential Relocation Problem	4 14	8 3
Definite Relocation Problem	- -	3 -
No Determination Possible	- -	- 2

*Household relocation potential is based on an evaluation of resident age and income characteristics, present equity, estimated market values, and expressed relocation preferences in relation to present and projected housing and rental market conditions and public housing program characteristics.

(1) Includes numbers for the non-apartment portion of the Burton Hotel, although some units are transient.

See Technical Report No. 4, "Social and Economic Resources" for additional details.

Table D -- Displacement Impacts (Cont.)

<u>AREA/CATEGORY</u>	<u>ALTERNATIVE 1CC BELGRADE-MULBERRY</u>			<u>ALTERNATIVE 2A RANGE-WARREN</u>		
<u>Business</u>						
Structures Displaced	8			8		
Businesses Displaced	13			10		
Characteristics of Affected Businesses:	<u>Relocation Potential*</u>			<u>Relocation Potential*</u>		
	<u>Good</u>	<u>?</u>	<u>Total</u>	<u>Good</u>	<u>?</u>	<u>Total</u>
Number	7	5	12	3	7	10
Gross Annual Sales (\$ Million)	8.5**	2.7	11.2**	0.8	1.5	2.3
% Total Mankato Area Sales	1.6**	0.5	2.1**	0.1	0.3	0.4
Employees:						
Full Time	90	78	168	31	24	55
Part Time	<u>38</u>	<u>49</u>	<u>87</u>	<u>1</u>	<u>42</u>	<u>43</u>
TOTAL	128	127	255	32	66	98
Annual Employee Payroll (\$ Million)	1.1	0.7	1.8	0.3	0.3	0.6
% Total Mankato Area Payroll	2.0	1.3	3.3	0.6	0.6	1.2
<u>Direct Annual Property Tax Loss***</u>	<u>Loss</u>		<u>% Total Taxes</u>	<u>Loss</u>		<u>% Total Taxes</u>
Mankato	\$28,100		0.28	\$21,200		0.21
No. Mankato	<u>11,700</u>		<u>0.54</u>	<u>12,800</u>		<u>0.58</u>
TOTAL	\$39,800		0.39	\$34,000		0.28

*Relocation potential is based on interviews with affected merchants and local officials and on nature of business involved. "?" indicates questionable status.

**Includes firm sales at non-displaced location that could not be separated from total.

***Direct annual tax lost due to property acquisition only. Indirect tax loss due to property value changes or potential tax gains due to increased development are discussed in following sections for each affected area.

See Technical Report No. 4, "Social and Economic Resources" for additional details.

Neighborhoods

5.05 Washington Park - Alternative 1CA would adversely affect the Washington Park neighborhood due to the increased traffic on Broad and Fourth Streets. Closing Second Street at Mulberry and the eastward relocation of the bridge touchdown are expected to initially increase volumes by approximately 50 percent from current levels (5,000 to 5,500 vehicles per day), with an increase by the year 2000 of approximately 150 percent. These one-way, 44-foot wide streets are constructed to accommodate the anticipated increases. Parking can be retained on both sides of these streets except in the vicinity of their intersections with Madison Avenue and Mulberry Street. If the recommended truck prohibition is enacted, neighborhood noise levels should remain at or near current levels. Because of separate noise standards, noise impacts are treated separately (i.e., in addition to related neighborhood character and property value effects) in a later section.

5.06 The traffic increases are compatible with existing multiple-residence and office zoning and with the present minor arterial street designation of Broad and Fourth Streets. However, increased traffic would be incompatible with existing single-family residential uses, since it would likely accelerate conversions to higher density residential and office use and would further tend to increase the rental character of the neighborhood. Existing neighborhood cohesiveness would be adversely affected, with an immediate loss, or deceleration in rate of increase, of single-family residence property values. These traffic increases also would tend to increase economic value for office use and higher-density residential use, with a possible long-term gain in property tax yield.

5.07 Child and pedestrian safety near Washington Park are a prime concern of area residents. Traffic increases under Alternative 1CC would increase the potential safety problem. Pedestrian approaches and location of facilities within the park must be carefully considered so that hazards to pedestrians can be significantly reduced. Adoption of the recommended truck prohibition on Fourth Street by the City would significantly reduce the potential safety hazard.

5.08 Alternative 2A would cause no significant change because of the bridge; however, traffic is expected to increase approximately 60 percent by the year 2000 from general growth. Alternative 2A would be generally compatible with existing zoning, land use, and minor arterial street designation of Fourth and Broad Streets. Conversion to higher density residential and office use would likely continue, but at a slower rate than with Alternative 1CC. Truck traffic prohibitions on Broad and Fourth Street and pedestrian safety measures should also be considered for Alternative 2A.

5.09 Second Street - With Alternative 1CC, closing Second Street at Mulberry to through traffic would eliminate Second Street as an access route to the CBD, reducing traffic by over 50 percent. Lower traffic volumes may harm some Second Street businesses (many of them located in converted residences) that benefit from being visible to passing customers. Generally, lower traffic

volumes would encourage the retention of residential land uses, but a slow transition to higher densities is expected to occur over the long run. Many single-family residences have already been subdivided into apartments. Such conversions are likely to continue even with the reduction in traffic. As neighborhood amenities and land values increase, Second Street would become potentially more attractive for high quality new apartment development. Removal of the Burton Hotel is also expected to stimulate redevelopment in the Second Street area.

5.10 Although the loss of traffic on Second Street would not be likely to change significantly the percentage of owner-occupied units (i.e., no reversal back to single-family owner-occupied residences is expected), the improvement in neighborhood amenities would likely increase residential stability and community cohesion over the long term. During the transition to higher densities, existing absentee-rental properties may remain in relatively poor condition. However, use for higher-density residential development should have a long-term positive effect on property values and property tax yield.

5.11 Alternative 2A would retain Second Street as an access route to the CBD, with a projected traffic increase of over 50 percent by the year 2000. This alternative would be generally compatible with existing zoning and recent improvements to Second Street. The present trend toward a change in character from low-density residential land uses to higher-density residential development and business uses would likely continue with Alternative 2A. Also, the proportion of owner-occupied housing would probably continue to decline.

5.12 A short-term increase in property values would probably occur faster with Alternative 2A than with Alternative 1CC because of commercial conversions; however, long-term values would likely attain a similar level. During the transition to higher intensity uses, existing absentee rental properties may remain in relatively poor condition.

5.13 Lincoln Park - No impact on the Lincoln Park neighborhood is anticipated from Alternative 1CC. No direct impact is expected from Alternative 2A. However, peak period congestion in the nearby bridge touchdown area would likely cause some non-bridge traffic to seek alternative routes (e.g., Van Brunt and Willard Streets) through the neighborhood. This additional traffic would not significantly affect noise levels or property values, but it may create pedestrian safety problems.

5.14 Nicollet - Alternative 1CC would have no significant impact on the character and cohesion of the Nicollet neighborhood.

5.15 Alternative 2A would convert approximately 5 acres of residential property to highway use. Residential properties on Nicollet Avenue east of Range Street would be isolated from the remainder of the neighborhood. Over the long run, these isolated residences would probably be displaced or converted to commercial uses, since the block is zoned (CBD) for commercial uses. Loss of 28 residential structures, increased noise levels, loss of trees, Range Street and ramp embankments (up to approximately 15 feet above existing grade),

partial loss of access to the neighborhood (via Nicollet Avenue and Range Street from Belgrade Avenue), and traffic impacts from a temporary T.H. 169 bypass during construction would all adversely affect the remaining residential properties west of Range Street, now a highly stable and cohesive residential neighborhood. These disruptions would probably adversely affect property values (initial decline, long-range deceleration in the rate of increase) and their resultant tax yields.

5.16 River Drive - Alternative 1CC would eliminate the River Drive neighborhood. Conversion of this existing residential and commercial area to high-way and park use would be inconsistent with existing zoning but consistent with the desire of the City of North Mankato to relocate the isolated residences and to extend the proposed Riverview Park into the area. Relocation impacts on the displaced residents are discussed under "Displacements."

5.17 Alternative 2A would not significantly affect the River Drive neighborhood. This neighborhood would, however, remain isolated by TH 169 from the remainder of North Mankato. Present problems of providing city services to this isolated area would continue.

Redevelopment Areas

5.18 The combined potential development value of redevelopment parcels in the Mulberry and Pike-Poplar portions of the Key City Urban Renewal and Minnesota-Poplar Street Redevelopment areas would be an estimated \$400,000 greater with Alternative 2A than with Alternative 1CC. Such development would produce a net gain of approximately \$14,000 in annual property tax revenues to the City of Mankato.

5.19 Mulberry - Under Alternative 1CC, nine businesses (two incompatible with CBD zoning) would be displaced from the Mulberry-Plum Block. The Key City Renewal Plan included a bridge at this location, including acquisition of present open parcels, but not the additional acquisitions.

5.20 Redevelopment of parcels within the bridge access loops would likely be limited to public use (e.g., a small landscaped park or parking for the adjoining library). Redevelopment flexibility for parcels east of Second Street would be limited by access problems. Holiday Inn's decision to locate on a nearby development parcel was made in anticipation of a bridge at this location. The adjoining library also was located and designed to accommodate a bridge at this location.

5.21 The estimated potential development value of redevelopment parcels not taken by a bridge is \$3,000,000, with an estimated potential annual tax gain of \$70,000. Visual impacts would be significant due to the bridge structure and road fills. Special design measures would be necessary to help mitigate

such impacts, particularly on the library (e.g., compatible bridge type and material, landscaping, pedestrian tie to library, park development of area within loops—the latter could strengthen visual and functional ties to Old Town on north).

5.22 Alternative 2A would make land previously acquired for bridge and ramps available for commercial (CBD) development and would avoid additional displacement of four businesses. Estimated potential development value of the redevelopment parcels is \$4,900,000, with an estimated potential annual tax gain of \$116,000, \$1,500,000 and \$46,000 greater, respectively, than values for Alternative 1CC.

5.23 Pike-Poplar - Alternative 1CC would not immediately stimulate development of this area. However, it would retain the entire area for redevelopment and would retain good access to the area. An estimated potential annual tax gain of \$32,000 could be collected from redevelopment parcels that would be precluded from development with Alternative 2A but not with 1CC. Also, 1CC would avoid displacement of three existing businesses and isolation of Gamble-Robinson from the remainder of the industrial uses.

5.24 Alternative 2A would provide direct access to Pike Street at Warren Street, a positive development impetus for the Minnesota-Poplar Redevelopment Area. Because of this development stimulus, the development value and resultant tax benefits for the portion of this area not taken for bridge approaches would probably be realized at an earlier date than with Alternative 1CC. However, nearly 1.55 acres of the redevelopment area would be lost because of roadway and embankments. The estimated potential development value of this land is \$1,400,000. The \$32,000 annual tax benefits from development of the taken portion would not be realized with Alternative 2A.

5.25 The Alternative 2A bridge and approach fills have significant scale and height. However, the areas impacted are not generally sensitive to such visual effects.

Business Districts

5.26 Mankato CBD - The improved access and the greater bridge capacity from North Mankato provided by either alternative should have a positive overall impact, encouraging occupancy of vacant parcels, general redevelopment efforts, and an increase in overall property values and taxes.

5.27 Alternative 1CC's predominant right-hand turn access from the bridge to downtown parking lots is a slight advantage. Alternative 2A's predominant left-hand turn access from bridge to downtown parking lots and potential peak period congestion in touchdown areas would be a slight drawback. In addition, Alternative 2A would dislocate two existing CBD businesses.

5.28 Old Town - The bridge location would have no appreciable effect on Front Street traffic volumes through the Old Town business district. Traffic is anticipated to increase somewhat with either alternative by the design year -- 30 percent under Alternative 1CC, 20 percent under Alternative 2A. Current and projected traffic levels for either alternative are inconsistent with the Old Town Concept Plan to reduce Front Street to two through-traffic lanes, but consistent with city and State designation as a major arterial and trunk highway. Traffic increases would be compatible with industrial and service land uses, but incompatible with retail (specialty shops) uses. Alternative 1CC would tend to decrease the potential spill-over economic value of the CBD to Old Town. Old Town vehicular access by means of Second Street would be limited. Design would play a crucial role in the economic and aesthetic impact at this location. Particular attention to design details would be needed to mitigate potential adverse visual impacts and to maintain the pedestrian tie to the CBD.

5.29 North Mankato CBD - Alternative 1CC would have no significant overall effect. It would reinforce existing auto-oriented businesses, with a slight positive effect on property values. Lowering the TH 169 roadway would have a positive visual impact.

5.30 Under Alternative 2A, the loss of businesses at Range Street and Belgrade Avenue could negatively affect business activity and viability of the remaining CBD. Rerouting traffic would also negatively affect the generally auto-oriented businesses on Belgrade Avenue. Alternative 2A would create uncertainty about the future of the CBD and land use plans, potentially producing a small, indirect tax loss due to a decrease in property values.

Traffic Service and Safety

5.31 Convenience and Access - Elimination of the railroad grade crossing at the Mankato end of the existing Main Street Bridge (part of both relocation alternatives) would eliminate traffic delays and congestion when trains pass by, including the frequent switching operations at the crossing. Lines of vehicles waiting for trains to pass commonly extend across the bridge onto the TH 169 ramps in North Mankato and into the Mankato CBD along Main, Pike, and North Front Streets. Elimination of the crossing would also improve railroad operating efficiency and eliminate the need for crossing guard protection, producing an estimated annual savings of \$110,000 for the CNW.

5.32 Because Alternative 1CC is centrally located with respect to the origin points and destinations of most bridge users, it requires the least overall travel mileage. (Average annual mileage on the study system = 28.5 million vehicle miles.) It would provide direct access to the Mankato CBD, Old Town, and Central Areas, and it would be centrally located with respect to other destinations. Local access to blocks adjoining Second and Mulberry Streets would be made less convenient, but not eliminated, by ramps and the closing of Second Street.

5.33 In North Mankato, Alternative 1CC would maintain convenient access to the CBD and satisfactory access to other destinations. Northbound TH 169 access to and from Monroe Avenue would be lost. Alternative 1CC would maintain traditional pedestrian ties, convenient to both CBD's, the library and Old Town (approximate length between touchdowns = 2,000 feet; maximum grade 4 percent). Pedestrian access to the vicinity of Second and Mulberry Streets would be disrupted.

5.34 Compared to 1CA, Alternative 2A would be a less central location with respect to origin point and destinations of most bridge users. It would also require an additional average annual travel of 1.5 million vehicle miles (total on study system = 30.0 million). This alternative would provide direct access to Pike Street, the Mankato CBD, and the South Central and Hilltop South areas but less convenient access to other destinations. Access by means of the bridge to and from TH 169 south would be lost.

5.35 In North Mankato, Alternative 2A would limit access to the CBD and the adjoining Nicollet neighborhood. Belgrade-Range access to and from the south on TH 169 would be lost. Traditional pedestrian links would be altered. This alternative would retain an adequate North Mankato-Mankato CBD connection but would be inconvenient to the library and Old Town (approximate length between touchdowns = 2,500 feet; maximum grade = 4.8 percent). Alternative 2A, however, would create an opportunity to connect the bridge walkways to the Mankato Mall via the recently constructed parking ramp walkways over Pike Street near Cherry Street.

5.36 Design Elements - Safety - The maximum grades (4 percent on the Mankato side and 3.2 percent on the North Mankato side) on Alternative 1CC would be steeper than desirable (2 percent), but the relatively flat horizontal curvature and adequate ramp spacing should permit relatively safe operating conditions with the signals.

5.37 The radius of curvature on Alternative 2A approaching Pike Street would be an absolute minimum for urban conditions and undesirable for a multi-lane facility with the high volume of predicted traffic. The undesirability would be compounded because the curvature would occur on intersection approach and would be combined with a steep grade (4.8 percent) and a dual left-turn lane. Sight distances would be restricted and stopping distances would be increased.

5.38 On the North Mankato side, the Alternative 2A grade (3.6 percent) would be slightly steeper than that of Alternative 1CC. The horizontal curvature would be flatter but intersection angles more skewed. The ramp terminals would be closer together, slightly reducing sight distances -- a less safe design than Alternative 1CC. Alternative 2A could be particularly hazardous in poor weather.

5.39 Apart from the bridge and its approaches, the city street standards are fairly uniform throughout the affected areas and overall safety conditions should be similar under either alternative.

5.40 Design Elements - Capacity - Under Alternative 1CC, design traffic volumes (V) at all intersections in the bridge touchdown area are expected to operate within design capacity (C_d) (i.e., $V/C_d = 1.0$). Capacity limitations on Madison Avenue for the left-turn land into southbound Broad Street would likely result in alternative use of Second and Front Streets during peak periods. The total capacity is sufficient at design level for these left turns. Intersection modifications would be required at Fourth and Madison Streets to better accommodate the right turn from Fourth Street to Madison Avenue.

5.41 Design volumes under Alternative 2A at the Pike and Warren Streets touchdown intersection would exceed design capacity ($V/C_d = 1.3$) and would be at possible capacity ($V/C_p = 1.0$). Operation at possible capacity would be very congested, and some traffic would divert to other routes. Short left-turn lanes at the TH 169 interchange due to restricted ramp terminal separation would also limit capacity. Intersection modifications to better accommodate the right turn from Fourth Street to Madison Avenue would be desirable.

5.42 Existing deficiencies and continued traffic growth will require future improvements to the Park Lane interchange regardless of the Main Street bridge alternative chosen. However, traffic routed to the Park Lane interchange to go south on TH 169 under Alternative 2A would aggravate the capacity problem.

5.43 System Continuity - Alternative 1CC is compatible with the existing trunk highway and arterial system. It would retain TH 60 continuity through Mankato with only a minor modification: the trunk highway designation must be routed from the bridge by means of the Second-Main and Plum-Second Street loops between Front Street and the bridge. This alternative would end Second Street's current function as an access route to the CBD from the north (Second is classified as a collector street.)

5.44 Alternative 2A is incompatible with the trunk highway system. The TH 60 connection through Mankato (including trunk highway designation on the bridge) would likely be lost since access between the bridge and TH 169/60 to the south would not be provided. Alternative 2A would retain a direct principal arterial (non-trunk) connection between Pike Street and TH 169 to the north.

5.45 Maintenance of Traffic During Construction - Alternative 1CC would require a temporary bypass (two construction seasons) of all traffic past the site of the Belgrade Avenue bridge over TH 169 during construction of the new bridge and approaches. It also would require an intersection with traffic signals between the TH 169 bypass road and Main Street bridge traffic. Sufficient capacity for the design hour can be provided. A temporary detour (2 to 4 weeks) of northbound off-ramp traffic during the final connection of the ramp to the new bridge would also be required. No significant effects on other streets are anticipated.

5.46 Alternative 2A would require a temporary bypass (two construction seasons) of all TH 169 traffic past the site of the new Range Street bridge over TH 169. After the new river bridge opens for traffic, the existing TH 169 bridge over Belgrade Avenue would be widened to accommodate the new acceleration and deceleration lanes. Four-lane, two-way traffic would be carried over a portion of the existing bridge during this time (estimated duration one to two construction seasons). The Center Street off-ramp would be closed during reconstruction of the bridge over southbound TH 169 for an estimated one to two construction seasons. Pike and Warren Street traffic would be detoured through Cherry and Front Streets during reconstruction of Pike and Warren Streets for one construction season.

Water Resources

5.47 Neither Alternative 1CC nor 2A should have any significant impacts upon the water quality or aquatic ecosystems of the Minnesota River or groundwater resources of the area. Potential water quality and aquatic life disturbances can be minimized by careful control of construction operations in the river and disposal of excavated sediments at approved disposal sites. Alternative 1CC will require special precautions for construction activities near the Mankato storm sewer outfall where sediment samples have shown a high lead content. See the Section 404(b)(1) Evaluation on pages 53 to 62 and Technical Report No. 6, Natural Resources.

5.48 Provisions for stormwater drainage from the bridge to permit containment of toxic or hazardous material spills will be developed during the detailed design stage in cooperation with the Minnesota Pollution Control Agency to meet requirements for bridge replacement certification under Section 401 of the Clean Water Act of 1977.

Noise

5.49 Table E summarizes predicted design year noise levels and potential mitigation measures for ten potential traffic noise impact areas affected by the Main Street bridge relocation. Predicted noise levels at the nearest receiver locations for the two detailed study alternatives are compared to existing levels and to FHWA and State noise standards. (See Table C on page 24.) The number and types of sites in each area potentially exceeding (violating) the standards are shown as "Noise Impact Sites." Proposed abatement measures are shown, where applicable, with the type and number of sites to be protected. These impacts and proposed mitigative measures are tentative until final plans are developed. Each of the areas is discussed below.

Table E -- Noise Impact Assessment and Mitigation Measures

IMPACT AREA	LAND USE TYPE	ALTERNATIVE	PREDICTED NOISE LEVEL (YEAR 2000 - NEAREST RECEIVER)				STANDARDS MET?		NOISE IMPACT SITES		PROPOSED MITIGATION	
			L50				Federal	State	Type	Number	No. Sites Protected	Treatment Proposed
			Day	Night	L50	L50						
Front Street North of Main	Commercial	Existing	75	68	72	64	Yes	No	Com.	30	30	
		LCC	78	70	76	67	No	No	Com.	29	29	
		2A	77	70	75	66	No	No	Com.	30	30	
Second Street North of Main	Residential, Commercial & Mixed Use	Existing	66	60	59	48	Yes	No	Res. & Mixed	74	74	
		LCC	64	58	56	45	Yes	Yes	Res. & Mixed	0	74	
		2A	67	61	61	52	Yes	No	Res. & Mixed	74	74	
Broad Street North of Main	Residential & Mixed Use	Existing	64	57	58	47	Yes	Yes	Res. & Mixed	0	94	
		LCC	74/63*	66/60*	62/59*	54/52*	No/Yes*	No/Yes*	Res. & Mixed	94/0*	94/94*	94 (Day**) Truck Prohibition
		2A	67/63*	60/59*	60/59*	51/50*	Yes	Yes*	Res. & Mixed	94/0*	94/94*	92 (Day**) Truck Prohibition
Fourth Street North of Main	Residential Mixed Use & Recreational	Existing	67	60	61	49	Yes	No	Res. & Mixed	53	65	
		LCC	76/66*	68/62*	65/63*	56/54*	No/Yes*	No	Res. & Mixed	83/53*	82/82*	30 (Day**) Truck Prohibition
		2A	70/65*	63/60*	62/61*	51/50*	Yes	Yes*	Res. & Mixed	66/0*	65/65*	66 (Day**) Truck Prohibition
Main Street East of Second	Commercial	Existing	71	63	66	57	Yes	No	Com.	10	0	
		LCC	74	66	66	56	Yes	No	Com.	10	0	
		2A	74	65	66	56	Yes	No	Com.	10	0	
Mulberry Street East of Broad	Residential	Existing	60	50	52	48	Yes	Yes	Res.	0	0	
		LCC	72/65*	63/60*	61/60*	52/51*	No/Yes*	No/Yes*	Res.	5/0*	5/5*	5 (Day) Truck Prohibition
		2A	61	51	53	48	Yes	Yes	Res.	0	0	
Warren Street East of Front	Residential - Cultural	Existing	72	64	66	57	No	No	Res./Cult.	10	8	
		LCC	73	67	68	59	No	No	Res./Cult.	10	8	
		2A	76	69	70	62	No	No	Res./Cult.	10	8	
Cedar Street Adjoining TH 169	Residential	Existing	66	57	60	51	Yes	No	Res.	1	5	
		LCC	66	56	58	51	Yes	No	Res.	1	3	
		2A	71	65	65	59	Yes	No	Res.	7	7	
Nicollet-Range Adjoining TH 169	Residential	Existing	66	60	60	51	Yes	No	Res.	3	8	
		LCC	69	62	63	56	Yes	No	Res.	7	11	
		2A	69	62	64	56	Yes	No	Res.	3	10	4 Wall
Away from TH 169	Residential	Existing	mid 50's low 50's	mid 40's low 40's	mid 40's low 40's	Yes	Yes	Yes	Res.	0	0	
		LCC	mid 50's low 50's	mid 40's low 40's	mid 40's low 40's	Yes	Yes	Yes	Res.	0	0	
		2A	70	59	63	53	Yes	No	Res.	3	8	3 Wall

* (0)/00 denotes trucks/without trucks

** Sites protectable to below standards; all sites protectable to at or near existing levels

5.50 Front Street - State standards are currently exceeded at the 30 commercial sites along Front Street, a major arterial route. Regardless of the alternative chosen, an increase of approximately 2 to 3 dBA is anticipated by the design year because of the expected traffic growth. Federal standards would be slightly exceeded, since the estimated current peak L_{10} level is at the Federal standard of 75 dBA for commercial sites. Mitigative measures would not be practicable because of Front Street's limited right-of-way and the need to maintain both local access and major arterial status.

5.51 Second Street - Present noise levels slightly exceed both daytime and nighttime State noise standards for 74 residential and mixed residential-commercial sites along Second Street. Closing Second Street at Mulberry Street for Alternative 1CC would reduce Second Street noise levels by 1 to 3 dBA, meeting the daytime State standard. Alternative 2A would cause an increase of 1 to 3 dBA because non-bridge related traffic growth is anticipated. Federal standards would be met under either alternative. Relocation of the Burton Hotel would remove most of the residential sites, thereby reducing the impact of noise increases in this area.

5.52 Broad Street - Daytime State noise standards are currently met in this area, but nighttime standards are slightly exceeded at some 94 residential and mixed office-residential sites along Broad Street, a one-way southbound minor arterial. Without truck prohibitions, increases of 8 to 10 dBA in the day and 4 to 7 dBA at night would be expected with Alternative 1CC, primarily because of truck diversions from Front Street. Daytime increases of 3 dBA and nighttime increase of 2 to 4 dBA can be expected under Alternative 2A. Both daytime and nighttime standards would be exceeded at the 94 sites.

5.53 With truck prohibitions to avoid diversion from Front Street, noise levels would remain at or near current levels under either alternative; night standards would still be exceeded. Federal standards would be exceeded under Alternative 1CC without a truck prohibition but met in all other cases. City of Mankato adoption of a truck prohibition on Broad Street is recommended regardless of the alternative chosen.

5.54 Fourth Street - Both daytime and nighttime State standards are currently exceeded at some 53 residential and mixed use sites, mostly along the northwest side of Fourth Street, a one-way, northbound minor arterial. Nighttime standards are exceeded at an additional 12 sites along the southeast side. Without truck prohibitions, increases of 8 to 10 dBA daytime and 4 to 6 dBA nighttime would be expected under Alternative 1CC. Both daytime and nighttime standards would be exceeded at 82 residential and mixed use sites, with daytime standards exceeded at Washington Park. Increases of 3 to 5 dBA daytime and 1 to 3 nighttime would occur under Alternative 2A, with standards exceeded day and night at 65 sites, plus during the day at Washington Park.

5.55 With truck prohibitions to avoid diversion from Front Street, noise levels would remain at or near current levels under either alternative. Nighttime standards would continue to be slightly exceeded, while daytime standards would remain slightly exceeded under Alternative 1CC, with Alternative 2A levels at the daytime standard. Federal standards would be exceeded under Alternative 1CC without a truck prohibition but met in all other cases. City of Mankato adoption of a truck prohibition on Fourth Street is recommended regardless of the alternative chosen.

5.56 Main Street - State daytime standards are currently exceeded for some 10 commercial sites along Main Street, a minor arterial. Daytime levels can be expected to increase by approximately 2 to 3 dBA under either alternative due to traffic growth. Nighttime levels should remain at or near current levels. Both alternatives would meet Federal standards.

5.57 Mulberry Street - Current noise levels are within State and Federal standards. Without a truck prohibition on Broad and Fourth Streets, Alternative 1CA would cause daytime increases of 12 to 13 dBA and nighttime increases of 4 to 9 dBA, raising levels above both State and Federal standards for the five residences on Mulberry between Broad and Fourth Streets. With the truck prohibitions, the increases would be 5 to 10 dBA daytime and 3 to 8 dBA nighttime, meeting Federal and State daytime standards but exceeding State nighttime standards for residences by 1 to 6 dBA. The residences are expected to be converted to office use, consistent with current zoning for the area. In such an event, the State standards would not be exceeded. Under Alternative 2A, noise levels would remain at or near current levels.

5.58 Warren Street - State and Federal standards are currently exceeded at eight residential sites and two cultural buildings (daytime only) on Warren, a one-way eastbound minor arterial. Non-bridge-related traffic growth is expected to increase design year noise levels by an estimated 1 to 3 dBA under Alternative 1CC. Traffic increases under Alternative 2A would increase design year noise levels by 4 to 5 dBA. The eight residential uses are subject to future conversion to office use, consistent with existing zoning and their location on an arterial street adjoining the Central Business District.

5.59 Cedar Street - Noise from TH 169 mainline and ramps to Belgrade currently exceeds State standards at one residence during the day and at four residences during the night. Under Alternative 1CC, relocation of the ramp would displace three residences, with design year noise levels at the nearest remaining residence at or near current levels despite increased traffic. One residence in the day and three residences at night would experience levels slightly above standard. Federal standards would continue to be met. Under Alternative 2A, normal traffic increases by the design year would increase noise levels by 4 to 9 dBA, with State standards exceeded at seven residential sites. The Federal standard would also be slightly exceeded. Noise shielding appears impracticable with either alternative in view of the roadway profiles, local topography, and space limitations.

5.60 During construction of Alternative 1CC, a proposed bypass road would increase noise levels at the nearest receptor by up to 6 to 8 dBA, with peak daytime levels $L_{10} = 70$ dBA and peak nighttime $L_{10} = 66$ dBA, exceeding State standards.

5.61 Nicollet-Range: Portion Adjoining TH 169/60 - State standards are currently exceeded at three residences daytime and eight residences nighttime adjoining TH 169/60. Under Alternative 1CC, traffic growth would increase design year levels by 2 to 3 dBA daytime and 3 to 4 dBA nighttime. As a result, an estimated four additional residences during the day and three additional residences during the night would experience noise levels in excess of the standard.

5.62 Alternative 2A would displace seven of the eight sites presently exceeding State standards. However, noise levels at the nearest remaining residences would increase to levels similar to the current nearest residences, with three residences during the day and ten residences during the night experiencing noise levels greater than the standard. The remaining six residences are in the CBD zone and are likely to be converted or displaced for business use in the future.

5.63 Neither alternative would exceed Federal standards. However, during construction of Alternative 2A, a proposed bypass road would increase noise levels at the nearest receptor by up to 15 to 20 dBA, with peak daytime $L_{10} = 74$ dBA (above Federal standard) and peak nighttime $L_{10} = 69$ dBA.

5.64 Nicollet-Range: Portion Away from TH 169/60 - Current L_{10} noise levels (dBA) are mid-50's in the day and mid-40's at night, well within State and Federal standards. Alternative 1CC would not affect these levels. Alternative 2A would increase noise levels up to 10 to 15 dBA daytime and nighttime at the nearest receptor, with increases of 5 to 10 dBA throughout much of the area. An estimated three residences in the day and eight residences at night would experience levels exceeding State standards. Construction of a noise barrier to abate the anticipated noise increases along Range Street and the southbound ramp to Lookout Drive should be considered in the detailed design studies. However, detailed evaluation of cost and neighborhood aesthetic considerations along the elevated Range Street southbound ramp section could make a noise barrier impracticable.

5.65 Under Alternative 2A, a bypass road during construction would produce noise levels of up to $L_{10} = 74$ day/69 night and $L_{50} = 67$ day/61 night at the nearest receptor in this area, or approximately 15 to 20 dBA above current levels.

5.66 Other - Typical construction noise disturbance (e.g., from hauling construction materials and pile driving) can be expected in the adjoining areas with any of the alternatives. Such impacts can be minimized by restricting the hours of construction activity, utilizing the quietest equipment available, construction of temporary barriers, and by carefully muffling all equipment.

Air Quality

5.67 The proposed improvement (either alternative) is not anticipated to have significant air quality impacts and is considered consistent with the approved State Implementation Plan (SIP).

5.68 The project does not require an indirect source assessment and permit from the Minnesota Pollution Control Agency (MPCA) since:

- Mankato is not within a Standard Metropolitan Statistical Area (SMSA).
- The project is a modification of an existing roadway with a projected daily traffic increase of less than 10,000 vehicles in the 10 years following construction.

Furthermore, prior consultation with MPCA is considered to be accomplished because of an MPCA Memorandum of Understanding with the Minnesota Department of Transportation.

5.69 The U.S. Environmental Protection Agency's screening procedures in "Guidelines for Air Quality Maintenance Planning and Analysis, Volume 9 (Revised): Evaluating Indirect Sources," September 1978, were used to estimate peak carbon monoxide (CO) concentrations at the nearest receptors along this project. The screening procedure "worst case" assumptions include a 1 meter per second wind at a 60° angle to the roadway, a Pasquill-Gifford stability classification of "D", and 20 percent cold starts at an ambient temperature of 20° F.

5.70 Peak CO concentrations were estimated for the selected plan (Alternative 1CC) at the two receptor sites nearest the intersection with the highest traffic volumes and volume to capacity ratio (Front Street and Plum Street intersection). This intersection was selected as having the greatest potential for traffic delay and congestion and therefore the greatest potential for exceeding air quality standards (i.e., if standards are met at this "worst case" location, they would be met at all other locations). The estimated 1985 (year of completion) and 1995 peak 1-hour and 8-hour concentrations, including background, are within the Federal standards for CO of 35 ppm and 9 ppm and Minnesota standards of 30 ppm and 9 ppm, as shown below:

	<u>1985</u>		<u>1995</u>	
	<u>Receptor A</u>	<u>Receptor B</u>	<u>Receptor A</u>	<u>Receptor B</u>
Peak 1-hour CO Concentration (ppm)	10.5	17.9	6.8	12.9
Peak 8-hour CO Concentration (ppm)	5.1	8.0	3.6	6.0

5.71 In addition, a similar analysis of the two nearest receptor sites that would adjoin the temporary intersection of Belgrade Avenue and the proposed TH 169 bypass road during construction (1983-1985) estimated "worst case" levels to fall within Federal and State standards, as follows:

	<u>Receptor A</u>	<u>Receptor B</u>
Peak 1-hour CO Concentration (ppm)	14.3	14.1
Peak 8-hour CO Concentration (ppm)	6.7	6.4

5.72 An analysis of airborne lead from this project indicates no violations of the lead standard. The airborne lead concentration at the nearest critical receptor along the proposed project was analyzed using a procedure based upon a 31 January 1978 MNDOT memorandum, "Proposed National Ambient Air Quality Standard for Lead." No violation of the lead standard (1.50 micrograms per cubic meter) was indicated. The highest concentration after completion of construction was estimated at 0.3 micrograms per cubic meter.

Parks

5.73 Although no publicly owned parklands would be required for street or bridge right-of-way under Alternative 1CC, two publicly owned parks would be affected. Washington Park in Mankato would be adversely affected by increased traffic on Fourth Street. Projected traffic levels would be incompatible with the active use of the playgrounds in this neighborhood park. Neighborhood ties and pedestrian access to the park would also be adversely affected. Adoption of the recommended truck prohibition on Fourth Street would help minimize the potential safety hazard and avoid adverse noise impacts on the park. In North Mankato, vehicular access to the proposed Riverview Park would be shifted from River Drive, as originally proposed, to a new entrance road from the north by means of Webster Avenue and the TH 169 east frontage road. However, elimination of the River Drive neighborhood under Alternative 1CC would allow the city to extend Riverview Park southward. The extension would facilitate the connection of the bikeway and pedestrian sidewalk on the bridge with the proposed recreational trail along the river northward through the park. Adoption of the necessary revisions to the park plans has been withheld pending resolution of the bridge relocation project.

5.74 Under Alternative 2A, a small tract proposed for park development by the City of Mankato would be acquired for the widening of Warren Street. Loss of 0.2-acre tract, which is excess street right-of-way acquired in the recent City reconstruction of Warren Street, is not considered significant to the overall City park system. Two other Mankato parks would be indirectly adversely affected by Alternative 2A. Washington Park would be subject to increased traffic along Fourth Street, but to a lesser extent than with Alternative 1CC, as discussed under neighborhood impacts. Palmer Centennial Park, a small urban open space that contains flower gardens but no active recreation facilities, would be subject to minor adverse impact from increased traffic activity along Warren and Broad Streets adjoining the park.

Cultural Resources

5.75 As of 28 January 1983, no sites listed on or eligible for inclusion on the National Register of Historic Places would be impacted by selection of Alternative 1CC. One structure that was previously considered potentially eligible and that was planned for removal under this alternative has been determined non-significant.

5.76 In addition, no sites listed on or determined eligible for inclusion on the National Register would be impacted by selection of Alternative 2A. Two structures previously considered potentially eligible and planned for removal under this alternative have been determined non-significant.

5.77 Neither Alternative 1CC nor 2A would affect any known archaeological sites. However, archaeological remains associated with 19th century Mankato may be uncovered during construction. These remains are currently inaccessible using standard archaeological testing techniques. An archaeologist would be present during construction to field-review the project area for such historic remains.

6.00 PUBLIC INVOLVEMENT

Public Involvement Program

6.01 The St. Paul District, Corps of Engineers, has conducted this study, with the Minnesota Department of Transportation functioning as a cooperating agency. As required by guidelines of the Council on Environmental Quality (40 CFR 1501.7), scoping was conducted as a part of the ongoing coordination and public involvement. A cooperative working arrangement has been maintained with the Cities of Mankato and North Mankato. The Chicago and North Western Transportation Company and the Chicago, Milwaukee, St. Paul and Pacific Railroad were contacted about possible effects on railroad facilities and operations. Coordination with the other involved local, State, and Federal agencies was maintained through correspondence, briefings, and the project newsletter. Direct working relationships were also maintained with private utility companies having facilities in the project area.

6.02 The views of the public have been actively solicited during this study. Individuals, groups, civic organizations, and governmental bodies were involved in the study through a broadly-based public information program with regular communications on project matters.

6.03 Elements of the public information program included:

- A local public information office
- Periodic newsletters
- News media coverage
- Public information meetings
- Interviews with citizens directly affected by potential property acquisitions
- City Council and staff workshops
- Presentations to interested civic organizations
- Circulation and review of the Draft Supplement to the FEIS
- EIS public hearing
- Open house meeting to present design and features of the selected plan

6.04 The overall public information program covered the entire project (all three affected bridge crossings). Specific public information releases dealt with each of the three separate bridge locations, as appropriate.

Required Coordination

6.05 Following completion of this final supplement to the FEIS, it will be necessary to secure permits from the Minnesota Department of Natural Resources and the Corps of Engineers.

6.06 Obtaining a State Water Quality Certificate for the discharge of dredged or fill material into waters of the United States would comply with Section 404 of the Clean Water Act. State certification will be requested before construction. A Section 404 Public Notice was issued with the Design Memorandum and Draft Supplements, and an opportunity was provided to address Section 404 issues at the project public hearing. No remaining issues were identified through the public hearing.

6.07 During construction, all of the agencies having direct concern with the work will be kept informed. A regularly scheduled series of progress meetings to which all concerned would be invited may prove most effective for this purpose.

Statement Recipients

6.08 The Draft Supplement EIS was sent to the following for review and comment:

Senator David Durenberger - Minnesota
Senator Rudy Boschwitz - Minnesota
Representative Thomas Hagedorn - Minnesota
Representative Bill Frenzel - Minnesota
Honorable Albert H. Quie - Governor of Minnesota

Federal Agencies

United States Department of Interior
United States Fish and Wildlife Service, Field Office
United States Fish and Wildlife Service, Regional Office
Assistant Secretary for Program Policy
Acting Assistant Director, United States Geological Survey
United States Geological Survey, Conservation Division, Area Water Power
Bureau of Indian Affairs
Heritage Conservation and Recreation Service

United States Department of Transportation
Federal Highway Administration, St. Paul, Minnesota
Second Coast Guard District, St. Louis, Missouri
Federal Highway Administration, Homewood, Illinois

United States Department of Agriculture
Eastern Region Forest Service
United States Forest Service
Soil Conservation Service, River Basin Planning Branch
Soil Conservation Service, Minnesota State Conservationist

United States Department of Commerce
Deputy Assistant Secretary for Environmental Affairs
Deputy Assistant Secretary for Regulatory Policy
Economic Development Representative, Duluth, Minnesota
National Oceanic and Atmospheric Administration - National Marine Fisheries Service

United States Department of Health and Welfare
Director of Environmental Affairs
Region V Environmental Office

United States Department of Housing and Urban Development
Region V Environmental Clearance Officer

United States Department of Energy
Federal Energy Regulatory Commission
Division of NEPA Affairs
Advisor on Environmental Quality

United States Environmental Protection Agency
Region V Administrator

Advisory Council on Historic Preservation
Executive Director

Minnesota State Agencies

Department of Natural Resources
Office of Economic Opportunity
Department of Agriculture
Energy Agency
Minnesota State Historic Preservation Office
State Archaeologist
Environmental Quality Board
Environmental Quality Board, Citizen's Advisory Committee
Minnesota Pollution Control Agency
Minnesota State Planning Agency
Minnesota State Planning Agency, Intergovernmental Planning
Minnesota Department of Transportation
Minnesota Senate
Minnesota State House of Representatives
Minnesota Environmental Education Board
Minnesota Department of Economic Development
Minnesota Department of Health, Division of Environmental Health Association
Water Resources Board, Administrative Secretary, Minnesota
Minnesota-Wisconsin Boundary Area Commission

Regional, County, Local Agencies

City of Mankato, Mayor
City of Mankato, Planning Director
City of Mankato, Director of Public Works
City of North Mankato, Mayor
City Engineer, North Mankato
Blue Earth County Engineer
Blue Earth County Board
Nicollet County Engineer
Nicollet County Board
Southern Minnesota Rivers Basin Commission
Region Nine Regional Development Commission

Libraries

Minneapolis Public Library
State Capitol Legislative Library
Environmental Conservation Library of Minnesota
St. Paul Public Library
Hill Reference Library
Metropolitan Council Library
University of Minnesota Library
University of Minnesota Agricultural Library
Mankato State College Library
Minnesota Valley Regional Library, Mankato
Minnesota Valley Regional Library, North Mankato

Newspapers, Media

Gustavus Adolphus College, Gustavian Weekly
The St. Peter Herald
Mankato Free Press
Mankato State College, Mankato Reporter
The Waterways Journal, St. Louis, Missouri

Interest Groups

Friends of the Earth, Minnesota Branch
Izaak Walton League of America
Izaak Walton League, Minneapolis Chapter
Ducks Unlimited
Minnesota Environmental Control Citizens Association
Minnesota Public Interest Research Group
Sierra Club, North Star Chapter
Minnesota League of Women Voters
Soil Conservation Society of America
Environmental Defense Fund, Inc.
National Audubon Society, North Midwest Region
National Audubon Society, North Midwest Representative
National Wildlife Federation
Minnesota Futurists Chapter of World Future Environmental Resources
Water Resources Development Commission, River Bend Association

Individuals and Companies

Chicago and North Western Transportation Company
H. Paul Friesma, Butler University
John Holden, Mankato State University
Honeymead Products Company, Mankato
James Jack, Mankato State University
Steve and Kathy Laird, Mankato
Mankato Citizens Telephone Company
Rick Van Doeren, Midwest Acoustics, Minneapolis
Midwestern Gas Transmission
Minnesota Gas Company
Northern States Power Company
Lee Watson, St. Paul, Minnesota

Public Views and Responses

6.09 Before publication of the Draft Supplement to the FEIS, local interests and various governmental agencies provided (through public meetings, reports, and correspondence) their views on the desired objectives of the project. Summarized below are the public views expressed and the project responses.

<u>Views</u>	<u>Responses</u>
a. Provide flood protection.	Bridge alterations proposed will complete the flood control project, thus protecting against the standard project flood.
b. Minimize disruption of existing conditions in the approach areas.	Selection and design of the recommended plan included thorough study of traffic and physical disruptions both during and after construction.
c. Maintain rail service on the Mankato side, but eliminate grade crossings.	Railroad grade crossings in the approaches are eliminated under the selected alternative.
d. Consider pedestrian safety and access on the river crossing and between neighborhoods and businesses in the approach area.	These factors were examined in all studies of alternatives. The selected alternative includes pedestrian walkways on the bridge and approaches.
e. Improve street access and service capabilities to the Mankato and North Mankato Central Business Districts, Old Town, Madison East Shopping Center, and Mankato State University.	Wherever possible, within the limitations imposed by the authorization, the selected alternative was designed to improve access. The selected alternative improves overall traffic service.
f. Reduce or minimize traffic in residential neighborhoods and on North Front Street.	Efforts were made to design the selected plan so that it would not aggravate present traffic problems. Where this was found impracticable, appropriate traffic controls and procedures were considered to mitigate the impacts at least partially (e.g., truck prohibitions on Broad and 4th Streets). Reduction of North Front Street traffic, however, was not practicable, because it is designated the major north-south arterial through the Mankato CBD.

Views

- g. Restrict property acquisitions to a minimum.
- h. Minimize adverse property value impacts.
- i. Improve and enhance business districts in North Mankato and Mankato.
- j. Maintain integrity of neighborhoods.
- k. Reduce traffic noise.
- l. Design project elements for optimum capacity and safety.
- m. Maintain continuity in the highway system.

Responses

The negative effects of residential and business displacements were given thorough investigation, and all attempts will be made to minimize negative consequences during the relocation process.

With the selected plan, property values are expected to remain the same or increase in all areas except Washington Park, where increases may also occur for all land uses except single-family residential.

The selected plan would have a positive impact on the Mankato and North Mankato CBD's by improving access, slightly increasing property values, and encouraging redevelopment.

With the selected plan, neighborhood cohesion would stay the same or increase for all areas except Washington Park and River Drive. Induced increases in the rate of conversion from single-family residential uses in Washington Park and elimination of the River Drive neighborhood are negative effects of the selected plan.

Traffic noise would stay the same or decrease from without project design year levels in all neighborhoods except Washington Park, where increases would occur on Broad and 4th Streets. Increases would be partially mitigated by prohibiting trucks on these streets.

Traffic safety and service would be improved from current conditions with the selected plan.

The selected plan interrupts the continuity of Second Street, a collector roadway, for through traffic to the Mankato CBD from the north. Continuity of TH 60 is maintained.

Views

- n. Minimize traffic disruptions during construction.
- o. Maintain Sioux Uprising historic site.
- p. Give ample attention to aesthetic considerations in planning and construction.
- q. Prepare an economic impact statement. (Many citizens of the project area signed a petition requesting that an economic impact statement be prepared for the bridge relocations. A copy of the petition, which was signed by approximately 200 individuals, is presented in Appendix B, Public Views and Responses.)

Responses

Traffic disruptions were studied in detail during the design of the selected alternative and will be minimized through management of the construction sequence.

The Sioux Uprising site will be preserved.

Aesthetic factors were identified and considered in design of the selected alternative.

The Corps sent a formal response to the Mankato City Manager on 30 April 1981, stating that a detailed economic study had been performed and was included in Technical Report No. 4, Social and Economic Resources. This report (available in the St. Paul District Office) constituted a much more exhaustive analysis than is normally performed for Corps projects because the Corps recognized that the majority of the project impacts would be social and economic.

6.10 After publication of the Draft Supplement, additional issues were raised during the Draft Supplement review process and the EIS public hearing. These views and Corps of Engineers responses are summarized below.

Views

- a. Prepare an economic impact statement.
- b. Relocation of the Burton Hotel.

Responses

An economic impact statement study was prepared on the project and the results used in the selection of the recommended plan. This study is contained in Technical Report No. 4, Social and Economic Resources, January 1981.

The decision was made to relocate the Burton Hotel, as a result of the public hearing process and discussions with the affected parties. Factors considered in the decision included bridge design, noise, access, and potential for relocation. The City of Mankato, MNDOT, the building's owner, and the Corps of Engineers concur in this decision.

Views

- c. Relocation assistance to displaced businesses.
- d. Negative effects of the selected plan on the Washington Park neighborhood.

Responses

Currently, P.L. 91-646, the Uniform Relocations Assistance and Real Property Acquisition Policies Act of 1970, does not permit payment of relocation benefits to businesses. However, the Corps and the City of Mankato are committed to assisting business owners, as much as possible, in finding affordable replacement properties.

The Corps recognizes that the selected plan would have negative effects in Washington Park. All efforts will be made to minimize adverse effects through such measures as truck prohibitions, although some of the negative consequences would be unavoidable. As part of the planning process, the Corps considered the positive and negative effects of all the alternatives and determined the best plan. The selection decision is supported by MNDOT and the Cities of North Mankato and Mankato.

LIST OF PREPARERS

The following people were primarily responsible for preparing the draft and final supplements to the final environmental impact statement.

<u>Name</u>	<u>Expertise</u>	<u>Experience</u>	<u>Role in Preparation of EIS</u>
Mr. Robert Anfang	Forestry	2 years, Research Assistant, University of Minnesota; 1½ years Forestry Technician and Biological Laboratory Technician; U.S. Forest Service; 8 years, Forester, St. Paul District, Corps of Engineers.	Biological evaluation, review documents prepared by contractor; prepared Section 404(b)(1) Evaluation, EIS Coordinator-final.
Mr. Merlin H. Berg	Engineering, Hydraulics	45 years, Hydraulics and Planning; 32 years Corps of Engineers, 13 years private practice.	Subconsultant, Technical Writing.
Mr. George G. Brophy	Planner	2 years, Planner, HUD; 3 years Planning Consultant; 3 years Director Physical Planning, Minnesota Region 9 Development Commission; 4 years Director of Planning, Rieke Carroll Muller, Inc.	Subconsultant Project Manager, Planning, Zoning, Community Development.
Mr. James J. Craig, Jr.	Engineer	2 years soils engineering, Geotechnical Eng. Corp.; 5 years soils and foundations engineering, Braun Engineering Testing Co.	Subconsultant, Soils and Geology.
Mr. Roger A. Davis	Planner	2 years, City of North Mankato; 2 years, Professor Political Science, Mankato State University, 8 years, Professor of Urban Studies, MSU; 2 years, Senior Planner, Rieke Carroll Muller, Inc.	Subconsultant, Planning, Zoning, Community Development.
Mr. William G. Hohle, Jr.	Engineer	6 years highway engineer; 4 years hydraulics engineer, Edwards and Kelcey, Inc.	Consultant Staff, Civil Engineering. Noise Analysis.
Ms. Ann Leviton	Planner	7 years, Planner for local governments (specialty in historic preservation 3 years); 1 year Senior Planner, Rieke Carroll Muller, Inc.	Subconsultant, Planning, Zoning, Community Development, Historic Preservation.

LIST OF PREPARERS (Cont.)

<u>Name</u>	<u>Expertise</u>	<u>Experience</u>	<u>Role in Preparation of EIS</u>
Mr. David Miller	Sociologist	2 years Research Assistant, Rural Sociology Department, University of Minnesota - 5 years Sociologist, St. Paul District, Corps of Engineers.	EIS Coordinator-draft, reviewed contractors' documents, social/economic impacts, alternative evaluations.
Mr. Robert Penniman	Civil Engineer	12 years, Project Manager/Water Resources Projects, St. Paul District, Corps of Engineers.	Study Manager, contract administrator, reviewed technical and alternative evaluations.
Ms. Terry J. Pfutzenreuter	Archaeology	5 years, Archaeologist, Minnesota Historical Society; 2 years, Archaeologist, Corps of Engineers.	Reviewed and coordinated cultural resources technical report.
Dr. Henry Quade	Limnologist, Ecologist	10 years, Professor of Biology, Mankato State University, EIS studies; consultant to Minnesota Pollution Control Agency and County Boards.	Subconsultant, Natural Resources.
Mr. Amardo J. Romano	Engineer	28 years, Civil and Structural Engineering, Project Management and EIS Studies; Vice President, Edwards and Kelcey, Inc.	Consultant Principal-in-Charge, Civil Engineering.
Mr. Robert P. Sands	Planner, Engineer	14 years, Land Use Planner, Transportation Engineering and EIS Studies, Edwards and Kelcey, Inc.	Consultant Staff, Alternative Evaluations, Transportation Engineering, Air & Noise Analysis.
Mr. Dale Shaw	Engineer	20 years, Civil Engineering, Project Engr., District 7 Survey Engr. Minn. Dept. of Transportation.	Mn/DOT Coordinator, Civil Engineering.
Ms. Audrey Thomas	Archaeology	3 years Archaeologist, St. Paul District, Corps of Engineers.	Reviewed cultural resources technical report.
Mr. Thomas E. Wetmore	Civil Engineer	28 years, Transportation Engineering, Project Management and EIS Studies, Edwards and Kelcey, Inc.	Consultant Project Engineer, Civil Engineering.

SECTION 404(b)(1) EVALUATION
FLOOD CONTROL, MINNESOTA RIVER, MINNESOTA
MANKATO-NORTH MANKATO-LE HILLIER
BRIDGE MODIFICATIONS

The following is an evaluation of the proposed construction and fill activity as required by Section 404 of the Clean Water Act of 1977 (33 USC 1344).

1. PROJECT DESCRIPTION

This evaluation describes the proposed fill activity associated with bridge relocations for the flood control project at Mankato-North Mankato-Le Hillier, Minnesota. (Construction of replacement bridges for the Highway 169 and the Chicago and Northwestern Railroad bridges over the Blue Earth River, and for the Trunk Highway 60 (Main Street) bridge over the Minnesota River.)

a. Description of the proposed discharge of dredged or fill materials.

(1) General characteristics of material - Fill materials to be used are concrete, pervious fill, impervious fill, filter layer, and riprap. The pervious fill, consisting of sands and gravels available from local pits, would be used for fill placed under water. The impervious fill would be used for shaping the riverbank above water, and would be a clayey material obtained from borrow areas in the higher ground along the river valley. No organic material will be permitted in either the pervious or impervious fill. The filter layer and riprap would be coarse granular and quarried rock materials placed on the finished slopes for erosion protection. Bridge construction requires placement of concrete bridge piers in the river. Cofferdams constructed out of steel sheeting would be used to place the new bridge piers. A description of the construction activities associated with each of the bridge relocations follows.

Trunk Highway 60 (Belgrade/Mulberry) bridge over the Minnesota River:

Construct temporary cofferdams for pier footings.

Install piling, concrete footings, and concrete shafts for piers 1 and 2.

Backfill with washed sand and gravel over pier footings (source of fill from Minnesota Department of Transportation (MN DOT) approved borrow sites).

Place riprap over washed sand and gravel at pier locations to approximate elevation 748, or leave temporary cofferdams in place to elevation 748.

Chicago and Northwestern Transportation Company bridges and pedestrian walk over the Blue Earth River:

Place abutment piling, footings, walls, and wing walls.

Place riprap on slopes.

Construct temporary cofferdams for pier footings.

Install piling, concrete footings, and concrete shafts for all piers.

Backfill with washed sand and gravel behind abutment walls and over pier footings (source of fill from MN DOT approved borrow sites).

Place riprap over washed sand and gravel at pier location to approximate elevation 755, or leave temporary cofferdams in place to elevation 755.

TH 169 and 60 bridge over the Blue Earth River:

Furnish and install abutment piling.

Remove and replace riprap on slopes.

Construct temporary cofferdams for pier footings.

Install piling, concrete footings, and concrete shafts for piers 1 and 2.

Backfill with washed sand and gravel behind abutment walls and over pier footings (source of fill from MN DOT approved borrow sites).

Riprap over washed sand and gravel at pier locations to approximate elevation 755, or leave temporary cofferdams in place to elevation 755.

(2) Quantity of material proposed for discharge - The approximate quantities of fill materials involved (not all would be placed below normal high water mark) follow:

The Belgrade/Mulberry bridge:

Steel Sheeting - Cofferdams	250 tons
Selected Backfill - Piers	800 cubic yards
Steel H-Piling - Piers	4,800 linear feet
Concrete - Piers	2,200 yards
Riprap Slope Protection - Piers	200 cubic yards

The railroad bridge:

Steel Sheet piling - Cofferdams	180 tons
Selected Backfill	2,000 cubic yards
Steel H-Piling	11,200 linear feet
Concrete - Piers	2,000 cubic yards
Concrete - Abutments	400 cubic yards
Riprap Slope Protection	4,300 cubic yards

The TH 169 and 60 bridge:

Steel Sheet piling - Cofferdams	140 tons
Selected Backfill	1,500 cubic yards
Steel H-Piling	12,000 linear feet
Concrete - Piers	1,400 cubic yards
Concrete - Abutments	700 cubic yards
Riprap Slope Protection	3,200 cubic yards

(3) Source of material - Backfill for use around bridge piers would be obtained from MN DOT approved borrow sites. Sand, gravel, and quarried rock used in the riprap and filter layer would be obtained from local pits. Concrete would be purchased from local commercial sources.

b. Description of the proposed disposal sites for fill material

(1) Location - Fill activities associated with proposed project works would occur between miles 109 and 104 on the Minnesota River and on the lower 1-mile reach of the Blue Earth River.

(2) Type of disposal sites - The river valley in the project area is mostly sand. Proposed fill areas are along the shore and, for the bridge piers, in the river.

(3) Method of discharge - Fill will be placed with normal construction equipment such as bulldozers and cranes equipped with buckets.

(4) When will disposal occur? - The bridge alterations are scheduled to begin by spring 1983 and should be completed by fall 1984.

(5) Projected life of fill sites - The life of the project is 100 years.

(6) Bathymetry - The river in the project area has been channelized, and its bottom is mostly shifting sand. About 10 feet deep at normal water level, the river depth increases to about 30 feet for the design flood.

2. PHYSICAL EFFECTS (40 CFR 230.4-1(a))

a. Effects on wetlands (40 CFR 230.4-1(a)(1)(i-vi))

(1) Foodchain production - Because of the existing poor water quality in the river, the shifting sand bottom, and previous channelization work that has already degraded the aquatic environment, the proposed work should not have an appreciable effect on foodchain production.

In general, the production of algae and aquatic invertebrates is inhibited in the project area by excessive silt, which reduces light penetration and destroys the utility of rocky substrate as invertebrate habitat.

(2) General habitat - Because the channelized river provides little habitat value, there would be little effect on aquatic or terrestrial species. Temporary effects of increased siltation during project construction would be harmful to aquatic biota, especially the algae and invertebrates which form the fishery forage base. There should be very little long-term impact upon river biota because the base flow characteristics will not be modified.

(3) Nesting, spawning, rearing, and resting sites for aquatic or land species - Essentially no nesting or spawning sites are available in the project area. Some aquatic species such as mollusks and benthic invertebrates would be affected by silting and direct placement of fill material. Long-term effects on aquatic and land species would be minimal, however.

(4) Effects on areas set aside for aquatic environment study or sanctuaries or refuges - Not applicable. No such areas are located within the area of project influence.

(5) Natural drainage characteristics - The project would not alter the natural drainage characteristics of the area.

(6) Sedimentation patterns - Sedimentation patterns are not expected to be changed because the large ambient sediment load and the base flow characteristics of the river channel will not be changed.

(7) Salinity distribution - No salinity parameters are applicable to the project.

(8) Flushing characteristics - Base or flood flow characteristics of the river channel will not be changed by the proposed fill activities.

(9) Current patterns - Base or flood flow characteristics of the river channel will not be changed.

(10) Wave action, erosion, or storm damage protection - Fill and rip-rap activities associated with the project would protect the riverbank from erosion by normal water flow and from high energy storm flows.

(11) Storage areas for storm waters and floodwaters - Fill activities will not affect storage areas for storm waters and floodwaters.

(12) Prime natural recharge areas - Ground water and prime natural recharge areas are not expected to be affected by fill activities.

b. Impact on water column (40 CFR 230.4-1(a)(2))

(1) Reduction in light transmission - Increased turbidity during and immediately after construction would temporarily reduce light transmission.

(2) Aesthetic values - Fill activities would have little effect on the aesthetics of the water column because of the high ambient sediment load in the river.

(3) Direct destructive effects on nektonic and planktonic populations - Direct destruction of these populations would be minor because of the existing poor water quality and poor spawning habitat in the construction area. In general, the production of algae in the project area is inhibited by excessive silt, which reduces light penetration.

c. Covering of benthic communities (40 CFR 230.4-1(a)(3))

(1) Actual covering of benthic communities - In general, excessive silt inhibits the production of aquatic invertebrates in the project area. However, some aquatic invertebrate populations are apparent in the project area. Those animals dwelling directly in the path of the fill and riprap activities would be covered and therefore destroyed by project construction.

(2) Changes in community structure or function - Fill and riprap activities would cover and eliminate some benthic communities. This would be a short-term adverse impact until "seed" organisms from similar habitats in the river could colonize the new substrate. Riprap placement would change the substrate from mostly sand and silt to rock, allowing organisms which are adapted to a rock substrate to colonize the riprap area. This new habitat would increase the diversity of the number of species because of the increased surface area. The total benthic community is limited by the overall poor quality of the aquatic ecosystem.

d. Other effects (40 CFR 230.4-1(a))

(1) Changes in bottom geometry and substrate composition - Riprap would cover the existing uneven, sandy surface of the riverbank with a flat surface of rocks with slopes of 1 vertical to 2-1/2 or 3-1/2 horizontal. Bridge piers would cover and replace the existing surface with a concrete pier stretching from the river bottom to above the waterline.

(2) Water circulation - Base or flood flow characteristics of the river channel will not be changed by the project.

(3) Salinity gradients - Not applicable.

(4) Exchange of constituents between sediments and overlying water with alterations of biological communities - Fill activities would cover the existing fine-grained sandy sediments. The fill would not be probable habitat for organisms which have the ability for chemical exchange between constituents in the sediments and overlying water.

3. CHEMICAL - BIOLOGICAL INTERACTIVE EFFECTS (40 CFR 230.4-1(b))

a. Does the material meet the exclusion criteria? - The exclusion criteria state that dredged or fill material may be excluded from this evaluation if it is composed predominantly of sand, gravel, or any other naturally occurring sedimentary material with particle sizes larger than silt, characteristic of and generally found in areas of high current or wave energy such as streams with high bedloads or coastal areas with shifting bars and channels, or when the material proposed for discharge is taken from a site sufficiently removed from sources of pollution to provide reasonable assurance that such material has not been contaminated by such pollution. The fill material to be used for this project would meet these standards. Fill material would consist of sand, quarried rock, fieldstone, or any other naturally occurring sedimentary or glacial material with particle sizes larger than silt, generally found in areas having high current or wave energy. The fieldstone would be of glacial origin. The fill material would be obtained from MN DOT approved borrow sites. Concrete would be obtained from commercial sources.

4. DESCRIPTION OF SITE COMPARISON (40 CFR 230.4-1(c)(1))

a. Total sediment analysis (40 CFR 230.4-1(c)(1)) - Sediment analysis performed in the study area shows that, except for high lead counts downstream of the Main Street Bridge, the values for heavy metals are similar to those found in the Minnesota River and do not represent a problem. The high lead content is due to storm sewer runoff in that area. One sample site near the Main Street Bridge also revealed the presence of PCB's (6 ug/kg). Any polluted sediments which are excavated will be placed in approved disposal sites and not returned to the river. Clean sand, gravel, and other material would be used as fill and would have no major environmental impact in regard to concentration differences of critical constituents between the fill site and the fill material.

b. Biological community structure analysis (40 CFR 230.4-1(c)(2)) - The composition of the biological community was sampled in the study area. The insect association is generally representative of a warm-water lotic environment, but is limited due to periodic siltation. The clam and fish populations in the area are also limited. The water quality is rather poor, and a shifting sand bottom and previous channelization work have degraded the aquatic environment. The non-aquatic nature of the fill material is unlikely to be a factor in the biological community structure at the fill sites.

5. REVIEW APPLICABLE WATER QUALITY STANDARDS

a. Compare constituent concentrations - The water quality in the study area is rather poor, with high turbidity and bedload movement at certain times of the year. The Minnesota River study area (including parts of tributaries) is classified as 2B fisheries and recreation and 3B industrial consumption. Constituent concentrations of fill material are related to the source of the fill material. All fill material used for this project would be clean gravel, sand, rock, or concrete.

b. Consider mixing zone - The seepage water from the cofferdam would be pumped back into the river. Because this water would be essentially the same as the existing river water, only minor impacts are anticipated and consideration of the mixing zone is not applicable.

c. Will fill operation be in conformance with applicable standards? - According to the criteria outlined in Minnesota State Regulations, Minnesota Pollution Control Agency WPC 14, the project would not affect the river's ambient quality.

6. SELECTION OF DISPOSAL SITES (40 CFR 230.5) FOR FILL MATERIAL

a. Need for the proposed activity - The bridges have to be modified to pass the design standard project flood.

b. Alternatives considered - Alternatives other than the placement of fill are rather limited. Bridge removal with no replacement is neither acceptable nor practical; therefore, pier construction and backfilling is needed, which requires the placement of a cofferdam. The steel sheetpile cofferdam, concrete bridge piers, riprap, and clamshell placement of fill material are alternatives that would minimize turbidity and help reduce future water quality impacts.

c. Objectives to be considered in discharge determination (40 CFR 230.5(a))

(1) Impacts on chemical, physical, and biological integrity of aquatic ecosystem (40 CFR 230.5(a)(1)) - Because of the fill's clean nature, fill activities would not have a significant impact on the chemical, physical, or biological properties of the aquatic ecosystem. Fill activities would not alter the temperature, flow rate, or other physical parameters of the river. Fill activities would not have a significant impact on the biological integrity of the aquatic ecosystem. The runoff from the decks of the constructed bridges, resulting from precipitation or spills, would not drain directly into the river but would be routed to points on land to the storm sewer system, where it would be possible to contain the runoff if necessary. (A more detailed description of this impact is presented in the EIS supplements.)

(2) Impact on foodchain - Because of the existing poor water quality, the shifting sand bottom, and previous channelization work that has already degraded the aquatic environment, the proposed work should have no effect on foodchain production. In general, excessive silt currently inhibits the production of algae and aquatic invertebrates in the project area.

(3) Impact on diversity of plant and animal species - Biological diversity is fairly low in the fill area. As a result, fill activities are not expected to have a significant impact on plant and animal diversity.

(4) Impact on movement into and out of feeding, spawning, breeding, and nursery areas - Habitat in the fill area is not conducive for such activities. Fill activities are not expected to have a significant impact on this movement.

(5) Impact on wetland areas having significant functions of water quality maintenance - No wetland areas with this function are near the fill activities of the project area.

(6) Impact on areas that serve to retain natural high waters or floodwaters - No natural floodwater retaining areas of significant size are in the project area.

(7) Methods to minimize turbidity - Construction below the normal high water level would be done during low flow periods to minimize turbidity. Using steel sheet piles and making the cofferdams as small as practicable would also reduce turbidity. The use of clean fill material would minimize impacts on aquatic organisms and reduce effects on water quality parameters.

(8) Methods to minimize degradation of aesthetic, recreational, and economic values - The cofferdam would be a temporary fill activity with short-term minor aesthetic and recreational impacts. The altered bridge piers would have aesthetic, recreational, and economic impacts similar to the existing conditions, and these would be considered minor.

(9) Threatened and endangered species - No Federal or State threatened or endangered species would be affected by the proposed fill activities.

(10) Other measures that avoid degradation of aesthetic, recreational, and economic values of navigable waters - The fill portions of the project would have no significant impacts on aesthetic, recreational, or economic values of the navigable waters.

d. Impacts on water used at proposed fill sites (40 CFR 230.5(b)(1-10))

(1) Municipal water supply intakes - The fill sites are not near any public water supply intakes.

(2) Shellfish - The fill sites are not in an area of shellfish production.

(3) Fisheries - No significant fish habitat would be affected by the fill activities.

(4) Wildlife - During construction, equipment used to place the fill would temporarily disturb some wildlife.

(5) Recreation activities - Water-related recreation activities are not significant in the project area.

(6) Threatened and endangered species - No Federal or State threatened or endangered species are located in the project area.

(7) Benthic life - In general, benthic life is inhibited in the project area by excessive silt. However, fill activities would cover any benthic life which does exist at the fill sites. Because recolonization would occur, this would be a short-term adverse impact.

(8) Wetlands - Wetlands would not be affected by fill activities.

(9) Submersed vegetation - The fill sites do not contain a significant population of submersed vegetation.

(10) Size of disposal site - The disposal sites are the smallest possible that still provide required construction space.

(11) Coastal Zone Management programs (40 CFR 230.3(e)) - Not applicable.

e. Considerations to minimize harmful effects (40 CFR 230.5(c)(1-7))

(1) Water quality criteria - According to the criteria outlined in Minnesota State Regulations, Minnesota Pollution Control Agency WPC 14, the project would not affect the river's ambient quality.

(2) Alternatives to open water fill - There are no practical alternatives to the fill activities required to accomplish the bridge modifications.

(3) Physical characteristics of alternative fill sites - The flood control project, as designed, requires modifications to the bridges. Alternatives are not compatible with the project.

(4) Ocean dumping - Not applicable.

(5) Covering contaminated fill material with cleaner material - All fill material would be clean.

(6) Methods to minimize effects of runoff from confined areas on the aquatic environment - All fill material is clean, and no confined areas other than the cofferdams would be utilized.

(7) Coordinate potential monitoring activities at the fill site with EPA - Because of the clean nature of the fill material, no monitoring activities are planned.

7. STATEMENT AS TO CONTAMINATION OF FILL MATERIAL IF FROM A LAND SOURCE
(40 CFR 230.5(d))

The fill material would be commercially purchased and would consist of clean rock, gravel, sand, and concrete. Minnesota Department of Transportation approved borrow sites would be used.

8. DETERMINE MIXING ZONE

Determination of a mixing zone is not applicable. Because the discharged seepage water would be of the same quality as the receiving water, no significant impacts are expected. The seepage water discharge may cause some increased turbidity, but this impact would be minor.

9. DETERMINATIONS

The following determinations are those contained in the Section 404(b)(1) Guidelines, dated 5 September 1975, which are considered the most important in arriving at the findings required by Section 404(b)(1) of the Clean Water Act.

a. An ecological evaluation has been made following the evaluation guidance in 40 CFR 230.4, in conjunction with the evaluation considerations in 40 CFR 230.5.

b. Appropriate measures (e.g., use of concrete, clean fill material, and riprap from commercial sources and approved borrow pits) have been incorporated into the proposed plan to minimize adverse effects on the aquatic environment.

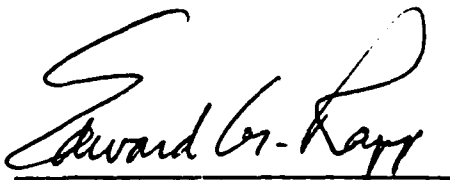
c. Consideration has been given to the need for the proposed activity, the availability of alternative sites and methods of disposal (see Section 6 of this evaluation) less damaging to the environment, and such water quality standards (see Section 5 of this evaluation) as are appropriate and applicable by law.

d. The fill activities must be placed in the specified locations in the Minnesota and Blue Earth Rivers in order to modify the bridges. Other construction alternatives are not practical, and the proposed fill and associated activities will not cause significant permanent disruption of the beneficial water quality uses of the Minnesota or Blue Earth Rivers.

10. FINDINGS

Based on the above determinations, I find that the fill sites discussed above for the modifications of the bridges on the Minnesota and Blue Earth Rivers at Mankato, Minnesota, have been specified through the application of the Section 404(b)(1) guidelines.

7 Oct 1982
Date


EDWARD G. RAPP
Colonel, Corps of Engineers
District Engineer

INDEX, REFERENCES, AND APPENDIXES
(Selected Plan: Alternative 1CA, Belgrade-Mulberry over Minnesota River)

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Affected Environment	pp. 19-25	Frontispiece pp. 8-43	Tech. Reports 1-6
Air Quality	pp. 23, 40, 41	pp. 34, 36	--
Alternatives	pp. 10-18	pp. 48-59, 63-64 28-26	Appendix A
Areas of Controversy	pp. 4-6	--	--
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Comparative Impacts of Alternatives	pp. 16, 17-18 (Table B)	pp. 59-62, 69-84, 88-92	--
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Without Conditions	pp. 12-13	pp. 43-45	--

FLOOD CONTROL
MINNESOTA RIVER, MINNESOTA
MANKATO-NORTH MANKATO-LE HILLIER

FINAL SUPPLEMENT II TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR
BRIDGE RELOCATIONS

MAIN STREET,
TRUNK HIGHWAY 60 BRIDGE
OVER THE MINNESOTA RIVER BETWEEN
MANKATO AND NORTH MANKATO

APPENDIX A
PLANS, PROFILES, AND TYPICAL CROSS SECTIONS

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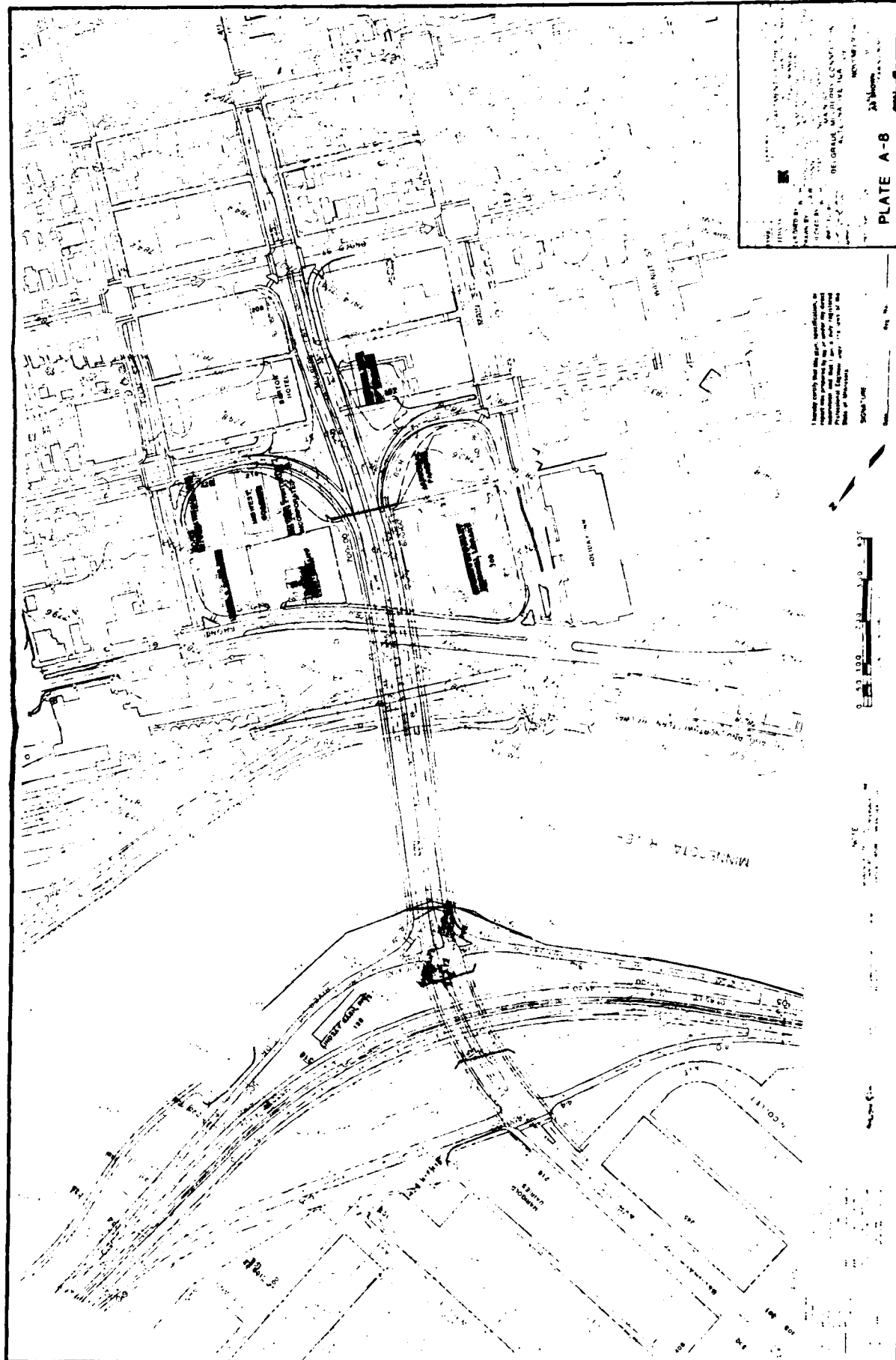


PLATE A-8

U.S. GEOLOGICAL SURVEY

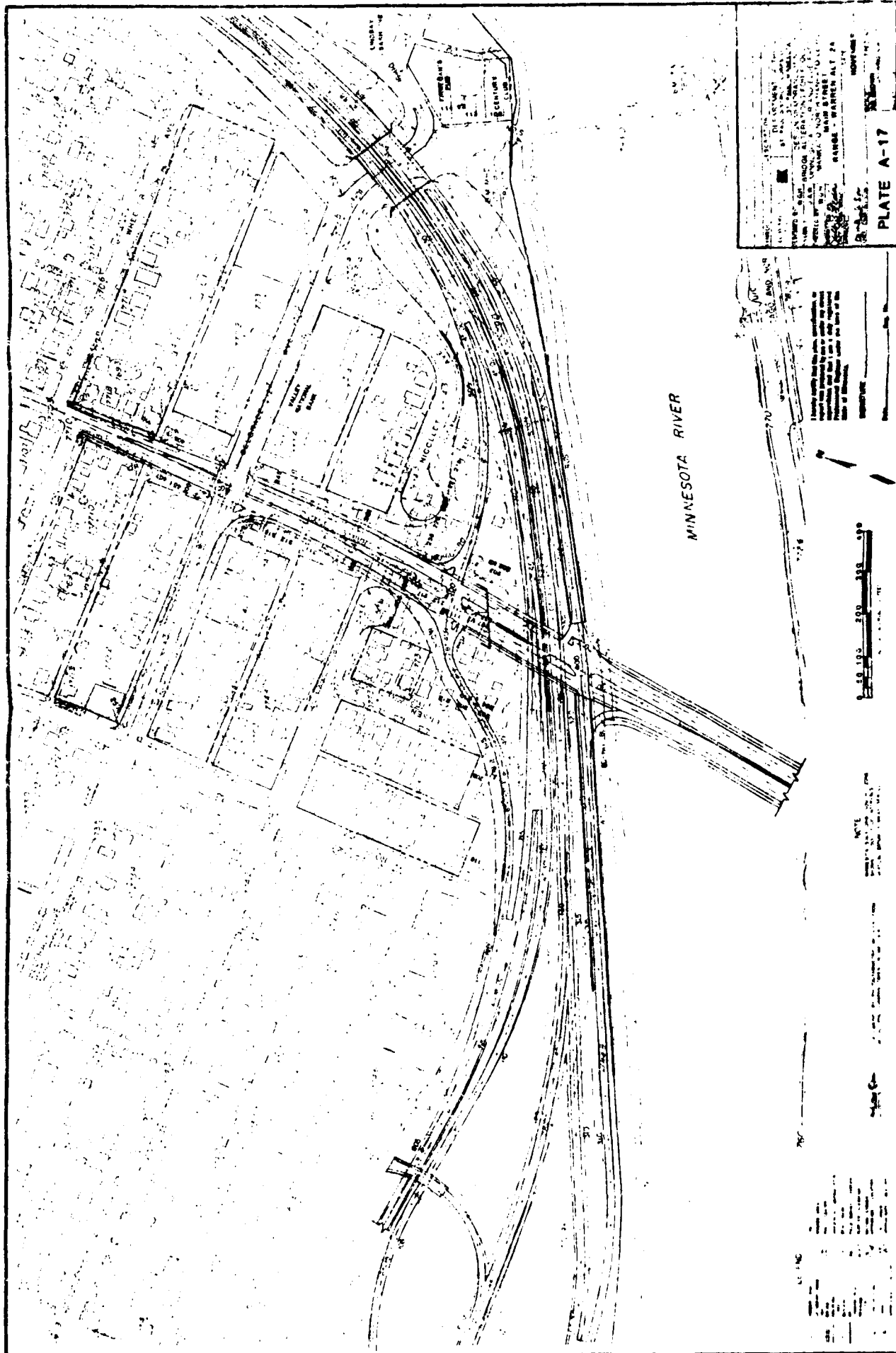
WATER RESOURCES DIVISION

ST. LOUIS, MO.

1912

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly registered Professional Engineer under the laws of the State of Missouri.

Signature



FLOOD CONTROL
MINNESOTA RIVER, MINNESOTA
MANKATO-NORTH MANKATO-LE HILLIER

FINAL SUPPLEMENT II-B TO THE
FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR
BRIDGE RELOCATIONS

MAIN STREET,
TRUNK HIGHWAY 60 BRIDGE
OVER THE MINNESOTA RIVER BETWEEN
MANKATO AND NORTH MANKATO

APPENDIX B
PUBLIC VIEWS AND RESPONSES

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APPENDIX B

PUBLIC VIEWS AND RESPONSES

INTRODUCTION

B.1 The views of the public were actively solicited throughout the study. Individuals, groups, civic organizations, and government agencies were brought into the study process through a broadly based public information program.

B.2 Specific elements of the program included:

- a. Information office
- b. Periodic newsletters
- c. News media coverage
- d. Public information meetings
- e. Interviews with citizens directly affected by potential property acquisitions
- f. Presentations to interested civic organizations
- g. Workshops for city councils and for other city government, Minnesota Department of Transportation (MNDOT), and Corps of Engineers (COE) staff members
- h. Review and comment on the Draft Supplement to the FEIS
- i. Public hearing
- j. Open house meeting to present the LCC final alignment to affected parties

B.3 The overall public information program covered the entire project (i.e., the three separate bridge locations). This appendix covers in detail the part of the program dealing with the Main Street bridge across the Minnesota River between Mankato and North Mankato, and it gives a general description of the overall public participation process of the entire study.

B.4 Interagency coordination was accomplished through written correspondence and briefings. This procedure established a cooperative working relationship between the several public and private agencies having direct responsibilities in the study area. Copies of correspondence exchanged are included in the Communications section of this appendix.

PUBLIC INFORMATION PROGRAM

Information Office

B.5 A public information office was maintained at 209 South Second Street, Room 208, Northwestern Office Building, Mankato, for 44 weeks from September 1978 through July 1979. This office reopened for 2 weeks in July 1981, prior to the 22 July 1981 public hearing.

B.6 This office was staffed with a full-time secretary and a part-time information officer. The information officer, in addition to answering questions directed to the office, attended civic meetings and made presentations to various boards and committees; was interviewed by newspapers, radio, and TV; provided news releases; and participated in the public information meetings. The log of his meetings and news media contacts is in Table B-1.

B.7 Up-to-date plans were available at the office for public use. The office also distributed the project newsletter, maintained a mailing list, and logged all project-related phone calls and visits (87 calls and 158 visits). The most frequent inquiries were made by individuals directly affected by the proposed project. The log of these inquiries is on file at the Corps of Engineers, St. Paul District Office. The Comment/Response section of this appendix contains a summary of the issues raised during these contacts. Before the public hearing, the public information office distributed the Draft EIS Supplement and Technical Reports to various local agencies.

Table B-1. Log of Meeting and News Media Contacts-Bridge Relocation Information Center.

<u>October 1978</u>		<u>Time</u>
10	Blue Earth County Board Meeting	9:00 a.m.
	Mankato City Council Meeting	7:00 p.m.
	South Bend Township Board Meeting	8:00 p.m.
13	Coffee Break Program KEYC-TV	9:15 a.m.
16	North Mankato City Council Meeting	7:00 p.m.
	Taped conversation with KEEZ-FM radio for next day broadcast (17th)	
19	Discussion with reporter of Mankato Free Press	--
	Calls from Free Press on traffic study	
23	Nicollet County Board Meeting	9:00 a.m.
<u>November</u>		
1	City of Mankato Personnel Meeting	9:00 a.m.
6	South Bend Township Board Meeting	8:00 p.m.
13	Tape recording by KEEZ-FM radio	--
14	Tape recording by KYSM-AM radio	--
15	Public Information Meeting (Regional Library)	--

<u>November (Cont'd)</u>		<u>Time</u>
16	Reporter from Mankato Free Press	--
30	Reporter for KEYC-TV - taped	--
<u>December</u>		
6	Meeting with MNDOT (Mankato)	--
18	Meeting with MNDOT (St. Paul)	--
<u>January 1979</u>		
2	Interview with KEYC-TV for broadcast later day programs	--
3	Informational Meeting (Roosevelt School)	--
4	Reporter for KYSM-AM radio - taped	--
15	Free Press reporter	--
19	Mankato Chamber of Commerce Transportation Committee Meeting	--
22	Reporter for KEEZ-FM radio - taped	--
24	Informational Meeting (North Mankato Jr. High)	--
29	Consultant Wetmore explaining Main Street alternatives to dinner meeting of combined city councils of Mankato and North Mankato	--
<u>February</u>		
13	Meeting at Corps Office in St. Paul	--
14	Meeting at MNDOT (Mankato)	--
16	Chamber of Commerce Transportation Committee Meeting	--
28	Presentation to Exchange Club (Century Club, North Mankato)	12:00 noon

<u>March</u>		<u>Time</u>
16	Chamber of Commerce Transportation Committee Meeting	--
 <u>April</u>		
4	Consultant presentation at Regional Law Enforcement Center (Mankato) attended by staff personnel from Corps, MNDOT central and district offices, Cities of Mankato and North Mankato, FHWA, CNW, and Honeymead Company	--
18	Reporter from KEEZ-FM radio - taped	--
20	Chamber of Commerce Transportation Committee Meeting	--
 <u>May</u>		
6	Radio stations calling about Saturday's meeting with the City Councilors	--
24	KEYC-TV program - On Air Live	9:30 a.m.
25	Chamber of Commerce Transportation Committee Meeting	10-12 a.m.
30	Informational Meeting (Roosevelt School)	--
31	Informational Meeting (West High)	--
 <u>June</u>		
15	Chamber of Commerce Transportation Committee Meeting	10-12 a.m.
18	Kiwanis Club Meeting	12:00 noon
 <u>July</u>		
20	Chamber of Commerce Transportation Committee Meeting	10-12 a.m.

Newsletters

B.8 Six project newsletters were mailed to approximately 2,500 individuals, organizations, and agencies. Approximately 100 additional copies were distributed and made available at the information office, public libraries, and city halls. The first newsletter was mailed in November 1978, the second in December 1978, and the third in May 1979. The fourth was sent in November 1979. The fifth was sent in July 1981, prior to the public hearing, and the sixth was sent in April 1982, prior to the open house meeting. Copies of each newsletter are included in the Communications section of this appendix.

Media Coverage

B.9 In addition to the 10 radio and TV events in which the information officer participated, extensive coverage was given the project by the Mankato Free Press. The majority of this coverage centered on the Main Street bridge. Copies of the newspaper articles are in the Communications section. A list of area-wide news media is in Table B-2.

Public Information Meetings

B.10 Three public information meetings and an open house were held. Approximately 85 persons attended the first meeting, held on 15 November 1978, at the Minnesota Valley Regional Library, Mankato. At this meeting, the project goals and objectives were presented along with background information. The scope of work to be performed was provided regarding the flood protection project's requirements for major alterations of the bridge sites. The initial concerns and attitudes of those attending were heard and recorded. The dominant concern of this meeting had to do with the location and site of the Main Street Bridge replacement. Concern was expressed about traffic impacts, property acquisitions, severance of Second Street, pedestrian traffic, loss of pedestrian access to each city, cost sharing, whether the bridge should be raised, and whether a decision had already been made on the location of a new Main Street bridge crossing.

B.11 The second meeting pertaining to the Main Street bridge was held on 24 January 1979 at North Mankato Junior High School and attended by about 80 people. All the alternatives that had been developed to date were presented, and comments on each of the alternatives were heard and recorded. Concern was expressed regarding changes in street patterns, the effect on the proposed riverfront park in North Mankato, property acquisition and relocation costs, traffic congestion at Pike and Warren Streets, construction costs, construction detours, pedestrian access over the river, property acquisitions, and the responsibility for final decisions.

Table B-2. News Media

Blue Earth County

MANKATO FREE PRESS
418 South Second Street
Mankato, MN 56001
(625-4458)

KEEZ-FM RADIO
227 East Main
Mankato, MN 56001
(345-4646)

KTOE RADIO
Highway #14 East - P.O. Box 1420
Mankato, MN 56001
(345-4537)

MSU REPORTER
Box 38 - Student Union
Mankato State University
Mankato, MN 56001
(389-1776)

Nicollet County

KYSM AM-FM RADIO
1807 Lee Boulevard
North Mankato, MN 56001
(345-4673)

KEYC-TV
1570 Lookout Drive
North Mankato, MN 56001
(387-7905)

ST. PETER HERALD
311 South Minnesota Avenue
St. Peter, MN 56082
(931-4520)

KRBI RADIO
1031 Grace Street
St. Peter, MN 56082
(931-3220)

B.12 The third meeting, attended by about 250 people, was held at Mankato West High School, on 31 May 1979. At the time of this meeting, the proposed alternatives had been narrowed to two (1CA and 2A). These were presented in detail along with summaries of alternative impacts. The concerns voiced at this meeting involved essentially all of the significant issues identified and evaluated by the staffs of the city councils, MNDOT, Corps of Engineers, and the consultant. Some of those attending suggested that more information be included in the newsletters and that models be built to aid and assist in visualizing the impacts. Copies of the transcripts of these meetings are on file in the Corps of Engineers, St. Paul District Office, and copies of the information handouts for the 15 November 1978 and 24 January 1979 meetings are in the Communications section of this appendix. Additional copies of the third newsletter were available at the 31 May 1979 meeting.

B.13 The Main Street bridge information open house was held on 22 April 1982, at the Minnesota Valley Regional Library. The purpose of the meeting was to provide citizens with information on the design and location of the Main Street bridge. Approximately 60 people attended this meeting, asking questions and voicing concerns about relocation assistance, site location, traffic, parking, and noise. The meeting was announced through a newsletter distributed in early April 1982.

Interviews with Citizens Directly Affected by Potential Property Acquisitions

B.14 In conjunction with the evaluation of social impacts, relocations, and right-of-way costs, the owner or renter of every property affected by a potential property acquisition was contacted either in person or by telephone. This process afforded the opportunity to inform these people about the project and to hear their concerns directly and individually. A few, particularly owners of commercial property, were interviewed several times during the study.

Presentations to Interested Civic Organizations

B.15 The information officer made presentations to the Mankato Chamber of Commerce Transportation Committee, the Exchange Club, and the Kiwanis Club, as indicated in the log of his contacts.

Workshops

B.16 Two workshops were held, one on 26 April 1979 and the other on 5 May 1979, both in North Mankato. Representatives of the Mankato and North Mankato City Councils and staffs, the Minnesota Department of Transportation, and the Corps of Engineers participated. These workshops were programmed to encourage the participants to compare and evaluate, issue by issue, the impacts of the two selected alternatives (1CA and 2A). These had previously been selected as the two most desirable plans. A total of 22 persons attended these meetings.

INTERAGENCY COORDINATION

B.17 The Minnesota Department of Transportation (MNDOT), the Cities of Mankato and North Mankato, the Minnesota Historical Society, and the Chicago and North Western Transportation Company (CNW) were contributors and participants to this study. In conjunction with MNDOT participation the Federal Highway Administration (FHWA) participated as observer and advisor on FHWA responsibilities. Coordination with other agencies is described below.

State and Federal Agencies

B.18 All State and Federal agencies having an interest in the project were contacted early in the study by letter with a request to designate a liaison person. Copies of replies received are included in the Communications section.

B.19 On 13 February 1979, the consultant's study team and the Corps staff presented two briefings to State and Federal agencies on project progress, project setting, environmental concerns, and the Stage 2 alternatives being considered for study. During these briefings, no State or Federal representative expressed any concern beyond those presented by the consultant. Agencies represented at these briefings are listed in Table C-3. In addition to these direct contacts, all agencies were kept informed with the periodic newsletters.

Table B-3. Attendance at State and Federal Agency Briefings
13 February 1979

Minnesota State Agencies

Department of Transportation, Highways
Department of Transportation, Railroad Operations
Pollution Control Agency
Department of Agriculture
Water Resources Board
Department of Economic Development
Department of Health

Federal Agencies

Environmental Protection Agency
Department of Interior, Geological Survey
Department of Interior, Fish and Wildlife Service
Department of Agriculture, Soil Conservation Service
Department of Commerce, Economic Development Administration
Department of Housing and Urban Development

Counties and South Bend Township

B.20 The boards of Blue Earth and Nicollet Counties and South Bend Township (Le Hillier) were kept informed of the study through the periodic newsletter and through presentations to the boards by the project information officer. Because of the sensitive location of the new Blue Earth County Regional Library at Main and North Front Streets in Mankato, the Blue Earth County Board of Commissioners studied the alternatives and passed an early resolution favoring the bridge location connecting Belgrade Avenue and Mulberry Street as recommended in the 1974 Bridge Location Study Report (see paragraph 10.a, Prior Studies and Report, DM 8).

Others

B.21 All of the private utility companies in the area were informed of the project and also participated in providing information on their plant and in estimating the costs of adjustments. The companies contacted were:

Northwestern Bell Telephone Co.
215 E. Hickory
Mankato, MN 56001

Minnegasco
2400 N. Front Street
Mankato, MN 56001

Northern States Power Co.
2nd and Lime Streets
Mankato, MN 56001

Interstate Power Company
Amboy, MN 56010

Mid-Communications, Inc.
221 E. Hickory
Mankato, MN 56001

Minnesota C.A.T.V., Inc.
228 S. Front Street
Mankato, MN 56001

Mankato Citizens Telephone Co.
221 E. Hickory Street
Mankato, MN 56001

COMMUNICATIONS

B.22 Copies of newsletters, correspondence exchanges, news clippings, and a list of State and Federal agencies contacted follow.

COMMENTS AND RESPONSES

B.23 Copies of comments received and Corps of Engineers responses follow in the Communications section.

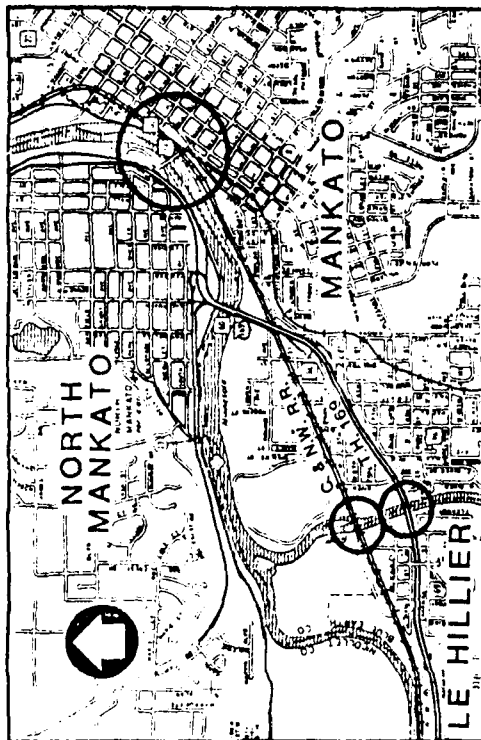
NEWSLETTERS



Bridge Relocation

November, 1978 Newsletter

Number 1, Mankato - N. Mankato - LeHillier



LOCATION: The circled sections show the three study areas under consideration for the bridge relocation and alteration study.

Bridge Relocation Study Begins

The St. Paul District Corps of Engineers has announced the start of a comprehensive study to determine the best location for a new Main Street Bridge over the Minnesota River; the replacement or raising of the two Trunk Highway 169 Bridges over the

Blue Earth River; and the two Chicago and North Western Transportation Co. Bridges over the Blue Earth River. All bridges must be raised or replaced to provide adequate channel capacity for flood control.

Bridge Relocation Newsletter

REMINDER

To encourage early and continuing community participation, a public meeting has been scheduled for:

- November 15, 1978, 7:30 P.M.
- Minnesota Valley Regional Library
- Front & Main Streets, Mankato.

Please join us so that your ideas and concerns can be included in the initial planning stages of this project.

Information Office Address:

Bridge Relocation - Information Office
Room 208, Northwestern Office Bldg.
209 South Second Street
Mankato, Minnesota 56001
Or call 507-387-7860

The editorial content of the Community Newsletter is the responsibility of the staff of Edwards and Kelcey, Inc. Consultants. The newsletter is prepared and distributed by the Bridge Relocation Information Office and published under the auspices of the St. Paul District, Corps of Engineers.

NOV 15 1978
PAID
0.10
MANKATO, MN 56001

SCOPE

Edwards and Kelcey, Inc. of Minneapolis, assisted by Rieke Carroll Muller Associates, Inc. of Mankato, and Braun Engineering Testing Co., Minneapolis, will examine the engineering, social, economic, and environmental aspects of raising or replacing the structures.

The present Main Street Bridge, built in 1916, is inadequate for two reasons. The present structure cannot handle present peak traffic volumes without considerable congestion. Secondly, the roadway on the bridge is well below the projected Corps' design flood levels. A new bridge will be required.

The T.H. 169 Bridges and the two railroad bridges over the Blue Earth River also below projected flood levels. This study will determine if it is best to modify or replace these structures.

POTENTIAL IMPACTS

With the proposed bridge alterations the potential exists for impacts of varying degrees to air quality, noise levels, water resources, regional and local development, displacement of people and businesses, wildlife and waterfowl habitat, park and recreational facilities, and traffic patterns. These impacts will be investigated and the extent of the impact will be addressed in an Environmental Impact Statement.

COMMUNITY INVOLVEMENT

The principal aims of the studies are to develop river and railroad crossings that adequately meet the needs of the people they are designed to serve. The Corps of Engineers is planning a comprehensive Community Involvement Program, to go hand-in-hand with its engineering studies.

Bridge Relocation Study Procedure

CONSULTANT STUDY ELEMENTS

- Data Collection
- Identification of alternatives
- Assessment of alternatives in terms of:
 - Planning considerations
 - Traffic service needs
 - Engineering considerations
 - Environmental factors

- Presentation of findings (Preliminary report)
- Draft Environmental Impact Statement
- Review and evaluation of agency and public comments
- Final recommendations (Final Report)
- Final Environmental Impact Statement

COMMUNITY PARTICIPATION

- Continuous public involvement is provided for through:
 - The Information Office
 - A periodic Newsletter
 - Periodic public meetings
 - Group discussions with responsible community groups as requested

- Public Hearing

Highlights of the program will be a series of community meetings, press releases, informational newsletters, and an information office within the project area.

INFORMATION OFFICE

As of October 2, 19 the St. Paul District, Corps of Engineers, has opened the project Information Office in Room 208, Northwestern Office Building, 209 South Second Street, Mankato.

The office will be open from 8:00 a.m. to 4:00 p.m., five days each week.

The public is cordially invited to visit the office or phone 387-7860 during business hours. The Corps hopes that interested persons will take advantage of the Information Office, to call, write, or stop by, to keep up-to-date on latest project developments.

COMMUNITY NEWSLETTER

This is the first issue of a newsletter to report the progress of the Bridge Relocation Studies. These newsletters will be mailed periodically to residents and businesses in the study areas.

While the mailing list is meant to be as complete as possible, some names may have been missed. If you didn't receive a copy, or know of someone whose name should be added, please call or write the Information Office.

The purpose of the office and news-

letter is to obtain as much community reaction and opinion as possible. If you would like to express your ideas concerning the project, or have any questions you want answered, please contact the office.

TRAFFIC STUDIES

Origin-Destination Surveys were conducted at each of the four existing river crossings in the Mankato, North Mankato, and Le Hillier areas, supplemented by traffic counts at intersections in the vicinity of each river crossing. This information will be used to assess the probable impacts on traffic circulation patterns during and after construction. Emphasis will be placed on maintaining safe and convenient access to existing and planned developments while minimizing circulation of traffic through sensitive areas.

The project staff and survey crews wish to express their gratitude for the willing cooperation of the motorist public who responded to the questionnaires that we passed out during these surveys.

OTHER STUDIES

The study objectives are to consider two specific requirements:

- Meet year 2000 traffic needs, and
- Compatibility with Corps of Engineers on-going flood control works.

In conjunction with these requirements, other studies such as roadway surveys, bridge inspections and environmental investigation of the rivers are now in progress.

BRIDGE RELOCATION
PUBLIC INFORMATION MEETING

November 15, 1978

Regional Library, Mankato

STUDY AREA

This comprehensive study when completed will determine the best location for a new Main Street Bridge over the Minnesota River; the replacement or raising of the two T.H. 169 Bridges over the Blue Earth River, and the replacement or raising of two Chicago and North Western Transportation Co. Bridges over the Blue Earth River. All bridges at these three sites must be raised or replaced to provide adequate channel capacity for flood control.

INFORMATION OFFICE

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The office will be open from 8:00 a.m. to 4:00 p.m., five days each week.

You are cordially invited to visit the office or phone 387-7860 during business hours. The Corps hopes that interested persons will take advantage of the Information Office, to call, write, or stop by, to keep up-to-date on latest project developments.

NEWSLETTER

A newsletter will be published and mailed periodically to residents and interested persons. A mailing list has been prepared. While this list is meant to be as complete as possible, some names may have been missed. If you didn't receive a copy, or know of someone who should be on the list, please let us know. Call or write the Information Office.

Written and oral comments are welcomed and we urge you to contact us.

It is the intent and desire of the St. Paul District, Corps of Engineers, to provide the means through which all interested parties may have an opportunity to participate in the process of determining what should be done at the three sites, noted on the map.

The Corps of Engineers has initiated this meeting tonight, as one of the means to present information pertaining to planned transportation needs in and for your community.

Usually, this function is carried on and conducted by the Department of Transportation, but because of the uniqueness of this project, Congress has placed this project under the control of the Corps of Engineers. However, the project will follow guidelines and procedures formulated by the Minnesota Department of Transportation.

We seek your views, and urge you to ask questions on any subject pertaining to this project.

PLANNING AND DEVELOPMENT PROCEDURES

Briefly, any highway planning and development process involves three major phases:

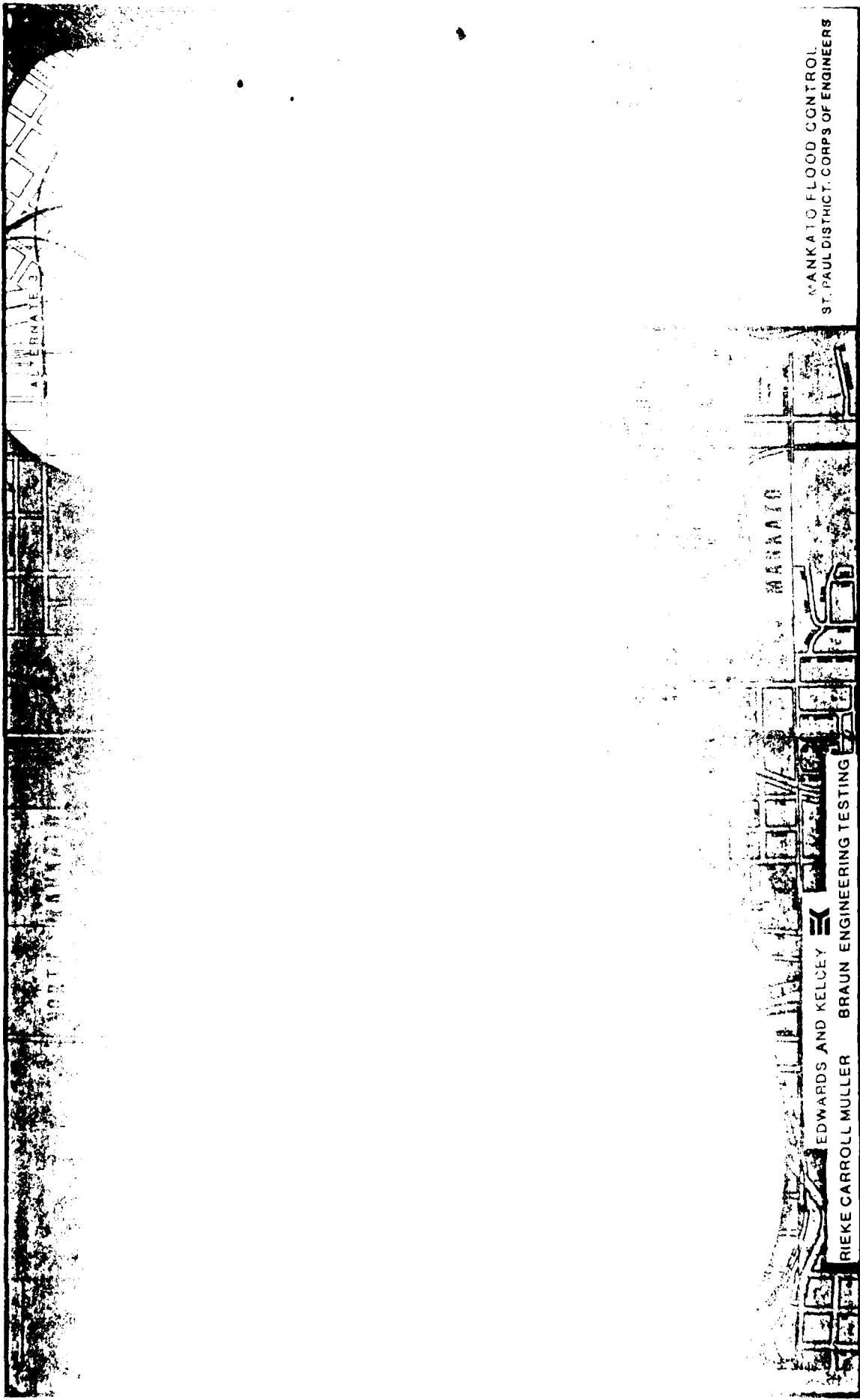
Phase I - Systems Planning
Phase II - Location Planning
Phase III - Project Development

Phase I establishes and analyzes the need for a facility on a regional basis and within a designated area or corridor; Phase II includes the location study, draft environmental impact statements, corridor public hearings and final EIS; Phase III involves preliminary and final design, design public hearings, right-of-way acquisitions and construction. Therefore, tonight's subject falls under the Location Planning Phase.

STUDY OBJECTIVES

The primary purpose of this study will be to provide flood protection. Another objective is to select alternatives that will best meet the transportation needs of the local communities for the year 2000, while considering such items as socio-economic and community impacts, engineering requirements, traffic service and safety, project and road-user costs, the environment, and aesthetics. The proposed solution to be compatible with the Corps of Engineers' on-going flood control works.

EDWARDS AND KELCEY, INC.



Bridge Relocation

Mankato - N. Mankato - LeHillier

Newsletter

Number 2

December, 1978

Bridge Relocation Study

bridges to provide the standard project flood protection but without the dam. Plan 2 was ultimately adopted after it was determined by the Corps that the dam was uneconomical to construct.

The firm of Edwards and Kelcey, Wpls., has been retained by the Corps to study the alternatives and prepare the necessary reports and documents for locating and designing the new high bridges.

A meeting was held in November to inform and receive citizen comments on the progress and development of these studies. Additional meetings are planned. Please see the back page for location and time.



The flood of 1951 prompted local citizens to travel in Washington to ask for help with flood control.

WHAT IT'S ALL ABOUT

After the flood of 1951 a delegation of Mankato and N. Mankato citizens went to Washington to ask for help to protect the cities from further flooding by the Minn. and Blue Earth Rivers. The Dept. of the Army was directed to study the problem and plan for flood protection.

Two plans were proposed. Plan 1 was a combination of flood walls and levees for an 80 year flood occurrence (comparable to the 1965 flood) and the Blue Earth River dam. These would have provided the standard project flood protection for Mankato, N. Mankato and LeHillier. Plan 2 involved the construction of flood barriers (retaining walls and levees) and the raising of



During high water, ice and debris caught behind the Mankato Bridge from up the Minnesota River and cause further flooding.

Bridge Relocation Newsletter

REMINDER

To encourage the continuing community participation, two public meetings have been scheduled for:

January 3, 1979 at 7:30 p.m.
Roosevelt School
W. 6th and Watoma, Mankato

...

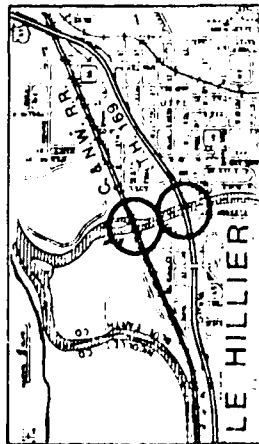
January 24, 1979 at 7:30 p.m.
North Mankato Junior High School
Corner of Range & Warfield, N. Mankato

BILL PATRICK
10 S. WATOMA
PAID
PERMIT NO. 470
MANKATO, MN 56001

The editorial content of the Community Newsletter is the responsibility of the staff of Edwards and Kelcey, Inc., Consultants. The newsletter is prepared and distributed by the Bridge Relocation Information Office and published under the auspices of the St. Paul District, Corps of Engineers.

Information Office Address

Bridge Relocation - Information Office
Room 208, Northwestern Office Bldg.
209 South Second Street
Mankato, Minnesota 56001
Monday thru Friday from 8:00 a.m. to 5:00 p.m., or call (507) 387-7860



ALTERNATIVES

- 1. For the Blue Earth River, the following alternatives have been selected for study with regard to raising or relocating the bridges and tracks over the Blue Earth River.
 - 1.A. Existing Roadway Alignment, with provisions for on and off ramps to Minnesota Road to and from the south.
 - 1.B. New Road Alignment slightly south of existing bridges, with provisions for on and off ramps to Minnesota Road to and from the south.
 - 2.A. Existing Roadway Alignment, with northbound off-ramp to Sibley St. and a southbound on-ramp from Minnesota Road.
 - 2.B. New Roadway Alignment, slightly south of existing bridges, with northbound off-ramp to Sibley St. and a southbound on-ramp from Minnesota Road.
 - 3.A. River bridges on existing alignment, with modifications to the Park Lane Interchange.
 - 3.B. River bridges on new alignments with modifications to the Park Lane Interchange.
- These alternatives will be presented for discussion at the next public information meeting on January 3, 1979.

C. & N.W. RAILROAD BRIDGES OVER BLUE EARTH RIVER

The following alternatives have been selected for study with regard to raising or relocating the bridges and tracks over the Blue Earth River. Alternatives include the Woodland Avenue bridge at the entrance to Sibley Park.

1. Raise both bridges on present alignment.

2.A. Raise Mainline north track. Stub end south track for storage, and retain present Woodland Avenue entrance to Sibley Park.

2.B. Raise Mainline north track. Stub end south track for storage, and replace Woodland Avenue bridge between Woodland and Carney Avenues.

3.A. Raise Mainline north track on new alignment slightly north of existing tracks. Stub end both existing tracks for storage, retain and modify existing wood land Avenue bridge entrance to Sibley Park.

3.B. Raise Mainline north track on new alignment slightly north of existing tracks. Stub end both existing tracks for storage, and replace Woodland Avenue bridge between Woodland and Carney Avenues.

These alternatives will be presented for discussion at the next information meeting on January 3, 1979.

MAIN STREET BRIDGE ALTERNATIVES

Four alternatives to replace and relocate the present Main Street Bridge will be presented at the January 24th meeting. The alternative locations are:

- 1.A. Relocate to Mulberry
- 1.B. Relocate to Main
2. Range to Cherry-Warren
3. Monroe to Madison

1ST PUBLIC MEETING

The first public information meeting of the Mankato Bridge Relocation Project was held Wednesday, November 15, 1978, at the Minnesota Valley Regional Library, Mankato, MN. Approximately 85 persons were in attendance.

Rob Penniman, of the St. Paul District Corps of Engineers, presented the opening remarks and stated the purpose of the meeting and Corps' involvement in the project.

Marty Romano, of Edwards and Kelcey, Inc., introduced members of the project staff to the audience and narrated a slide presentation giving an overall view of the project area and the scope of the project.

Tom Wetmore, of Edwards and Kelcey, Inc., reported to the audience on the proposed four alternative bridge locations for the new Main Street Bridge and the necessity to raise the twin Highway #169 bridges over the Blue Earth River and the nearby railroad bridges.

Opportunity was given to the audience to ask questions and voice opinions. Some citizens gave their opinions on certain alternatives and discussion followed regarding the fact that all alternatives will be given equal consideration when studies along with the environmental and traffic study data.

HOMEOWNERS & BUSINESSMEN SURVEY

Homeowners and businessmen who would be affected by bridge relocation and construction are being interviewed. It is necessary to gather data to determine which option for a proposed new bridge to link Mankato and North Mankato will have the most beneficial effect on its surrounding area.

Some of the questions will pertain to business hours, parking facilities, condition and value of buildings, ship or rental agreements, type of business, number of employees and payroll earnings. All information will be held confidential.

The survey will continue until all the zones involved have been covered. It should be noted however that being interviewed does not mean that any specific location has been selected.

ENVIRONMENTAL STUDIES

A team of natural environmentalists led by Dr. Henry Quade of the Environmental Studies Institute at Mankato State Univ. has been actively gathering information about potential impacts to the water quality and plant life related to any proposed bridge construction. Water chemistry and analysis has been supplemented with information from the Minn. Pollution Control Agency and the U.S. Geological Survey. The team is analyzing samples to determine the level of existing pollutants that might be disturbed during construction. Also, the team is responsible for determining whether there are any "rare or endangered species" of wildlife, or plant life. Planners and engineers for the project will then use the findings to lessen impact to the river during construction phases.

ALAN, NORTH MANKATO, ILL. PHILLIP

BRIDGE RELOCATION

PUBLIC INFORMATION MEETING

January 24, 1969

No. Mankato Jr. High School

The town of Mankato, in

consultation with the Minnesota Department of Transportation, has initiated the relocation of the Main Street Bridge over the Minnesota River. The relocation of the bridge is necessary to improve the flow of traffic and to provide a more direct route for travel. The new bridge will be located at the intersection of Main Street and the Minnesota River. The relocation of the bridge is a major project and will require the construction of a new bridge structure. The project is being funded by the State of Minnesota and the town of Mankato. The relocation of the bridge is expected to be completed by the end of 1970.

The town of Mankato, in consultation with the Minnesota Department of Transportation, has initiated the relocation of the Main Street Bridge over the Minnesota River. The relocation of the bridge is necessary to improve the flow of traffic and to provide a more direct route for travel. The new bridge will be located at the intersection of Main Street and the Minnesota River. The relocation of the bridge is a major project and will require the construction of a new bridge structure. The project is being funded by the State of Minnesota and the town of Mankato. The relocation of the bridge is expected to be completed by the end of 1970.

and will be

The town of Mankato, in consultation with the Minnesota Department of Transportation, has initiated the relocation of the Main Street Bridge over the Minnesota River. The relocation of the bridge is necessary to improve the flow of traffic and to provide a more direct route for travel. The new bridge will be located at the intersection of Main Street and the Minnesota River. The relocation of the bridge is a major project and will require the construction of a new bridge structure. The project is being funded by the State of Minnesota and the town of Mankato. The relocation of the bridge is expected to be completed by the end of 1970.

MAIN STREET BRIDGE OVER MINNESOTA RIVER

Six alternatives to replace and relocate the present Main Street Bridge will be presented at tonight's meeting. The alternative locations are:

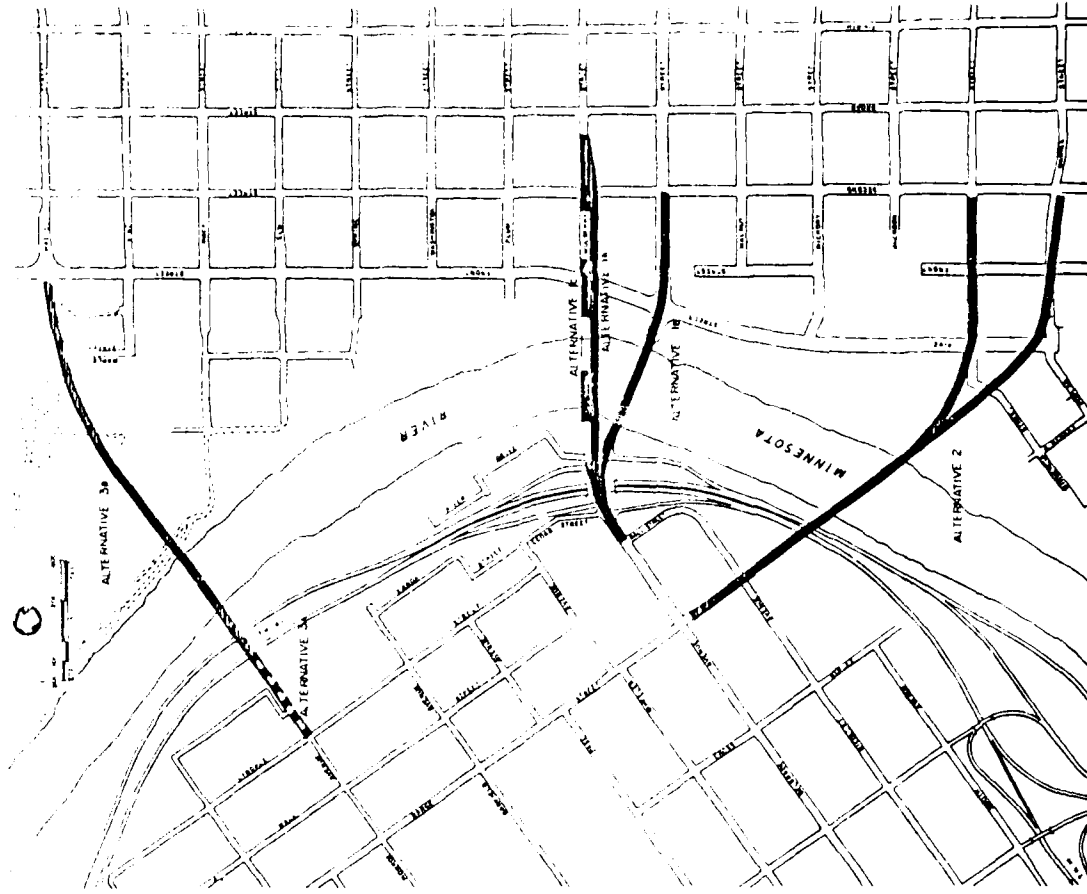
1. A. Belgrade Ave. to Mulberry St. with T.H. 109 passing over Belgrade Ave.
1. B. Belgrade Ave. to Main St. with Belgrade Ave. passing over T.H. 109.
1. C. Kings St. to Cherry and Warren St. one-way pair.
1. D. Main Ave. to Mulberry Ave.
1. E. T.H. 109 at Monroe Ave. to Madison Ave. (no connection to Monroe Ave.).

We invite your comments and suggestions to modify these alternatives or identify additional ones for consideration.

INFORMATION OFFICE

To keep up to-date on the latest project developments, you are cordially invited to visit the information office in Room 218, Northwestern Office Building, 209 South Second Street, Mankato. Office hours are 8:00 a.m. to 5:00 p.m. Monday through Friday, or Telephone 367-1860.

EDWARDS AND KELCEY, INC.



MAIN STREET BRIDGE ALTERNATIVES

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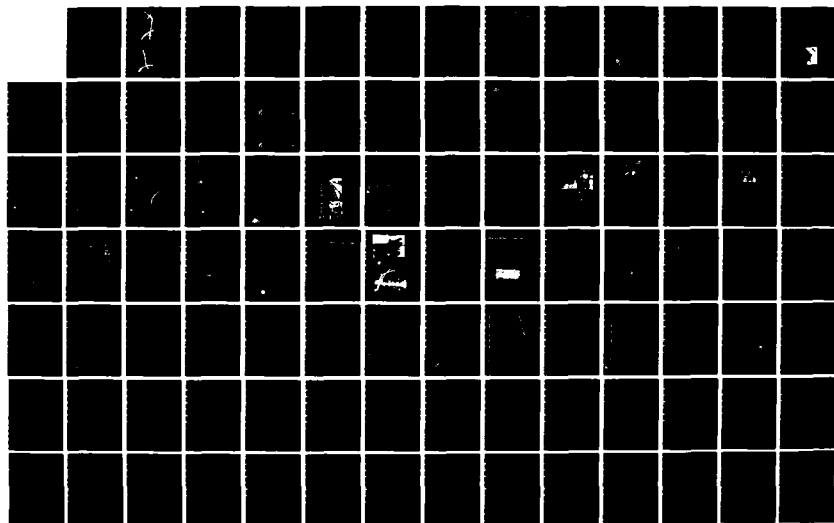
FLOOD CONTROL MINNESOTA RIVER MINNESOTA MANKATO-NORTH
MANKATO-LE HILLIER. (U) CORPS OF ENGINEERS ST PAUL MN
ST PAUL DISTRICT SEP 82

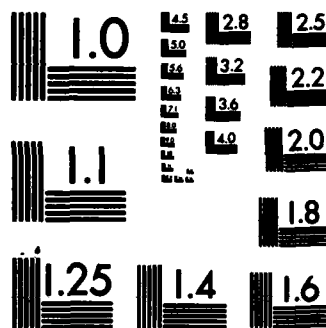
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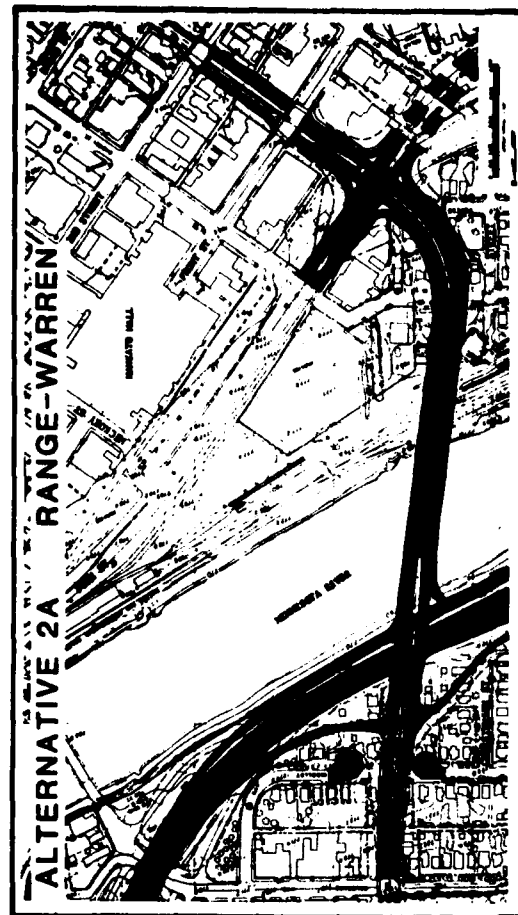
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MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

MAIN STREET BRIDGE RELOCATION



NUMBER OF ALTERNATIVES REDUCED

During the analysis of data and impacts and refinement of designs, certain of the alternatives were judged to be significantly less desirable than others. These have been recommended to be dropped from further consideration. These are:

- o Alternatives 3A and 3B, Monroe-Madison
- o Alternative 2, Range-Cherry-Warren

This has been replaced by Alternative 2A, Range-Warren at this location.

Of the numerous alternatives considered at Location 1, the Belgrade-Mulberry Alternative 1CA currently appears to be the most desirable at this location and is the one being presented for public consideration. Under this alternative Belgrade Ave. would pass over a lowered T.H. 169 in North Mankato. On the Mankato side the alignment would be generally on the southerly side of Mulberry St. thereby avoiding the taking of the Burton Hotel. As a result of these evaluations, only Alternatives 1CA and 2A are currently being recommended for consideration.

SUMMARY COMPARISON OF ALTERNATIVES 1CA AND 2A

	ALTERNATIVE 1(CA)	ALTERNATIVE 2(A)
COSTS		
Construction	\$11,991,000	\$15,378,000
Right-of-way	\$ 3,056,000	\$ 3,079,000
TOTAL	\$15,047,000	\$18,457,000
DISPLACEMENTS		
Households	22	39
Businesses	7	10
Employees	202	98
TRAFFIC SERVICE AND SAFETY		
Overall good traffic service and satisfactory quality of design.		Overall good traffic service, but 1.5 million (5%) more miles of travel. Physical constraints dictate lower quality designs with regard to both capacity and safety.
NEIGHBORHOOD IMPACTS		
Adverse traffic impacts on Washington Park area.		Adverse traffic and physical impacts on Nicollet Avenue-Range Street area.
BUSINESS DISTRICTS AND REDEVELOPMENT AREAS		
Generally positive, but would reduce developable area in Mulberry Street area.		Generally positive. Would reduce developable area but stimulate earlier development of Pike-Poplar Sts. area.

CITY COUNCILORS AND STAFFS ATTEND WORKSHOPS TO STUDY AND EVALUATE MAIN STREET BRIDGE ALTERNATIVES

On Saturday, May 5, 1979, members of the city councils of Mankato and North Mankato attended a workshop session to identify, study and evaluate the relative impacts of the two primary alternatives for the Main Street bridge relocation. Over three hours were spent by the councilors identifying in detail their concerns and analyzing neighborhood by neighborhood and issue by issue the impacts of each of the alternatives.

A week earlier, on April 26th, staff members of both cities along with representatives of the Minnesota Department of Transportation, the Corps of Engineers and the consultants, Edwards and Kelcey and Rieke Carroll Muller, spent a full day in a similar effort.



Bridge Relocation

Mankato - N. Mankato - LeHittier Newsletter

Number 7

July, 1981

MAIN STREET BRIDGE HEARING SET FOR JULY 22

The Location/EIS Public Hearing on the relocation of the Main Street TH 60 bridge over the Minnesota River has been scheduled for Wednesday, July 22, 1981. The hearing will take place at 7:30 P.M. at the National Guard Armory, Second and Plum Streets. The doors will be open at 6:00 P.M. to provide opportunity for the public to view the proposed plans.

The Corps of Engineers has selected Alternative 1CA which connects Belgrade Avenue in North Mankato with Mulberry Street in Mankato as its preferred alternative and will present it for official comment at the hearing. Information on the other alternatives studied will also be available. The official hearing record will be open to receive comments for 10 days following the hearing.

Section 404(b)(1) of the Clean Water Act of 1977 requires that proposed water resources projects comply with Federal regulations regarding the discharge of dredged or fill material into waters of the United States. Section 404(b)(1) evaluations are included in the Draft Environmental Impact Statement for construction of the Main Street bridge relocation over the Minnesota River. The July 22 hearing will offer the opportunity to comment on these evaluations.

This hearing is the last of three official public hearings on the selection of locations for the bridge relocations necessary

to complete the Mankato Flood Control project. As the preparation of plans progresses the public will be afforded further opportunities to be informed and comment on the design and right-of-way requirements.

Draft EIS Filed

The Draft Environmental Impact Statement for the relocation of the Main Street bridge over the Minnesota River was sent to the U.S. Environmental Protection Agency (EPA) on June 26, 1981. Copies for review by the public have been placed at the following locations:

Mankato City Hall
Minnesota Valley Regional Library,
Mankato and North Mankato
Mankato State University Library
Mn/DOT District 7 Office, Mankato

Interested citizens are encouraged to study these documents. In addition, the project information office at Rieke Carroll Muller, 209 South Second Street (Tel. 625-4428) will be open weekdays between the hours of 8:00 A.M. and 5:00 P.M. from July 13 to July 24 to answer questions and receive comments.

BELGRADE-MULBERRY LOCATION

PREFERRED FOR MAIN STREET BRIDGE

Four locations have been considered as potential replacements for the Main Street bridge in conjunction with the Corps of Engineers flood control project. The possible alternatives were narrowed down to two designs: one connecting Belgrade Avenue in North Mankato to Mulberry Street in Mankato (Alternative 1CA); the other connecting Range Street in North Mankato to Warren Street in Mankato (Alternative 2A).

Both alternatives satisfy the primary objective of providing protection against the Standard Project Flood for the Mankato area in accordance with the project authorization. Both alternatives, by the elimination of the at-grade railroad crossing currently in use, produce savings to the railroad and to motorists. While neither alternative is considered to supply a net positive contribution to the quality of the natural environment, neither was found to have significant adverse environmental effects. The alternatives are essentially equal in terms of their minimal impacts on the natural and cultural environments.

Both alternatives were found to create adverse social impact in resident displacement and neighborhood disruption, yet neither was significantly superior from a social perspective. 1CA would displace 19 households while 2A would displace 40. Under 1CA, a 50 percent greater traffic volume than under 2A, would impinge on Broad and Fourth Streets in the Washington Park neighborhood in Mankato. These streets have recently been reconstructed to accommodate these anticipated volumes. Potential increases in traffic noise associated with the higher volumes in the Washington Park neighborhood can be reduced to imperceptible levels by prohibiting through truck traffic on Fourth and Broad Streets.

Alternative 2A, while displacing a greater number of businesses than 1CA, should result in a lower loss of annual gross sales (\$1.5 vs \$2.6 million) and annual employee

payroll (\$0.3 million vs \$0.6 million). At the same time, it possesses a slightly greater overall development potential (\$0.5 million) for redevelopment parcels in Mankato. Yet Alternative 1CA provides significantly better traffic service, including 1.5 million fewer annual vehicle miles of travel than under 2A. Roadway design characteristics for Alternative 1CA are satisfactory, whereas, in Alternative 2A, they are substandard because of the physical constraints of the location. Trunk highway system continuity would be lost under Alternative 2A.

Alternative 1CA would cost \$19,564,000 as opposed to \$24,920,000 for Alternative 2A. On the basis of its significantly lower cost, its superior design and location characteristics for traffic service and safety, and the net overall effect of other factors being essentially equal, Alternative 1CA is the preferred plan and has been tentatively selected to replace the existing Main Street bridge.

AREAS OF CONTROVERSY

Both alternatives were found to create adverse social impacts in resident and business displacement and neighborhood disruption. While neither has been determined significantly superior from a social perspective, a continuing controversy exists between residents of Mankato and North Mankato over these issues. The disagreement centers on which city, if either, would be more significantly harmed by the potentially adverse social and economic effects of residential and business displacement and neighborhood traffic impact.

Mankato and North Mankato officially endorsed a Belgrade to Mulberry crossing in 1974, following initial feasibility studies

CONTROVERSY (Continued)

for the bridge relocation. Then in April 1979 the Mankato City Council withdrew its support for the Belgrade-Mulberry crossing in favor of a neutral position pending public hearings on completion of the current study. At the base of the withdrawal of support is seen a concern for the potentially adverse impact on Mankato neighborhoods, business districts, and redevelopment areas. Mankato staff members indicated their unofficial support for the Range-Warren (Alternative 2A) location, seeing it as providing greater redevelopment potential for the city. North Mankato responded by reiterating its support for the Belgrade-Mulberry location on the basis of that alternative's superior traffic service and design features, lower total displacement (business and residential), and the relatively minor effects on the North Mankato Central Business District and neighborhoods.

Public opinion has centered on neighborhood impact -- with Mankato residents primarily concerned with the potential adverse effects in Mankato under Alternative 1CA, and North Mankato residents primarily concerned with the potential adverse effects in North Mankato under Alternative 2A. Residents of Mankato's Washington Park neighborhood, in particular, have expressed strong opposition to Alternative 1CA and support for Alternative 2A. North Mankato's Nicollet neighborhood residents have expressed equally strong opposition to Alternative 2A and support for Alternative 1CA. Petitions for and against each location have been circulated by the opposing groups.

Another source of controversy is the State Trunk Highway 60 (TH60) designation on the Main Street bridge. The possible loss of trunk highway designation would place responsibility for the operation and maintenance of the structure on the adjoining cities and counties rather than on the State. Mn/DOT has indicated retention of TH 60 designation would be acceptable for Alternative 1CA, which maintains satisfactory design characteristics with full service connections to TH 60. If

Alternative 2A were selected, ramp connections between the bridge and TH 169/60 to and from the south would be lost. Mn/DOT has found retention of trunk highway designation on Alternative 2A to be unacceptable due to its low design characteristics and the loss of system continuity to the south. Mn/DOT has indicated that under Alternative 2A, TH 60 would be relocated from its existing routing on North Front Street and Madison Avenue in Mankato to the new TH 14 bypass at the north edge of the city. Local concern for maintenance costs would indicate that Alternative 1CA be preferred.

COSTS

A breakdown of the costs for Alternative 1CA is as follows:

Construction Cost (1980)	\$15,785,000
Right-of-Way	<u>3,779,000</u>
Total	\$19,564,000

Displacements	
Households	19
Businesses	7
Employees	202
Part-time	58
Full Time	144

And for Alternative 2A is:

Construction Cost (1980)	\$20,771,000
Right-of-Way	<u>4,149,000</u>
Total	\$24,920,000

Displacements	
Households	40
Businesses	10
Employees	98
Part time	43
Full time	55

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Project Schedule

The July 22, 1981 hearing on the Main Street bridge over the Minnesota River is the third of three hearings on the bridge relocations for the Mankato-North Mankato-Le Hillier Flood Control Project. The first hearing held on March 11, 1981, dealt with the TH 169/60 bridges over the Blue Earth River. The second, held on June 2, 1981, dealt with the Chicago and North Western Railroad bridges over the Blue Earth River. As in the case of the previous bridges, the preferred alternative will be identified and presented for formal public and official comment in the DEIS and at the hearing. Following each public hearing and statutory review period, the Final Environmental Impact Statement (FEIS) containing the recommended alternative will be filed. Upon approval of the FEIS and filing of the Record of Decision, a design study and hearing will be conducted for each selected alternative. After approval of the design study, right-of-way acquisition and preparation of construction plans will begin. Construction is presently expected to begin in 1983. In brief, the schedule is as follows:

File DEIS's	January-June	1981
File FEIS's	Summer	1981
File Approval & Record of Decision	Summer	1981
Design Studies & Hearings		1981-1982
Right-of-Way Acquisitions & Construction Plans		1982-1983
Start Construction		1983

Reminder

PUBLIC HEARING ON THE
MAIN STREET TRUNK HIGHWAY 60,
BRIDGE OVER THE MINNESOTA RIVER.

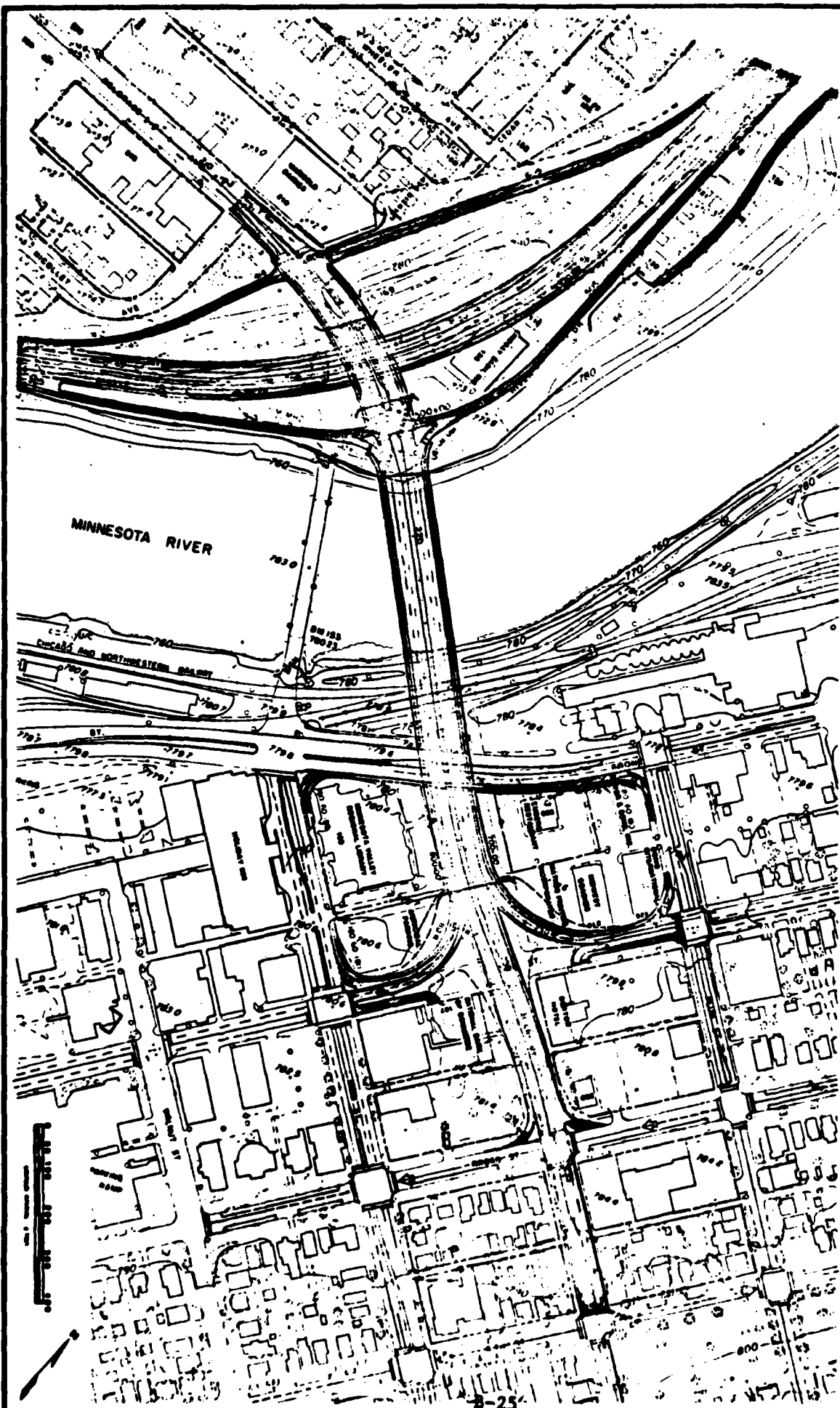
On Wednesday July 22, 1981 at 7:30 P.M. at the National Guard Armory, Second and Plum Streets, Mankato. Doors open at 6:00 P.M. to afford an opportunity to view the plans.

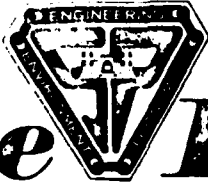
INFORMATION OFFICE ADDRESS:

July 13 to July 24, 1981
Bridge Relocation - Information Office
Rieke Carroll Muller
209 South Second Street
Mankato, Minnesota 56001
Monday thru Friday from 8:00 A.M. to
5:00 P.M., or call (507) 625-4428

The editorial content of the Community Newsletter is the responsibility of the staff of Edwards and Kelcey, Inc., Consultants. The Newsletter is prepared and distributed by the Bridge Relocation Information Office and published under the auspices of the St. Paul District, Corps of Engineers.

BELGRADE-MULBERRY ALTERNATIVE (1CA) PREFERRED





Bridge Relocation

Newsletter

Mankato - N. Mankato - LeHillier

Number 8

April, 1982

MAIN STREET BRIDGE INFORMATION OPEN HOUSE APRIL 22, 1982

An "Open House" will be held at the Minnesota Valley Regional Library conference room on Thursday, April 22, 1982 between the hours of 12:00 noon and 8:00 p.m. The "Open House" will provide citizens with information on details of the proposed design for the relocation of the Main Street Bridge over the Minnesota River.

All corridor residents, business representatives, local officials and interested parties are encouraged to attend. This will be the last public meeting held to receive public input on design of the Main Street Bridge. Representatives of the Corps of Engineers, its consultant, Edwards and Kelcey and the Minnesota Department of Transportation will be on hand to provide information, answer questions, and receive comments on the detailed design layout. Also, a representative of the Corps of Engineers, Real Estate Division will be present to answer questions on the acquisition process.

DESIGN MODIFIED SINCE PUBLIC HEARING

The Corps has modified a design detail of its preferred alternative for the proposed Main Street Bridge Relocation. At the Public Hearing held on July 18, 1981 the Corps presented Alternative 1CA at the Belgrade-Mulberry location as its preferred alternative. The Alternative 1CA alignment was located south of the center of Mulberry Street in Mankato and allowed the Burton Hotel to remain, while encroaching on the property of the National Bank of Commerce. Since the public hearing, the Corps has reviewed the comments received, interviewed affected property owners and re-evaluated the relative impacts of Alternative 1CA and a similar study alternative, 1CC, which lies along the center of Mulberry Street. Alternative 1CC requires the acquisition of the Burton Hotel, but does not encroach upon the National Bank of Commerce. As a result of this re-evaluation, the Corps has selected Alternative 1CC for construction. Detailed preliminary plans of Alternative 1CC will be on display at the Open House.

DEPARTMENT OF THE ARMY
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PROJECT MANAGEMENT BRANCH

Project Schedule

The present schedule for completion of the bridge relocations for the Mankato Flood Control Project is as follows:

Complete Design Memorandum No. 8	
Main Street Bridge	May 1982
TH 169 over Blue Earth River	Jul 1982
CNW over Blue Earth River	Aug 1982
Begin Right-Of-Way Acquisition	
Main Street Bridge	Sep 1982
TH 169 over Blue Earth River	Jul 1983
Plans, Specifications and Estimate	
Main Street Bridge	Aug 1983
Start Construction	
Main Street Bridge	Oct 1983
TH 169 over Blue Earth River	Jun 1985
CNW over Blue Earth River	Oct 1986

Reminder

MAIN STREET BRIDGE INFORMATION
OPEN HOUSE

APRIL 22, 1982

12:00 NOON - 8:00 P.M.

MINNESOTA VALLEY REGIONAL LIBRARY

MAIN STREET & PIKE STREET, MANKATO

Information meetings for TH 169 and Chicago and Northwestern crossings over the Blue Earth River will be announced in future newsletters.

The editorial content of the Community Newsletter is the responsibility of the staff of Edwards and Kelcey, Inc., Consultants. The newsletter is prepared by the Consultant and published and distributed under the auspices of the St. Paul District, Corps of Engineers.

Bridge Relocation

Mankato - N. Mankato - Le Hillier

Number 4

Newsletter

November, 1979

Public Hearing Rescheduled

The Federal Council on Environmental Quality recently changed its regulations for the preparation of Environmental Impact Statements. Because of these changes, it became necessary to revise the Environmental Impact Statement being prepared for the bridge relocations for the Mankato-N. Mankato-Le Hillier Flood Control Project. These changes will require extra time for the preparation of the necessary reports. As a result, the project schedule has been changed and the filing of the Draft Environmental Impact Statement and the Public Hearing have been rescheduled to next Spring.

PROJECT SCHEDULE

The impacts of the alternatives and the public comments are being evaluated. Three alternatives are being considered at the Chicago and Northwestern Railroad crossing over the Blue Earth River, two at the T.H. 169/60 crossing over the Blue Earth River and two for the replacement of the Main Street Bridge over the Minnesota River. These were described in the May newsletter and were presented and discussed at the public information meetings May 30 and 31, 1979.

The preferred alternatives will be identified and presented for formal public and official comment in the Draft Environmental Impact Statement which is planned to be circulated in the early Spring. During the period of this review, about mid Spring 1980, a public hearing on the project will be held. Following the public hearing the Final Environmental Impact Statement containing the recommended alternatives will be filed. Upon approval of the Final Environmental Impact Statement and filing of the Record of Decision, design studies and hearings will be conducted for the selected alternatives. After approval of the design studies, right-of-way acquisition and preparation of construction plans will begin. Construction is presently expected to begin in 1983. In brief, the schedule is as follows:

File Draft Environmental Impact Statement	March 1980
Public Hearing	April 1980
File Final Environmental Impact Statement (FEIS)	June 1980
FEIS Approval & Record of Decision	Fall 1980
Design Studies & Hearings	1980-1981
Right-of-Way Acquisition and Construction Plans	1981-1982
Start Construction	1983

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Bridge Relocation
Newsletter

INFORMATION OFFICE

Because of the delay that has occurred, the project information office has been temporarily closed. However, it will be reopened after the Draft Environmental Impact Statement is filed and will be open during the period surrounding the Public Hearing. An announcement will be made at the time of this reopening. In the interim, questions and comments may be addressed to Rieke Carroll Muller in Mankato; P. O. Box 66, Mankato, MN 56001 or telephone (507)625-4428.

The editorial content of the Community Newsletter is the responsibility of the staff of Edwards and Kelcey, Inc., Consultants. The newsletter is prepared and distributed by the Bridge Relocation Information Office and published under the auspices of the St. Paul District, Corps of Engineers.

CORRESPONDENCE

*TEW/ALR/FC/6 March 1979
on R.S. info. Aug*

St. Paul District, Corps of Engineers
BRIDGE RELOCATION INFORMATION CENTER

February 12, 1979

Mrs. Frank Phelps
235 Nicollet Avenue
North Mankato, MN 56001

Dear Mrs. Phelps:

I have tried to call you by phone several times, but have been unable to reach you.

We appreciate your concern as to the relocation of the Main Street Bridge and how one of the alternatives could possibly affect your house.

First, I wish to assure you that no decision has been made on any of the alternate locations at this time. It could conceivably be near the end of the year before it is known which location will be selected. It is necessary, however, to gather information on each of the alternatives in order to make the proper comparisons for all factors such as numbers of people affected, costs of right-of-way acquisitions, costs of construction and many others.

We do have your comments on file and, these along with others, will be considered during the route selection.

Sincerely,

Edin C. Berge
Edin C. Berge, Jr.
Information Officer

Jrb

STATEMENT CARD

RECEIVED JAN 31 1979

Name..... Mrs. C. Mrs. Frank L. Phelps		Check One
Address..... 235 Nicollet Ave.		☐ Elected Official
City..... Mankato, MN 56001		☐ Public Agency Representative
388-1934		☐ Group Representative
☒ Yes ☐ No Would Like To Speak All "Statement Cards" Submitted With Written Comments Will Be Included In The Record Of The Meeting.		☒ Private Citizen
Position, Agency or Group		
Statement..... My husband and I attended the meeting at North Mankato, Ia. High School on the relocation of the bridge. We are very concerned that our home be relocated. We have lived at this location for over 25 yrs. Our home is full and for and we have planned to retire in this house. Relocation of us will involve a partition and will have only what money we can save to live on. It will be impossible for us to start making house payments on to pay rent. My husband is a one-time worker for the railroad but had to leave because of a coronary 10 years ago. Therefore his earning capacity has been limited. I feel that someone is going to be inconvenienced by this relocation but I am not enough to hope it isn't going to be us.		
319/43176		

June 6, 1979

Mr. Floyd Wenner
115 N. Fourth Street
Mankato, MN 56001

Subject: 79-204, Mankato Flood Control
Bridge Alterations

Dear Mr. Wenner:

Thank you for your interest in the project and your suggested possibility for a solution to the problem. We have studied your diagram and the implied design. We find, however, that it would not be feasible to build such a design because of the very steep grades and sharp turns that would be necessary to physically fit it within the limits you show, i.e. Belgrade Ave. at T.H. 169 and Pike St. anywhere between the C & N.M. R.R. Depot and Cherry St., would not meet acceptable State and Federal design standards.

Very truly yours,

EDWARDS AND KELCEY, INC.

Thomas E. Wetmore

Thomas E. Wetmore
Project Manager

tg

cc: R. Penniman, Corps of Engineers
Dale Shaw, Mn/DOT, Mankato

THE FREE PRESS, MANKATO Friday, June 29, 1979-10

Readers' Points of View

Bridge plan has merit

I was present at the May 31 meeting concerning the new bridge to be built between Mankato and North Mankato. I presented another possibility which would make local cities happier — a crude drawing with no engineering behind it. It was only the Corps of Engineers consultants one week to read and tell me that they felt my plan could not meet the state and federal design standards. I believe it has been stated that it takes considerable time to determine a location's shortcomings. Thus my first thought was that this was an outright insult that they could take so little time to consider this plan.

Then I put the letter aside and let the matter drop. Now, after having informed about the new parking ramp, I feel I have known why the Corps of Engineers consultants wanted me satisfied. The reason is that they didn't want the bridge to become a consideration in the construction of the new parking ramp. By reasoning that if my plan was to be used, it would be possible to build an off-ramp directly into the second floor of the parking ramp and avoid the congestion which will build up on whatever street and Pike Street with the additional number of cars entering and leaving the facility.

I feel that we, the people of Mankato and North Mankato, could, through the use of petitions get my plan reconsidered and also get the parking ramp redesigned to facilitate the use of an off ramp into it from the bridge.

Floyd Wenner
115 N. Fourth St.

STATEMENT CARD

5/31/79

Name <i>Floyd Wenner</i>	Check One
Address <i>115 N. 4th St.</i>	☐ Elected Official
<i>Mn/DOT</i>	☐ Public Agency Representative
	☐ Group Representative
	☒ Private Citizen
Position, Agency or Group	

Yes ☒ No ☐ Would Like To Speak

All "Statement Cards" Submitted With Written Comments Will Be Included In The Record Of The Meeting.

Statement: *I would like to offer suggestions for a bridge design that would be actually designed to be a road bridge. The design by the Corps of Engineers is a bridge design.*

Mn/DOT 9331 (4/77)



**Meyer
and sons, inc.**

200 W. Superior - Minneapolis, Minn. 55401
TELEPHONE (612) 338-2000

CONTINUOUS CUSTOMER SATISFACTION SINCE 1932

September 8, 1979

District Office
US CORPS OF ENGINEERS
190 E. Kellogg Blvd.
St. Paul, Minnesota

Re MANKATO BRIDGE RELOCATION PROJECT

As one of the businesses that could be affected by the bridge relocation, we are very concerned at the sudden termination of availability of information on this project.

The closing of the local information office, the lack of any mailings or news releases, the great abundance of rumors, and the seeming cancellation of the public information session scheduled for September leaves us wondering about the status of the project.

Our future business planning is definitely affected by the future of this bridge.

Specifically we would like to know: a. Is there a new study being made, and if so, what has happened to require a new study?

b. When, and how, are we to be kept informed on the project.

c. What is the current time schedule for informational meetings, recommendations, and decisions?

Tom Hagedorn
V. Pres., Meyer & Sons, Inc.

cc The Honorable Tom Hagedorn.

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TOM HAGEDORN
1000 Hennepin Avenue
St. Paul, Minnesota 55101

TELEPHONE
612-338-2000
TELEFAX
612-338-2000

ADMINISTRATIVE SERVICES
1000 Hennepin Avenue
St. Paul, Minnesota 55101
(612) 338-2000

Congress of the United States
House of Representatives
Washington, D.C. 20515

OFFICE OF THE CLERK
U.S. HOUSE OF REPRESENTATIVES
1000 Capitol Building
Washington, D.C. 20540
ADMINISTRATIVE SERVICES
1000 Capitol Building
Washington, D.C. 20540
(202) 354-1000

September 12, 1979

Colonel Forrest T. Gay
U.S. District Engineer
1210 U.S. Post Office and Custom House
St. Paul, Minnesota 55101

Dear Colonel Gay:

I am writing to express my interest in a letter sent to your district office in St. Paul from Mr. Paul Meyer of Mankato, Minnesota with regard to the relocation of the Mankato Bridge.

Obviously, there has been very little information released in recent weeks concerning the new bridge and I can certainly understand the anxiety this has caused to many people in the area. If at all possible, I would greatly appreciate any information you might furnish me regarding the progress of your study and when some formal announcement is likely to be made.

Thanking you for your time and consideration in this matter, I am

Sincerely yours,
Tom Hagedorn
Tom Hagedorn
Member of Congress

TH:sp

MSD-9 Inquiry from Congressman Thomas Hagedorn on Mankato Flood Control Project

Name for Record

Design Branch
Engineering Division

30 July 1979
Mr. Pennington/ew/7569

1. On 27 July 1979, I received a telephone inquiry from Congressman Hagedorn concerning the status of planning for replacement of the Main Street bridge. Mr. Hagedorn stated that he was familiar with the Belgrade-Hulberry and Range-Warren alternatives being considered and wanted to know which plan is favored.
2. He indicated that he was aware of affected interests objecting to the Belgrade-Hulberry plan because the impact of diverting traffic into their neighborhood could be greater than would otherwise be experienced from flooding itself, which does not affect the impacted neighborhood. I replied that this concern, as well as other concerns, over equally sensitive issues common to both alternatives are being considered in our evaluation. I stated that the consultant, Edwards and Kelcey, found the Belgrade-Hulberry plan to be the most desirable and that is would most likely be recommended as the preferred alternative in the draft environmental impact statement supplement to be issued about mid-November this year, and that a public hearing would be held in January 1980 before a final decision would be made.
3. Congressman Hagedorn then asked if the \$3.5 million difference in cost between the two alternatives included the cost of rights-of-way. I replied that it did. I also added that Minnesota Department of Transportation officials have stated that the Trunk Highway 60 designation that exists on the Main Street bridge could be continued on the Belgrade-Hulberry crossing but not on the Range-Warren crossing, and that the maintenance responsibility would have to be shared by the two cities.
4. Mr. Hagedorn concluded by asking if the final decision rested with the Corps. I stated that it did.

CP:
Reading file

ROBERT PENNINGTON
Project Development Section
Design Branch
Engineering Division

Department of the Army
St. Paul District, Corps of Engineers
1135 U. S. Post Office and Custom House
St. Paul, Min. 55101

MSD-9

1 October 1979

Honorable Thomas Hagedorn
House of Representatives
Washington, D.C. 20515

Dear Mr. Hagedorn:

This letter is in response to your 12 September 1979 letter of inquiry concerning the status of the bridge relocation study for the Mankato-North Mankato-La Millier Flood Control Project.

The concerns addressed in Mr. Paul Meyer's letter are certainly appropriate at this time in view of the delay we have experienced in the past few months in proceeding with our study. A copy of our response to Mr. Meyer is inclosed.

Implementation of recent regulation changes in response to the new CEQ guidance on environmental impact statements (EIS) has necessitated making adjustments in our contractual arrangements with the consultant (Edwards and Kelcey) doing the bridge study. We are just concluding our negotiations with the contractor and expect the work to resume the first part of October. The impact of these changes will delay completion of the draft EIS, previously scheduled for September, until March 1980. The public hearing scheduled for November has been rescheduled to April 1980. The information office in Mankato, which was closed in July, will be reopened during the review period of the draft EIS. Announcements will be issued in the newspaper and by newsletter in October explaining the current status of the study and changes in schedule for future events.

I trust this information and a copy of our letter to Mr. Meyer will be adequate for your needs at this time.

Sincerely,

1 Incl
as

WILLIAM W. BAUGER
Colonel, Corps of Engineers
District Engineer

DEPARTMENT OF THE ARMY
ST PAUL DISTRICT CORPS OF ENGINEERS
1125 U S POST OFFICE & CUSTOM HOUSE
ST PAUL, MINNESOTA 55101

REPLY TO
ATTENTION OF: KCSED-D

28 September 1979

Mr. Paul Meyer
Vice President
Meyer & Sons, Inc.
227 North Front Street
Mankato, Minnesota 56001

KCSED-D
Mr. Paul Meyer
28 September 1979

Based on our evaluation of the impacts and the public comments heard at the informational meetings, a preferred alternative will be identified and presented for formal public and official comment in the draft EIS to be circulated in March 1980. During the draft EIS review period, a public hearing will be held (April 1980). The information office will be reopened during this review period and will remain open for about 1 week following the public hearing. Within a few weeks after the public hearing a decision will be made on the alternate to be recommended. Upon approval of the final EIS will be filed with that recommendation. Upon approval of the final EIS, design studies will begin on the selected alternative. During the design study phase, additional public information meetings will be held to resolve design refinements. One final public hearing on the design will be held after the design study is completed. After approval of the design study, right-of-way acquisition will begin. Construction is currently scheduled to begin in 1983.

If we can be of further assistance, do not hesitate to contact this office.

Sincerely,

WILLIAM W. BADGER
Colonel, Corps of Engineers
District Engineer

Dear Mr. Meyer:

Reference is made to your 8 September 1979 letter requesting information on the status of the bridge relocation study for the Mankato-North Mankato-La Millier Flood Control Project.

It is of interest to us to learn of your concern regarding the bridge relocation study as it has been some time since any information has been made available on the project. We would like to point out, however, that no new studies have been initiated since the last public information meeting in May except that we did evaluate one alignment suggested by Mr. Floyd Wanner at the May meeting. His proposal was not at all feasible because the steep grades and sharp curves necessary for such a design would not meet State and Federal design standards.

You may recall that a project schedule was provided in the May Newsletter which indicated that a draft environmental impact statement (EIS) would be circulated in September and a public hearing would be held in November. Unfortunately, there have been delays in our study due to recent changes in the regulations governing the preparation of the EIS. Implementation of these changes has required the changing of our contractual arrangements with the consulting firm (Edwards and Kelcey) contracted for the study. Consequently, completion of the draft EIS has been rescheduled for March 1980 and the public hearing will be held in April 1980. A newsletter will be issued in October updating the current status of the study and announcing the revised schedule for future events concerning the bridge relocations.

July 1979

Honorable Rudy Boschwitz
United States Senate
Washington, D.C. 20510

Dear Senator Boschwitz:

This letter is in response to your letter from Mr. and Mrs. Leo Schmidt of Mankato, Minnesota, concerning the Mankato-North Mankato bridge. As part of the improvements needed to complete the local flood control project at Mankato-North Mankato-LeMillier, Minnesota, existing highway and railroad bridges will have to be raised or relocated to provide adequate clearance for the design flood. In August 1978 the St. Paul District contracted the services of Edwards and Kelcey, Inc., an architect-engineer firm, to conduct a multidisciplinary study to determine the most appropriate means for altering these bridges. As a result of extensive coordination with the Minnesota Department of Transportation and the Federal Highway Administration, it was found appropriate to adopt the Minnesota Department of Transportation's "Action Plan" guidelines for the plan of study.

In an earlier "Bridge Relocation Study," completed in 1974 by Edwards and Kelcey for the cities of Mankato and North Mankato, a plan was recommended for replacing the existing Main Street bridge that would link Belgrade Avenue in North Mankato with Mulberry Street in Mankato. Although that plan was adopted by resolution by the two city councils, it was determined that the bridge alternatives would have to be restudied since public hearings and the preparation of an environmental impact statement were not a part of that study as required by the "Action Plan."

Of the numerous alternatives that have been considered for the Main Street bridge in our current study, certain of the alternatives were de-

Honorable Rudy Boschwitz

July 1979

termined to be significantly less desirable and were dropped from further consideration. On the basis of the major factors and criteria used in evaluating the alternatives, the Belgrade-Mulberry crossing from the earlier study and a crossing connecting Warren Street in Mankato with Range Street in North Mankato were judged the most desirable by Edwards and Kelcey. Currently, the findings of our study show that the Belgrade-Mulberry plan will most likely be recommended as a preferred alternative in the draft environmental impact statement.

During our study, substantive information was provided to the public and affected interests via newsletters, public information meetings, and local news media. Controversy has evolved which will make the selection of an acceptable alternative a difficult task. The city of North Mankato officially supports the Belgrade-Mulberry crossing. At present, the city of Mankato has not taken an official position. Minnesota Department of Transportation maintains that the Trunk Highway 60 designation currently existing on the Main Street bridge could continue for the Belgrade-Mulberry crossing, but could not be kept on the Range-Warren crossing. The reason is that the Range-Warren alternative does not meet current traffic movement and safety criteria.

The findings of this study are now being readied for the preparation of a location study report and a draft environmental impact statement to be circulated for review in mid-November 1979. A public hearing is scheduled to follow in mid-January, with a decision on the selection shortly thereafter.

I trust this information will meet your needs at this time.

Sincerely,



April 18, 1979

Mr. Roger Hofmeister, President
Old Town Neighborhood, Inc.
307 No. Front Street, Old Town
Mankato, Minnesota 56001

Dear Mr. Hofmeister:

This week we discussed the relative merits of a bridge crossing the Minnesota River at two points; namely, Mulberry Street or Warren Street. To briefly summarize the conclusions reached by the American State Bank with respect to the individual proposals I herewith submit the following points which have been deemed pertinent to the decision reached.

The advantages of alternate 2A (Warren Street Proposal) are as follows:

1. Good access to parking lots and the Mall.
2. Convenient access to North Front Street businesses and the Mankato East shopping complex.
3. Relocation of a minimum of business establishments.
4. No division of the downtown area from the Old Town area.
5. No heavy traffic in residential areas; such as Broad Street and North Fourth Street.
6. Would promote business activity in the Poplar Street area.
7. Leaves prime commercial land available for development in the Main Street, Mulberry Street areas.

The disadvantages to Mulberry Street location are as follows:

1. A visible division of Old Town from the Downtown Mall area.
2. Loss of prime taxable commercial property.
3. Limited access to the library.
4. Heavy traffic through the residential areas of North Fourth Street and North Broad Street.
5. Complicates business access to Old Town business area.



SAVE THE AMERICAN WAY

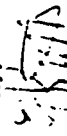


Mr. Roger Hofmeister, President
Page 2
April 18, 1979

Location of the bridge is a matter of grave concern to us because we will have such close proximity to it if it is located on Mulberry Street. My observation of the bridge areas on Park Lane is that the policing of litter is a serious problem. Any ability to place the bridge in such a position that this litter does not become an "eye sore" is a real advantage.

We will be most happy to discuss these proposals with you at your convenience; and should you have any questions, please feel free to contact us.

Sincerely,


E. F. Kuth
President

EFK/dml



SAVE THE AMERICAN WAY

MANKATO PLUMBING & HEATING CO., INC.

Phone 383-7812 P.O. Box 406 Mankato, Minn. 56002

April 17, 1979

TO WHOM IT MAY CONCERN

Ref: Bridge Relocation
Mankato - N. Mankato, Minnesota

Gentlemen:

We are located at 530 North Front Street in Old Town. It is our contention, based upon the observation of the present traffic patterns, the best solution to the traffic problem would be to relocate the bridge from Madison Avenue in Mankato to Monroe Avenue in North Mankato. It appears also, this is the most economical proposal. We want to go on record as being in favor of the above proposal. I think the downtown area would also benefit by turning the existing Main Street bridge into a pedestrian walk way.

Sincerely,

Jerome Sheehan
Jerome Sheehan, President

JS:ddi

barnett photo service

Robert Barnett
President

May 31, 1979

Robert O. Barnett
Lois C. Barnett
Owners of property 100 Minnesota St., Mankato, Minn

Lois C. Barnett
Madame Pettengill
Owners of property at 112 Belgrade N. Mankato, Minn 56001

As we can not attend this bridge meeting tonight we wish to take this means to let you know that as property owners directly and indirectly affected by both bridge routes than we strongly urge that the Belgrade Mulberry site be selected.

Two things influence our thinking. Why build another bridge so close to the one we already have at a greater cost both in money and impact on people? If you don't build the bridge on Belgrade what will happen to that area that has already been damaged by a highway taking most of the area? Both the business area and the people who own homes on River St have seen this area become more of a depressed area every year. Most of these people have accepted the idea of moving as government agencies have been telling them for years that they would have to move. The people on Range street have not had this threat hanging over their head and they are not ready to move.

These considerations would not be important if the Range Street location had merit to it and if it does I fail to see it, even though our business at 100 Minnesota St probably would benefit from it once you get through raising Pike St.

Sincerely,

Lois Barnett
Lois Barnett

100 Minnesota St., Mankato, Minnesota 56001 • (507) 387-4146

U.S. Army Corps of Engineers
Muskogee City Council
North Muskogee City Council
Senator Dave Durbinberger
Senator Rudy Bonnell
Commissioner Tom Hagdorn

I, the undersigned lawyer of the State of Minnesota and the United States, do hereby solemnly swear that the planning of the Masonic-Smith Institute bridge on Millberry St. because of the severe impact on the neighborhood, the tax base, and the entire community. I solemnly ~~WNE~~ the Corps of Engineers to consider other alternatives and

TO: U.S. Army Corps of Engineers
Muskogee City Council
North Muskogee City Council
Senator Dave Barchenger
Senator Rudy Beuchelt
Congressman Tim Waples

I, the undersigned taxpayers of the State of Minnesota and the United States, do hereby strongly recommend the placing of the handsome North Dakota Bridge on Walherry St. because of the severe impact on the neighborhood, the tax base, and the entire community. I firmly WDE the Corps of Engineers to consider other alternatives and

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13



DEPARTMENT OF THE ARMY
ST PAUL DISTRICT CORPS OF ENGINEERS
1135 U S POST OFFICE & CUSTOM HOUSE
ST PAUL, MINNESOTA 55101

REPLY TO
ATTENTION OF: NCSET-D

6 July 1981

NOTICE OF PUBLIC HEARING

1. A public hearing will be held by the Commander, St. Paul District, Corps of Engineers, at 7:30 p.m., Wednesday, 22 July 1981, at the National Guard Armory, Second and Plum Streets, Mankato, Minnesota, to receive oral and written comments concerning proposed alterations to the Main Street Trunk Highway 60 Bridge over the Minnesota River. The doors will be open at 6:00 p.m. to provide opportunity for the public to view the proposed plans.
2. A report on the study of bridge alterations, proposed for the flood control project, that summarizes the investigation of alternative solutions related to raising or replacement of the bridges and discusses the respective environmental impacts of those alternatives, was issued on 26 June 1981. Copies of that report, as cited below, are available at these locations: Mankato City Hall; North Mankato City Hall; Minnesota Department of Transportation, District 7 Office, Mankato, Minnesota; and Minnesota Valley Regional Library.

FLOOD CONTROL
MINNESOTA RIVER, MINNESOTA
MANKATO-NORTH MANKATO-LE HILLIER
DESIGN MEMORANDUM NO. 8 - PART I (Location Study)
AND
DRAFT SUPPLEMENT II TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR
BRIDGE RELOCATIONS

MAIN STREET TRUNK HIGHWAY 60 BRIDGES
OVER THE MINNESOTA RIVER BETWEEN
MANKATO AND NORTH MANKATO

3. All interested individuals, groups, and agencies are invited and urged to be present or represented at this hearing. Everyone will be given an opportunity to express his/her views and to furnish specific data on all aspects of the proposed project, including technical, economic, social, ecological and environmental material. Statements should be supported by factual information insofar as practicable.

NCSSED-D

6 July 1981

SUBJECT: Notice of Public Hearing

4. Oral statements will be heard, but for accuracy of the record, all important facts and statements should be submitted in writing. Written statements may be handed to the Chairperson at the hearing or may be mailed beforehand to our office. All statements, both oral and written, will become part of the official record on the proposed activity and will be made available for public information.

5. Section 404(b)(1) of the Clean Water Act of 1977 requires that proposed water resources projects comply with Federal regulations regarding the discharge of dredged or fill material into waters of the United States. Section 404(b)(1) evaluations are included in the Draft Environmental Impact Statements for construction of the Main Street Trunk Highway 60 bridge relocations over the Minnesota River. The 22 July hearing will also offer the opportunity to comment on these evaluations.

6. All statements should be addressed to the Commander, St. Paul District, Corps of Engineers, 1135 U.S. Post Office and Custom House, St. Paul, Minnesota 55101, ATTN: Environmental Resources Branch, Engineering Division.


WILLIAM W. BADGER
Colonel, Corps of Engineers
Commander

DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
1135 U. S. POST OFFICE & CUSTOM HOUSE
ST. PAUL, MINNESOTA 55101

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AGENDA

PUBLIC HEARING

22 July 1981

Draft Supplement II to the Final
Environmental Impact Statement
for Bridge Relocations
Main Street/Trunk Highway 60
Bridge over the Minnesota River between Mankato and North Mankato
and 404B Evaluation for Water Quality Issues on the
Minnesota River Bridge Crossing

- 6 p.m. Opportunity to View Alternative Plans
- 7:30 p.m. Opening Remarks by Colonel William W. Badger (District Engineer,
St. Paul District, Corps of Engineers)
- Reason for Meeting/Project Background
 - Introduce Study Staff
 - Explain Rules for Hearing
 - Introduce Project Engineer
- 7:40 p.m. Tom Wetmore, Project Engineer of Edwards and Kelcey, Inc.
- Project Overview
- 7:55 p.m. Colonel Badger
- Call on City Officials for Statements
 - Read Written Statements
 - Call on Public to Hear Comments
 - Questions and Answers
 - Closing Remarks

Written comments may be entered into the Public Hearing record if received within 10 days. These comments should be sent to:

District Engineer
U.S. Army Engineer District, St. Paul
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101

PARTICIPANTS IN THE MAIN STREET BRIDGE PUBLIC HEARING

Representing the U.S. Army Corps of Engineers:

Colonel William Badger. District Engineer.

Mr. Peter Fischer. Chief of the Engineering Division.

Mr. Robert Penniman. Project Manager for the Mankato project.

Mr. Charles Workman. Chief of the Economics and Special Studies Section in the Planning Branch.

Mr. David Miller. Senior Sociologist and Environmental Impact Statement Coordinator for the bridge study.

Mr. Gary Ditch. Chief of the Real Estate office.

Mr. Robert Dragonette. Real Estate office.

Representing the Minnesota Department of Transportation:

Mr. Lloyd Nelson. The District Engineer for the Minnesota Department of Transportation's District 7 office in Mankato.

Representing the Contractors:

Mr. Amardo Romano. Vice President and Manager of the Minneapolis office of Edwards and Kelcey and Project Director of the bridge study.

Mr. Thomas Wetmore. Associate of Edwards and Kelcey and Project Engineer for the bridge study.

Mr. Robert Sands. Associate of Edwards and Kelcey and principal land-use and transportation planner for the bridge studies.

Mr. William Hohle. Civil Engineer with Edwards and Kelcey.

Mr. George Brophy. The Planner Manager with Rieke, Carroll, Mueller for the studies which deal with the social and economic impacts of the relocations.

Mr. Odin Berge. Information Officer, responsible for the local public information office.

These people will be available to answer questions you may have concerning the Main Street bridge relocation study.

NEWS CLIPPINGS

*All Romano / Spill / Wisconsin / Feb
cc GLK, Linsinger*

*Kinans / Feb 6 / 3:45 PM
Romano*

6--Wednesday, Sept. 20, 1978 THE FREE PRESS, MANKATO

Office to explain bridge changes

Edwards and Kelcey, Inc., a Minneapolis consulting firm, will establish a Mankato office to publicly discuss changes concerning bridges over the Minnesota and Blue Earth rivers in connection with the Mankato-North Mankato-La Hillier flood control project.

The office will explain the options to local citizens and listen to the citizen's ideas, according to a statement released today by the U.S. Army Corp of Engineers, which is in charge of the flood-control project.

Objectives are to determine the best location for the Main Street bridge over the Minnesota River, the replacement or raising of the two Highway 168 bridges over the Blue Earth River and two Chicago Northwestern railroad bridges over the Blue Earth River.

The consulting firm will organize public information meetings and hearings. It will also prepare an environmental impact statement, expected to be completed in about a year.

Anyone wishing to receive a newsletter and announcements from the firm concerning the bridges should write Amador J. Romano, P.E., project director, Edwards and Kelcey, Inc., 6020 W 77th St., Minneapolis, 55435.

3--Thursday, October 12, 1978 THE FREE PRESS, MANKATO

Bridge traffic to be surveyed

Motorists crossing the Main Street, Highway 168 and Highway 168 bridges over the Minnesota River, and the Highway 168 Bridge over the Blue Earth River, will be surveyed beginning next week to determine traffic requirements in connection with the U.S. Army Corps of Engineers' flood control project.

Questionnaires will be distributed on the Main Street Bridge beginning Tuesday, Oct. 17. Drivers will be allowed briefly and handed a postcard questionnaire to determine where they are coming from and going to, and the purpose of their trip across the bridge. The postage

The office said the survey will help determine traffic circulation patterns under various bridge alternatives being considered. Studies will be conducted to determine the best location for the Main Street Bridge, replacement or raising of the twin Highway 168 bridges over the Blue Earth River.

Years of study, planning ahead before new bridge becomes reality

By NEAL ST. ANTHONY

Free Press Staff Writer

What used to be a lot simpler when Odin Berge was designing bridges. The 41-year veteran of the Minnesota Department of Transportation, who retired in 1971, said his crew would determine what was needed in the fall, design it in the winter and build it when the cold broke.

But bridge building has gotten more and more complex. State and federal laws require months and months of impact studies and planning. And in the case of a new Main Street Bridge between North Main and Main, forget it, it's going to be years.

"If everything goes on schedule, maybe the earliest we could expect construction to begin is 1985," said Berge, who is now project information officer for one of the engineering consultant firms doing preparatory studies on a new bridge.

Determining the location and design of a new bridge will take at least two years.

That has mystified some observers who recall that Main Street Bridge was built in 1961, after a 1973 study to determine the best site for a bridge. That study leaned toward construction of a causeway that would have connected Sederberg Avenue in North Main with the intersection of Broad and Mulberry streets on the Main side, angling north about one block from the span of the current bridge.

But that study (performed by one of the firms which is back in favor of a \$1-million effort that will survey several area bridges to be altered or rebuilt in connection with the U.S. Army Corps of Engineers Flood Control Project.

The research underway is supposed to cover everything from what aquatic creatures will be affected by construction to the travel habits of local commuters. The studies are being underwritten by the Corps.

There are four possible sites for a structure to replace the current Main Street Bridge, which was built in 1961.

New bridge

(Continued from Page 2)

spring by obstructing the flow of traffic. Some drivers on the Main Street Bridge were sure they were going to be mugged by the college students who delivered them.

Others discarded or ignored the pre-stamped cards. Others have been filling them out on the spot, Berge said. "People are so anxious for a new bridge they'll do anything to cooperate," Berge is hoping for a 40 percent response.

The two in the water were Dr. Henry Quade, a Minnesota State University biologist, and graduate student Kevin King. They were gathering data on the bridge's impact on the water. King will be studying the impact of the bridge's construction on the water's surface. Quade will be studying the impact of the bridge's construction on the water's surface.

The questionnaires are being handed out to commuters on all the area bridges during certain hours to get an idea of traffic patterns, which the bridge planners say is essential to determining the size and location of the new bridges.

(The survey, which will continue at various sites next week, reportedly has met with mixed results.)

The public, too, will get its say-so at information meetings and hearings scheduled to begin in mid-November. A public information office has been opened at 209 South Front St. (387-7869) by Stabe-Carroll-Muller Associates, Inc., which is the firm responsible for the traffic survey and other data collection. Edwards & Kelcey, Inc., Minneapolis, which performed the 1973 study, is responsible for the entire project, including the location analysis and final bridge design.

The flood control project began in 1971 after devastating floods in 1962 and 1968. About \$24 million has been spent so far in completing about 40 percent of the work. The federal government is scheduled to pay 80 percent of the cost, which will include 7.2 miles of dikes in addition to the bridges.

Connecting Range Street with the Cherry-Warren area, which would move the current bridge.

Connecting Monroe Avenue on the east side of the river, which would move the bridge several blocks north of its current location.

The Main Street Bridge is not the only structure scheduled for replacement. The twin Highway 169 bridges will have to be raised to surmount the flood control project's existing and proposed levees and floodwalls along the Blue Earth River in Le Hillier.

In addition, the Chicago and Northwestern Transportation Company's bridges over the Blue Earth River will have to be altered to clear the existing and proposed flood barriers.

In the Corp's estimation, the existing bridges added to the high waters upstream in the

Belgrade to Mulberry. The 1973 preference is for a new bridge, which would divert highway traffic away from possible bottlenecks at the Regional Library and the new Holiday Inn and give drivers a block longer to slow before merging with downtown traffic. "It's the best possible solution," Berge said. "But we don't want to give the impression that anything's been decided yet."

Rebuilding the bridge at its current site, which would mean the existing bridge would have to be demolished, severing the main link between the two downtown areas.

See NEW BRIDGE
(Please turn to Page 9)

Choosing of site for new Main Street Bridge 1½ years away

About 80 people turned out Wednesday night to hear from engineering firm representatives and the U.S. Army Corps of Engineers that it will be at least 1½ years before a final site is chosen for a new Main Street Bridge linking Mankato and North Mankato.

Officials dispelled a notion held by several people that the site for a new bridge has already been chosen. A 1973 study recommended a causeway that

would have connected Belgrade Avenue in North Mankato with the intersection of Broad and Mulberry streets in Mankato, angling north about one block from the span of the current bridge.

That plan is still being considered. But the recommendation has been shelved in favor of a \$1-million study that will consider four possible locations, including the Belgrade-to-Broad option and rebuilding at the current location.

In addition, the study considers altering the twin Highway 169 Bridges and railroad bridges to clear the flood walls planned by the Corps along the Blue Earth River south of Mankato.

"This is the first of several informational meetings we'll be holding," said Odin Berge, bridge project information officer, who was flanked by project supervisor Bob Pentimano of the Corps and Marty Romano, an official with Edwards & Kelcey, Inc., the Minneapolis firm that performed the 1973 study and now is overseeing the new effort.

Several people spoke for and against proposed locations for a new Main Street Bridge.

"They brought out points that we will consider very thoroughly," Berge said.

Other factors in the site consideration are traffic patterns, environmental impacts and land cost and availability.

A survey of drivers crossing the river was recently completed and is being analyzed to determine traffic flow and usage.

An environmental survey is underway to study how aquatic life will be affected by construction.

Property owners in the paths of the four alternatives will be contacted within a few months to determine land values.

It will be at least two years before final design of a new bridge is complete and probably four to five years before a bridge is actually built, according to the project timetable.

Another informational meeting will be scheduled in early December, Berge said.

Corps of Engineers plans to discuss bridge options

A public meeting will be held Jan. 3, 7:30 p.m., at Roosevelt Elementary School, Sixth and Overhousen streets, to discuss the relocation and reconstruction of the twin-highway 169 bridges over the Blue Earth River near Honeyman, Inc., the U.S. Army Corps of Engineers said Friday.

The Corps and representatives from two private engineering firms will also discuss the fate of the nearby Chicago and Northwestern Transportation Company Bridges over the Blue Earth and answer questions about other bridge relocations in connection with construction of the flood control project.

Further, the results of a recent traffic study of patronage of existing bridges across the Minnesota and Blue Earth rivers will be released and discussed.

It will be at least 1½ years before a final site is chosen for a new Main Street Bridge linking

Mankato and North Mankato, it was learned last month. Several locations are being considered as part of a \$1-million study examining traffic patterns, environmental concerns and relocation costs.

Studies of how aquatic life would be affected by construction are underway and property owners in the paths of the four alternative sites will be contacted in coming months.

The proposed sites under consideration are: Belgrade Avenue in North Mankato to Mulberry and Broad streets in Mankato; Range Street in North Mankato to the Cherry-Warren one-way streets in Mankato; Monroe Avenue in North Mankato to Madison Avenue in Mankato; and building across at the current Main Street Bridge location.

For more information call the bridge relocation information office at 387-7800.

Bridge, dike options threaten homes

view in April, along with further consideration of a new Main Street Bridge site.

The following alternatives were proposed to raise and relocate the twin-highway 149 bridge near Honeyman Products Co.

● **Main Street existing roadway alignment**, with an on-and-off-ramp to Minnesota Road to and from the south. (Northbound traffic would exit over the freeway, entering the Minneapolis on-ramp.)

● **Options on raising the railroad bridge** include one which would close the Woodland Avenue entrance to Sibley Park and place a new entrance about one-half block to the northeast.

Maps showing all of the alternatives are on view at the bridge information office from 8 a.m. to 4 p.m. weekdays, 209 S. Second St., 327-7800.

Sibley Park. One Mound Ave. resident said she feared that track additions would increase noise from the Honeyman Products Co. plant, 750 Minnesota Road. A man said he wanted assurance that his children could safely cross the tracks to attend school.

Spokane residents said that significant concerns would be construction work and the crossing in and out of area neighborhoods and to Sibley Park should be improved. There will be ample opportunity to review designs and associated costs at a public hearing in April, officials said.

"We will refine the alternatives... and answer your points with changes in design," Wetmore added. "We will draw them up and develop all of the impacts" for the public to review.

Thomas Wetmore, manager of the highway project, and an engineer with Edwards and Kelcey, Inc., said, however, that an estimate of cost or the amount of property taking has been prepared yet under the various proposals.

Representatives of Edwards and Kelcey, Inc., and the U.S. Army Corps of Engineers (which is overseeing the \$20-million-plus flood control project) solicited comment from about 35 citizens who gathered at Roosevelt School. They were told that, based on citizen comment, surveys of neighborhood affected by construction and estimated economic and environmental factors, a preferred plan will be developed for their scrutiny and approval.

In addition, a proposal to raise the Chicago and North-western railroad bridge adjacent to the highway bridge and improve the near the soybean processing plant, likely will result in some alterations near



Board backs Mulberry Street bridge

because it would detract from the regional library and open up a new bridge site. The board also recommended the inclusion of a cultural center and a location for the Indian memorial marking the hanging in 1862, followed an uprising in which white settlers were killed.

The bridge is being relocated in connection with the flood control project of the U.S. Army Corps of Engineers. At the board's request, Riecke-Carroll-Muller Associates, Inc., Man-

hato, a firm involved in surveying the potential impact of the bridge alternatives, wrote the resolution expressing the board's opinion.

In a recent meeting with representatives of Riecke-Carroll-Muller, the board opposed rebuilding the Main Street bridge

because it would detract from the regional library and open up a new bridge site. The board also recommended the inclusion of a cultural center and a location for the Indian memorial marking the hanging in 1862, followed an uprising in which white settlers were killed.

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In a recent meeting with representatives of Riecke-Carroll-Muller, the board opposed rebuilding the Main Street bridge

was optimistic about the county's chances. Awarding of the grants is based on a point system and the number of beneficiaries familiar that would benefit from the proposed project.

Fifty points the county will get for each of the grants. The plan will almost assure awarding of the grant said Darrow.

The application is due Feb. 5. Before then, the county must hold two public hearings, the first of which is scheduled for Jan. 16. Darrow predicted that the decision on the grants would be made by September. If approved, he said the funds would be available shortly thereafter.

The form of the allotment has not been decided. Applicants for the funds would qualify according to income. For example, a family earning \$9,200 or a family of four earning \$11,500 would qualify for the rehabilitation funds. These levels are adjusted annually.

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The Blue Earth County Board Tuesday put its support behind the Mulberry Street site for relocation of the Main Street Bridge.

In approving a resolution favoring the Mulberry Street option, the board also recommended the inclusion of a cultural center and a location for the Indian memorial marking the hanging in 1862, followed an uprising in which white settlers were killed.

The bridge is being relocated in connection with the flood control project of the U.S. Army Corps of Engineers. At the board's request, Riecke-Carroll-Muller Associates, Inc., Man-

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In a recent meeting with representatives of Riecke-Carroll-Muller, the board opposed rebuilding the Main Street bridge

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THE FREE PRESS

Tuesday, Jan. 23, 1979—15

Bridge alternatives subject of meeting

The four alternative sites being considered for a new Main Street Bridge will be reviewed Wednesday at a 7:30 p.m. information meeting at North Mankato Junior High School, Range and Garfield streets. The current site is one location under consideration in conjunction with the U.S. Army Corps of Engineers flood control project.

As at earlier meetings, representatives of the Corps and two engineering consultant firms will discuss all sites, including bridge proposals that would run from Range Street in North Mankato to Cherry, Warren street one-way in Mankato, from Bridge Avenue to Mankato, and from Main Street to Madison Avenue.

Present site excluded for new bridge

It will be more than a year before a decision is made on where to site a new Main Street Bridge linking Mankato and North Mankato. But one decision already has been made—even before \$1 million worth of land and location studies are in hand: it won't be at the current location.

The Minneapolis engineering firm coordinating bridge site studies has dropped Bridge Avenue as a possible location for the new bridge in North Mankato to Main Street. "We're recommending dropping the current site," said Ed Edwards, an engineer with Wetmore, Kelley, Inc. "Basically we're proceeding with three plans: Rebuilding from Bridge to Main because of the possibility of the placement of the two-year-old regional library and the south-to-be completed Highway 161—both of which front Main Street. A high-er to accommodate flood walls and a wider to accommodate traffic. The bridge just won't fit."

Opinions sought for bridge site

The Social Psychology Applications class at Mankato State University is surveying opinions on the location of a new Main Street Bridge. Instructor Ken Good has asked interested Mankato-North Mankato residents to list the location of their homes, place of work and the place they most often shop. Secondly, Good asks that they also list a preferred bridge site and drop off the response in one of the boxes located at either Madsons store, Penney's in the Mankato Mall, or Jack and Jill in North Mankato by Feb. 10, or send them to Bridge Survey, Box 52, M.S.U.

THE FREE PRESS

Saturday, Feb. 3, 1979—3

Five construction would be required.

"We couldn't just stop there," Ringhofer said. "You're going to drastically alter our traffic pattern. We'd have to rebuild Center and Range streets as well."

Center and Range streets as well to provide access to a Monroe Street ramp.

A bridge at Bridge Avenue is still the best possibility for North Mankato, Ringhofer said, because it conforms to the city's natural traffic pattern.

ALTHOUGH DRAFTSMEN and engineers are squinting over variations on the remaining three proposals, Mankato city officials previously are eyeing only two proposals. And one of those has been termed a "disaster on this side" by Ringhofer.

But Ringhofer said North Mankato has agreed to hold its peace "as a courtesy to Mankato" until engineering, economic and environmental studies are completed this spring.

The bridge would run from Range Street in North Mankato to Pike Street or eastbound Warren Street in Mankato. The effort in North Mankato is the same as on Monroe, Ringhofer said. It would take out residences on South and Nicollet avenues and require traffic rerouting.

But the real problem is that it would make a poor connection between the bridge and Highway 161—it's too close to the North Star Bridge. You could go north to Minneapolis, but you'd have to go back through town to go south," said Ringhofer.

THE PLAN BRIDGE more all over on the Mankato side of the river. Public Works Director Paul Baker said if the bridge could tie into Pike Street it would provide ideal routing for northbound and southbound traffic.

However, a couple of hurdles remain. The bridge would have to clear railroad tracks along the river by 21 feet, Baker said. Wetmore said he's talking now with Chicago and Northwestern Transportation Company and the Milwaukee Railroad to about relocating some of the track.

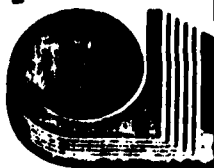
Another problem is that the bridge would skim the Minnesota-Poplar Street neighborhood which is being converted to a warehouse district.

"It's close—probably within a block or two—of new construction," said Assistant City Manager Phil Shelly. "But we feel the buildings would be far enough to the west" of the bridge site.

A FINAL PLAN in the running is basically the same one that both city councils are still on record as supporting from five years ago—a bridge from Bridge Avenue to Mankato and Broad streets in Mankato.

The two cities spent about \$40,000 for a site study done by the same firm. But that study was done before the U.S. Army Corps of Engineers got authorization for its massive \$65 million flood control project, which included bridge replacement at the expense of the federal government.

The Corps of Engineers is funding the current studies which include several vehicle and rail bridges. "We got the short version for \$20,000," Ringhofer said. "And now we're getting the long version for \$1 million."



THE FREE PRESS

Vol. 92 No. 288 32 pages 4 sections plus supplement
Tuesday, March 13, 1979 Mankato-North Mankato, Minn. 56001 20c

By KEN BRADY
Free Press Staff Writer

Rural Mankato should be in for at least moderate flooding this spring and some highways will be under water, according to the Army Corps of Engineers and the National Weather Service in Minneapolis.

If no more precipitation were to fall between now and the spring thaw, the Minnesota River in Mankato would crest at 22.5 feet, according to the weather service. Flood stage for the river is listed at 19 feet.

Assuming that another 1.5 inches of precipitation falls, which would be considered a "normal" amount, the crest would be raised to 24 feet.

The recent stage came in 1985 when the river reached 29.1 feet. It reached 27.1 feet in 1980 and 26.2 in 1981, according to Larry LaPoint, field engineer for the Corps in Mankato.

A 24-foot peak would not cause substantial problems in the cities of Mankato and North Mankato, LaPoint said. The new flood protection should be adequate to about 30 feet.

However, a 24-foot crest would require fulltime use of the flood control pumps in town, he said. The problems would be more severe in rural areas.

"There will be lots of highways under water," he said, as well as farmland and some farm houses.

The Corps has met with city officials to discuss measures to be taken in case of flooding. The Corps will meet Wednesday with the highway department to discuss possible highway flooding.

It has also met with officials in the other cities located along

the Minnesota River, LaPoint said. Most cities along the river are expected to surpass flood stage.

One additional problem in Mankato could be caused because of the confluence of the Minnesota and Blue Earth rivers. LaPoint said. If they both peak at the same time, it could mean trouble.

An updated flood forecast from the weather service is expected by Friday. The weather service uses five variables in trying to forecast floods: soil moisture, frost penetration, moisture in the snow, speed of the snow-melt and precipitation.

Soil moisture is about normal or even a little below normal in the Mankato area this year, LaPoint said. Rochester, which suffered devastating floods last spring, again suffers from exceptionally high soil moisture.

Frost penetration is light throughout the state. This is because snow fell early in November and acted as a ground insulator before the cold temperatures hit.

Snow moisture levels, or snow pack, are "on the high side," LaPoint said. Snow pack levels are approaching 1988 levels, he said.

If the snow melts quickly it could create serious problems. LaPoint said. Ice jams caused by thick ice cover or a rapid breakup could be bad news, according to the weather service.

Twenty inches or snow remain on the ground today in Mankato. Precipitation is expected to be at least normal for March, according to the weather service.

"If we get no rain, that would be nice," LaPoint said, no doubt holding his breath and crossing his fingers.

Range-Warren best bridge site

The decision concerning placement of the new Mankato-North Mankato bridge is at hand. It is very important that everyone understands the full implications of placing that bridge on Mulberry Street in Mankato.

In North Mankato, it means that the heavy traffic will have to remain on Belgrade Avenue, where it obviously is a detriment to business on that street. In Mankato, it will present an ugly view from our new Holiday Inn, perhaps most important, it would, by virtue of the traffic pattern, isolate our new library building.

The bridge would not come down to the ground until halfway between Broad and Fourth streets on Mulberry. This means that Mankato will have a highway area of two and a half blocks. It means that all Old Town has worked for in its plan will have problems due to traffic patterns and cut-de-acs on Second Street.

The Mulberry Street location will send tremendous loads of traffic up Fourth Street, from Mulberry to Madison Avenue. It will run the purpose of the Washington Street Park, so used by the young and elderly alike. Now we have a proposed new highway for senior citizens going up on Fourth and the park. This means much more use of the green area. Union School is used a great deal for activities ranging from recreation to night classes for adults. The bridge will be within feet of that school. A Lutheran church, a Catholic church, and a large school would also be affected by the Mulberry Street location.

A new overpass taking Highway 169 traffic over Belgrade will have to be built if the Mulberry site is chosen. The cost of this will be borne by the taxpayer. It is obvious that the best location, economically, socially, and from a traffic pattern standpoint, is Range Street-Warren. The bridge could come down by Plaza Street, hence not disrupt blocks and blocks of Mankato. It would leave Belgrade alone to do interesting things like perhaps put in a little park on the river where the present bridge lands, or redesign the street to be a more attractive shopping area.

How Kelly and Edwards and their subcontractor, RCM, could arrive at the decision that the best placement is Mulberry is beyond reason. Those of us concerned with the quality of life in Mankato will not agree this decision. We will fight it to the end and invite other groups dedicated to preservation of neighborhoods to join us.

Mankato Center
285 Washington Court
Washington Park Neighborhood Association

Free Press
4/13/79

THE FREE PRESS

Vol. 92 No. 261 20 pages 4 sections plus supplement
Friday, Feb. 9, 1979 Mankato-North Mankato, Minn. 56001 20c

Truck strikes, kills
Mankato woman on bridge
Associated Press

Mankato, Minn.
Ellen McGuire, 18, Mankato, was
killed Wednesday when a semitrail-
er truck struck and killed her on a
bridge over the Blue Earth River in
Mankato, said authorities.

She was the daughter of the Fred
McGuire, rural La Sauer. The death
occurred on the state 1179 road 10 to 14,
compared with 10 on this date last
year.

Mpls. Trib. 2/10/79



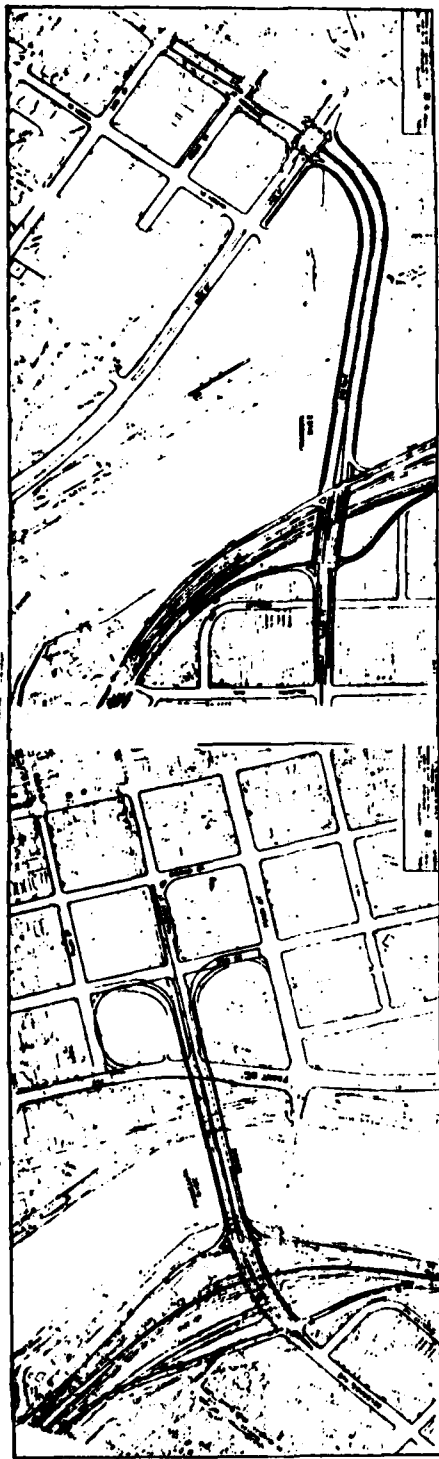
Scene of fatality

Ellen McGuire, 18, 308 Byron St., was struck and
killed instantly by a southbound truck on Highway
100 about 4 p.m. Thursday when she slipped or stum-

bled from the North Star Bridge pedestrian walkway.
Authorities said it appeared that she was headed for a
special-education class at West High School. The
driver of the tractor-trailer, owned by Kochi Fuel, Inc.,
of Green Bay, Wis., said he was proceeding in the

right hand lane when the woman suddenly appeared
in front of his vehicle and he had no chance to avoid
her. Ellen was the daughter of Mr. and Mrs. Fred
McGuire of rural La Sauer. Funeral arrangements are
pending with Hauch Funeral Home in La Sauer.

AIR 172155Z 2/79



Belgrade Ave. to Mulberry St. route

Range St. to Warren St. route

Range to Warren Street bridge current favorite

By NEAL ST. ANTHONY
Free Press Staff Writer

An engineering firm studying replacements for the Main Street Bridge has recommended a "preferred" route from Belgrade Avenue in North Mankato, over Highway 169 and the Minnesota River, to a spot near Mulberry River and Broad streets in Mankato.

But Mankato city staff officials are eyeing another proposal, a \$14.5 million span which would lift off from Range and Belgrade streets in North Mankato and touch down at Pike and

Warren streets, south of the Belgrade-Mulberry proposal. City Manager William Bassett and Public Works Director Paul Baker are so keen on the idea that they persuaded the city council Thursday to back off from a five-year-old stance favoring a Belgrade to Mulberry location.

"We feel there's a lot of merit to it," Bassett said, adding that there would be less displacement of Mankato businesses and residences under the Range-Warren plan. Furthermore, city engineers favor tying in the bridge

to Pike Street, a major thoroughfare north to downtown or southbound toward a planned extension of Pike to the southern fringes of Mankato.

The North Mankato City Council, however, is still on record as favoring the Belgrade to Mulberry plan. "It would be a disaster on this side of the river," said City Administrator Bob Ringhofer about the Range-Warren plan. "That project would take 47 homes" in the Range Street and Nicollet Avenue neighborhood. The consultant's report said it would affect

34 families. "And it totally changes our traffic plan," he said drivers coming from Mankato would be unable to gain access to southbound Highway 169 from the bridge.

Ringhofer pointed out that only 10 houses and several businesses in the River Drive area would have to be relocated under the Belgrade-Mulberry proposal. Many of the property owners are eagerly anticipating federal relocation benefits. If the bridge goes elsewhere, they stay—with no government compensation.

Ultimately the U.S. Army Corps of Engineers will decide where the bridge goes after receiving an Environmental Impact Statement from the engineering firm, Edwards and Kelcey, Inc. of Minneapolis.

The statement is in its final stages, with only "public involvement" left to be completed. Public hearings to be included in the statement should start within three weeks. Testimony will come from citizens and representatives of the two cities, Blue Earth and Nicollet counties and the state transportation department.

Thomas Weimore, project manager for Edwards and Kelcey, said Mankato's reservations about the Belgrade-Mulberry plan has sent his staff temporarily back to the drawing board. "But we feel on balance that it [Mulberry-Belgrade] is the best site. We're not willing to say this is the final answer. We feel it should be gone over again... and that we'll recommend the right one to our clients."

See BRIDGE ROUTE
(Please turn to Page 24)

(Continued from Page 12)

client... Edwards and Kelcey reached its decision after months of studying the land use, environmental, social, economic and transportation impacts of three possible routes. The Madison Avenue to Monroe Avenue option is virtually dead. Mankato staff members oppose the Mulberry site in large part because they say it would force condemnation of several businesses, depending upon the exact alignment. These include Meyer & Sons, Inc., Midwest Coaches Inc., Doris International, Inc., and the Burton Hotel. It probably also would render useless a parcel at Main and Second streets that is thought to be prime commercial

territory for future development. Edwards and Kelcey placed the tax loss at \$21,000 if the Mulberry bridge is built. "We disagree with that completely," Bassett said. "We come up with a scenario where we are losing \$100,000 in additional taxes at the Mulberry location." Bassett criticized the consultant's report on several grounds. City Engineer Ken Salfert said the Mulberry exits would route heavy traffic onto Fourth and Broad streets, which could be better borne on Pike Street.

A Pike Street location is not problem-free, though. Three or four small businesses would have to be moved as well as Snyder Drug Store, 602 S. Front St.

In addition, Pike Street would have to be raised about five feet to properly connect with the bridge. Finally, a Milwaukee Railroad spur the near that intersection would have to go, which would inconvenience rail customers several blocks south unless an adequate alternative is found. Baker said he has been talks with the railroad. He said there would be ample clearance for the cul-de-sac across the Chicago and Northwestern tracks along the Minnesota River.

The total tab, including right-of-way costs, would be \$13.9 million for the Mulberry site fa-

avored by Edwards and Kelcey and North Mankato officials, and \$18.8 million for the Mankato city-staff preferred Warren Street location. From its projected \$69.3 million budget for the total Mankato-area flood control project, the Army Corps of Engineers has allotted only \$13 million for relocation—and that is supposed to include new highway and railroad bridges along the Blue Earth River south of Mankato.

A spokesman for the new Holiday Inn developers said he fears that a Warren Street bridge might hurt their business, because it would be too far south and would discourage the transient patronage on which the hotel will rely, from doubling back. But Salfert said Thursday that the Mulberry location would probably be even tougher for Inn clients to negotiate because it would require some tricky turns in heavy traffic during rush hour periods.

The Old Town Neighborhood Association will meet Monday morning to discuss the bridge options and its stand at the public hearings.

The way things are shaping up, the bridge question may split the river cities before it connects them.

Information on the bridge sites is available at the bridge relocation information office, 209 South Second St., 387-7800.

Bridge route

By NEAL ST. ANTHONY
Free Press Staff Writer

By NEAL ST. ANTHONY
Free Press Staff Writer

AN AT/RS/BN/712
DA

Flooding is a threat in state

By GERRY NELSON
Associated Press Writer

MINNEAPOLIS (AP) —Spring flooding "is most definitely a threat to Minnesota and Wisconsin this spring," the meteorologist in charge of the National Weather Service said today.

The forecast by John Graff to an annual conference of state and local emergency services officials was largely unchanged from an outlook issued a week ago. Graff said he was sticking with his earlier figures.

Graff said record floods can be expected along the Peconica, Rock and Fox Rivers in southern Wisconsin.

He said "moderate to heavy overflows" are likely in southeastern Minnesota.

Graff warned, however, that flood conditions will depend on the rate of snow melt and whether there are spring rains on top of melting snow.

He said the crucial "transition period" falls from about mid-March to mid-April but forecasters are able to predict only about seven days in advance.

Graff said one good sign is that there is very little frost in the ground in Minnesota, meaning more water can be absorbed.

"We have a plus working for us," Graff said. He said the ideal situation would be if there are warm days and cool nights, allowing snow to melt and run off at an easy pace.

Graff called the water content in the Minnesota snow cover "quite comparable" to 1968, when flooding occurred.

By contrast, Graff said it is "not at all comparable" to the record flood year of 1966, in that year, the water content in winter snows was only 3 to 5 inches, but a rapid warming, heavy wet snowstorms and spring rains predicted record flooding.

"The elements in the last three to four weeks of warming are the key," Graff said.

Gov. Al Quie, who is to the conference and assist Al Quie, said that state government will assist in any emergency.

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N. Mankato still wants Mulberry bridge site

By KEN BRADY
Free Press Staff Writer

The North Mankato City Council Monday reaffirmed its support for the proposed bridge that would span Belgrade Avenue to a spot near Mulberry and Broad streets. Although the council took no formal action at its regular meeting Monday, council members and city staff reassured about 30 concerned citizens at the meeting that they still backed the proposal.

Thursday, the Mankato City Council backed off from a five-year stance favoring a Belgrade Avenue bridge. It decided to take a closer look at a bridge from Range Street to Belgrade Avenue to Pine and Warren streets in Mankato. Most of the citizens at Monday's meeting live in the affected area in

North Mankato near Nicollet Avenue.

North Mankato City Administrator Bob Ringhofer said Monday the Range Street bridge would be a "disaster" for North Mankato. "I'm at a loss as to how to find the good points for North Mankato," he said.

Mayor Dave Carlson said he would like to find out why the Mankato council changed its position. "It's beyond my imagination how they can pursue the Range-Warren proposal if they know we're sure to lose it about it. I'm completely in the dark as to their reasoning," he said.

"I hope we can convince Mankato to reconsider," said councilman Wayne Comstock. When the audience was asked if any-

one preferred the Range-Warren proposal, no one spoke.

An engineering firm studying replacements for the Main Street Bridge has recommended the Belgrade-Mulberry proposal. Only it would have several business would have to be relocated under this plan.

The consultant's report said 34 families would be affected under the Range-Warren plan. Further public informational hearings are tentatively scheduled for late May.

In other action, the council approved a rate increase for Kato Cab Fares will be increased 25 cents across the board and waiting time to 15 cents a minute, up from 10 cents a minute.

David Worral of Kato Cab said the increases were needed to off-

not gasoline prices. He said he expects that further increases would be needed to maintain the company's income. He estimated that the cost of fuel for an increase might come as early as next fall.

A bill introduced in the state Legislature that would allow Mankato and North Mankato to sell revenue bonds for home improvement is running into opposition, Ringhofer said Monday.

"It doesn't appear to stand the good of a chance," he said. "If you're betting, bet that such a bill will be passed."

A bill that would allow cities in the state the power to sell revenue bonds for home improvement has been introduced, but it hasn't done well either, Ringhofer said.

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Bridge divides interests in Mankato, North Mankato

Government planners are fond of the saying that a river between two communities divides them. But this divides them. The proposed new bridge over the Minnesota River may be an exception to this rule.

The Mankato City Council has made an unexpected eleventh hour switch from its previous policy of preliminary support for the Belgrade-Mulberry Avenue (North Mankato) and Mulberry Street (Mankato) bridge site to an inferred preference for a Range Street (North Mankato) to Warren Street (Mankato) bridge site.

Some business people in Old Town and some residents of the Washington Park area in Mankato are applying fire to the feet of Mankato councilmen to support the Range-Warren bridge to eliminate what they call a division between the downtown Mankato Mall area and Old Town, and also to keep the park calm.

There is a feeling that a Range-Warren bridge would also bring more traffic to the south end of the downtown business district, which would aid in development of Phase Two of the Mankato Mall and tertiary stores.

Relocating elderly residents

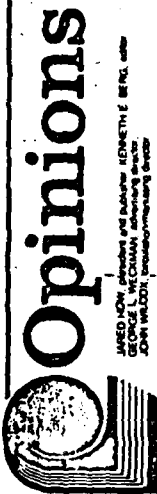
Also sagging at the Mankato council, as well as the consultant firm of Edwards and Kelcey, Inc. of Minneapolis, is the fact that about 50 elderly residents of the Burton Hotel would have to be relocated if the Belgrade-Mulberry site is selected. A bridge at this location would mean the demolition of the hotel, Meyer & Sons, Inc., Midwest Coaches, Inc. and Doris International, Inc.

Mankato interests are concerned that a Belgrade-Mulberry bridge would cut the valley part of Mankato in two and displace amounts of traffic into quiet residential areas. Traffic entering Mankato over the bridge would exit off Second Street if it were heading for the Mankato Mall or Old Town areas, and off Fourth Street if it were headed toward the Mankato hilltop and the Madison East Shopping Center. The Mankato City Council had apparently been under the impression that the grade of the Belgrade-Mulberry bridge would be higher than now planned, and that traffic would have exited off Second Street and not Fourth Street.

The amount of traffic now using Fourth Street has increased a great deal since the resolution for the Belgrade-Mulberry site was approved by Mankato in 1974. Officials claim it is already difficult for the street to handle traffic headed for Madison Avenue, and that there are often long lines of cars backed up at the traffic signal. Traffic off a Belgrade-Mulberry bridge would increase this load and create a tremendous bottleneck. There are two churches and a school in the Fourth Street area, and this could cause problems for them.

Businesses on Range

In an effort to woo North Mankato over to its new point of view, Mankato backers of the Range-Warren site say that the other bridge proposal would put more traffic on Belgrade Avenue in North Mankato than the street could handle. A Range-Warren bridge would encourage more use of Range Street. Since Range has been zoned for commercial use, the Mankato argument goes, most of the houses will eventually give way to businesses anyway, and a higher traffic flow on the street would help develop this new



business area in North Mankato. This contention is countered by North Mankato claiming that its real business growth will be in its hilltop area because of the large number of existing and planned housing there.

North Mankato has a number of reasons why a Range-Warren bridge would be, in the words of one city official, a "disaster" to the city. An extremely important factor in siting the bridge is the cost. The Belgrade-Mulberry bridge, including right-of-way, would cost \$13.9 million. The Range-Warren bridge, including right-of-way, would cost \$18.8 million. The U.S. Army Corps of Engineers, which is in charge of the bridge project, has set aside \$13 million for the new bridge out of its \$59.3 million budget for the entire Mankato-North Mankato flood control project. Taxpayers in the two cities would probably have to pick up any costs over this figure, and it could be substantial in the case of the Range-Warren site.

Because of the energy crisis, one of the key factors that might influence the final decision of the Corps is the amount of fuel saving that could be realized by a Belgrade-Mulberry bridge. Based on a survey taken by the consulting firm, the difference in fuel consumption traveled by vehicles using the bridges would be 1.5 million miles more annually for the Range-Warren site than for the Belgrade-Mulberry site. This translates into an estimated gasoline savings of 75,000 gallons per year for Belgrade-Mulberry.

North Mankato relocations

Under the Range-Warren proposal, 34 families, most of them in North Mankato, would lose their homes and have to be relocated. Only 22 families would have to be moved out for the Belgrade-Mulberry site. Ten River Drive residences would be taken under Belgrade-Mulberry, along with the Bruiser's Pub, the Century Club and part of the Marigold Dairy property.

River Drive residents, dreading their present isolation, are reportedly eager to get the funds to relocate. There are allegations that big promises have been made to the owners of the businesses and homes affected, and that this is a major reason why the North Mankato City Council is so committed to the Belgrade-Mulberry site. The costs of relocating businesses and residents is about \$1 million greater under Belgrade-Mulberry, but the cost of actual bridge construction is considerably less than Range-Warren, which accounts for the higher total cost of that bridge.

The siting of a Range-Warren bridge would take out the New Deal Cafe building and Spencers Bar. Nicollet Avenue would be made into a two-way dead end, isolating some homes there. River Drive would be landlocked, and North Mankato would have to spend an additional \$3,000 to build a street to Whetler to serve the area.

The consultants estimate a tax loss of \$21,000 to both cities if the Belgrade-Mulberry bridge is built, with a joint \$33,000 loss under Range-Warren. Mankato officials dispute these figures, along with some of the other data and formulas used by Edwards and Kelcey. There could be a possible \$100,000 lost to Mankato under the Belgrade-Mulberry plan, they contend. Some of this revenue could be raised from the business development of a parcel of land between the Minnesota Valley Regional Library and the Embury Restaurant. The city has been reserving this land for right-of-way for the Belgrade-Mulberry bridge.

Maximum traffic load

Another important consideration against Range-Warren is the fact that, according to studies, the Pike Street intersection would immediately be at the point of handling the maximum amount of traffic it is designed to handle. There is no room for traffic growth Range-Warren would also have a steeper grade than Belgrade-Mulberry, and this would make it difficult for motorists to stop at the signal lights in poor winter driving conditions. There would be a definite hazard for large semi-trucks in this regard. It is argued Northern States Power Co. has already invested some \$1 million in system changes based on the belief that Belgrade-Mulberry would be the bridge site.

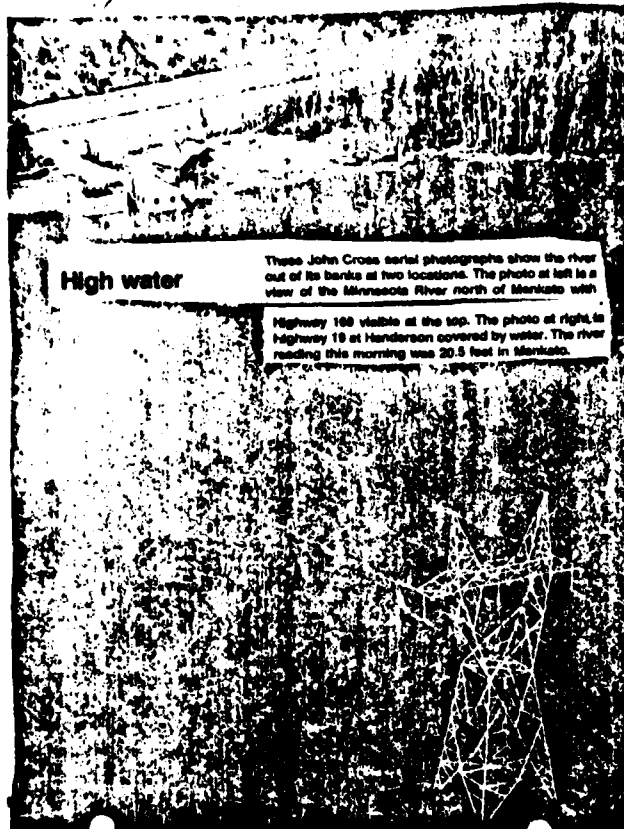
North Mankato city officials are puzzled at Mankato's change of mind late in the game. They say that Mankato's urban renewal plan was based on the 1974 resolutions of the Belgrade-Mulberry site as the preferred bridge location. It is not something that has been foisted upon the Mankato City Council. North Mankato councilmen are eager for a joint meeting with their Mankato counterparts to talk over the issues.

Corps makes decision

The final say of where the bridge goes is not up to the Mankato City Council. North Mankato City Council or groups of residents from the two communities. The Corps will make its decision based on a number of factors. The Minnesota Highway Department has an important voice, and the consultant's final recommendation will be crucial. The consultant is tentatively on record as favoring the Belgrade-Mulberry site.

Most of the physical facts are now in, and the Corps is about ready to fill in the blanks on the decision sheet reserved for the two city councils and the affected residents.

It is important that residents of both Mankato and North Mankato who have feelings about the bridge decision get organized and attend the public hearing which will be scheduled by the Corps sometime in May. Residents should not just sit at the meeting with furrowed brows, but rather speak out on the issues. The arguments presented by participants at the meeting will be recorded and weighed by the decision makers.



High water

These John Cross aerial photographs show the river out of its banks at two locations. The photo at left is a view of the Minnesota River north of Mankato with

Highway 189 visible at the top. The photo at right is Highway 19 at Henderson covered by water. The river reading this morning was 20.5 feet in Mankato.



100% AIR 11/11/11
100% 11/11/11

THE
FREE PRESS

Monday, April 30, 1979—15

So, we're heating up to a full-blown controversy over the relocation of the Main Street Bridge. There's no irony here. Had the replacement been built when it should have—35 years ago—the question today would be academic. Better than that, there'd be no question, since the span would have been in place and Mankato would have planned its downtown renewal around it. The Belgrade-Mulberry site has been contemplated for at least four years without serious objections, until now. In fact, the city manager still can be heard championing the Front-Main site for the new library, assuring everybody that the off-on ramps, etc., could not be visually or physically detrimental. Yes, funneling traffic onto Broad and Second streets would be a challenge, but "that could be engineered out." Several businesses either relocated or built in the area in the interim, fully aware of what might lie ahead. If I were in Old Town, a relocated bridge farther south would be the last priority on the list. I'd want business driven in, not spirited away. A second trump here is that, only a year ago, Mankato officials were jockeying the ribs of North Mankato

officialdom for alleged foot-dragging in procuring North-side rights-of-way for the Belgrade-Mulberry location. Now Mankato summarily shifts gears and wants Brooklyn to move post-haste and prepare an upwind Range-Warren street path. Here's one instance where little brother has every reason to be wary of big brother's whims. I'm in the north bank's court.

Absolutely flabbergasting is the still-latent warm feeling for the existing Main-Belgrade bridge site. North Katoons have fought the "bottle of the trucks" for 50 years, and now a number would like this location preserved. Show desperation, exasperation of another sort, no doubt. Esther and Bill Wick, 618 South Ave., are the latest to speak up. "We don't need a new bridge," they exclaim. "We have three good bridges now. The Main Street Bridge can be made four-lane. We found that out back in the days after the floods and the bridge was reinforced and made safe. The simple solution is to rebuild the Main Street Bridge. Nobody's toes will be stepped on, nobody will get prittions and everybody will be contented. Oh, yes, we

Gapping the bridge

Ken E. Berg

will always have the railroad tracks!" What the Wicks and others either didn't know or forgot is that the present Main Street span MUST go. The reason why the federal government is funding a replacement is because Main Street bridge is a flood control obstruction. To rebuild it means going up as well as out. Up—A new bridge MUST span the rail-and-tracks for sanity's sake. At least, the Wicks demonstrated extremely low frustration threshold not withstanding.

Another controversy, this one of the re-emergent type, is Stolman Road. There were a couple of passes at it in this space last week. And, whereas I was careful not to express preference at this juncture for either a two- or four-lane segment from lower James Avenue to Pleasant

Street, Toy Blethen, 230 Sunset Blvd., is taking no chances on expansionism creeping in. She writes: "As a conservationist (whose home abuts the area, across the valley—ed.), I consider the slough a valuable wetland and unique in the middle of the city. It is beautiful in itself and offers water and food for the birds and other wildlife in the hillside and Rasmussen's Woods nearby. I certainly agree that Stolman Road needs improving. But to try to drain more land and to keep it drained would not only damage the slough, but would prove very expensive, as taxpayers know from the needs that have already plagued the slough-based West High School. A good two-lane road would fit into the residential area and the countryside through which it runs. I am afraid a four-lane road

would also damage the hills at the south end of Stolman Road. One of Mankato's chief attractions is the number of lovely wooded ravines and one well worth preserving. A good two-lane road would also insure more reasonable traffic speed."

The Ice Palace is controversial, too. But the situation of a privately developed indoor skating arena never quite getting off the ground and then encouraging government to bail it out is hardly unique. The current case in point is Kenosha, Wis. As in Mankato, Kenosha's ice arena was funded by a savings and loan association it had been leased by the Kenosha Ice Hockey Association (sound familiar?), but the lease is expiring and the facility is on the block. The owners want \$400,000 (Mankato's is \$250,000 or so) for it. The Kenosha County Board is downright interested in preserving it (in contrast to Mankato area governments' shilly-shallying), offering \$275,000. But so far, the parallel between Kenosha and Mankato is equivocal to the point that Kenosha, Inc. has postponed a decision on sanctioning a high school hockey team, depending

on the outcome of negotiations.

A down-home rumper of another kind, also addressed in this space last week, is underscored with equal frustration by Burton Grimes, Cleveland. The retired superintendent of the St. Peter State Hospital writes plaintively: "Your discussion on fertilizer was of interest to me. I also want looking for a chemical mix that would fertilize as well as control the greatest number of weeds possible, in one application. I wanted to get the spreading job done right NOW. I went to a Mankato store. It may have been a good choice. I thought—the place was crowded, and I waited perhaps 15 minutes before I could ask an employee for what I had in mind. He told me he had just what I wanted—it was a fertilizer, and also would control (kill?) dandelions, broad-leaved weeds, crabgrass (I got the impression he'd also recommended it for the control of insects). And so I brought it home. And then I read the fine print—'apply after the SECOND mowing, when the grass was moist, but not if it was raining.' etc. I hope you have better luck than I do."

Testing

the water and river bottom to help determine what effect construction of a new bridge will have on the aquatic environment. He heads a team of 18 researchers who are compiling data on the impact bridge construction would have on plant, animal and marine life.

4m/22/05/200

18—Wednesday, May 2, 1979 THE FREE PRESS, MANKATO

Brian Eggersdorfer
738 Nicollet Ave.

I don't believe that we, the people, in this neighborhood should have to bear the burden of poor planning by the city or Holiday Inn. Nor should we have to pay taxes to support the Corp of Engineers only to have them try to bullheadedly make work for themselves, also at our expense.

B-56

SPS/ALN 10.0.4.14.6
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18-Tuesday, May 1, 1979 THE FREE PRESS, MANKATO

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JH

Q-Thursday, May 3, 1979 THE FREE PRESS, MANKATO

Public hearings on bridge may be in late May or early June

By NEAL ST. ANTHONY
Free Press Staff Writer

A spokesman for a consulting engineering firm studying sites for a new Main Street Bridge said Wednesday that it will probably be late May or early June before public hearings are held—the last component in a \$1 million study on which the U.S. Army Corps of Engineers will base its decision.

Most of the data regarding social, economic and environmental impacts has been prepared for the final environmental impact statement, which is required by federal law.

There are two alternatives which the firm, Edwards and Kelcey, Inc., has recommended—Belgrade Avenue in North Mankato to Mulberry Street in Mankato; and Range Street in North Mankato to Warren Street in Mankato. Edwards and Kelcey, on the basis of information collected so far, prefers the Belgrade to Mulberry location. However, the firm has not made a formal recommendation.

Serendipitous to some extent is divided by the Minnesota River. The North Mankato City Council is on record favoring the Bel-

grade to Mulberry span. The Mankato City Council recently retreated from a five-year-old stance for Belgrade to Mulberry to consider the other option which city engineering staff favors at present.

The Belgrade proposal carries a price tag of \$18 million and the Range proposal would cost \$18.4 million, according to Edwards and Kelcey.

There would be substantial displacement of businesses and homes under both proposals. Neighborhood petition drives are on in both communities by people who oppose the bridge hitting in their neighborhood.

The Range Street proposal would take more structures in North Mankato and the Mulberry Street proposal would have more impact on residential property in Mankato.

Saturday morning the two city councils will complete a worksheet at the North Mankato Municipal Building designed to show the advantages and disadvantages of both sites.

More information and sketches of the proposed bridges are available at the bridge relocation office, 209 S. Second St., Mankato, 561-7800.

Readers' Points of View

Fourth can't bear more traffic

I am very opposed to the Mulberry Street location for the bridge. Fourth Street is unsafe now because of the heavy and fast traffic and could not possibly handle the additional traffic with any degree of safety.

There are many older people in this vicinity and there will be many more elderly when the project at the old Emmanuel is completed. Many of these people are without cars and rely on the city bus for transportation when doing their shopping. Without a doubt the bus route would have to be changed.

Washington Park is the only downtown park in Mankato. Since there is no longer a grade school at the Union School some of the playground equipment has been moved to the park. Think how unsafe it will be for children playing in the park to say nothing of their danger in crossing the street.

Wm Hardy
122 N. Fourth St.

Mulberry bridge nuisance

To put the bridge on Mulberry Street would be a nuisance for all the people in Mankato. I do want the bridge out of

Mulberry:
Emul Pangel
708 N. Fifth St.

Bassett: no easy tradeoff in siting of new bridge

By ROBERT L. GIROUARD
Free Press Executive Editor
Mankato City Manager Bill Bassett had three loud and clear messages for members of the Lincoln Park Citizens' Association concerned about the possibility of the new Mankato/North Mankato bridge's coming across the Minnesota River and touching down at Warren Street.

His messages Wednesday night in the council chambers of city hall were:

—Every complex decision affecting public policy is essentially a choice in behalf of a lesser evil, because any project of magnitude is bound to adversely affect someone's interests.

—The fate of a Range-Warren bridge siting —the current choice of the City of Mankato—is inextricably bound to what happens to Stoltzman Road, at least as far as the Lincoln Park area neighborhood is involved.

—And "Where were you people, to speak up, when the southern beltway was successfully opposed? We wouldn't be having all of these problems, now, if we had a southern beltway."

After some spirited exchanges and inquiries, David Namie, 216 Fulton St., president of the Lincoln Park Citizens' Association, said the association would next week choose to endorse or not endorse the Range-Warren bridge proposal.

City Engineer Ken Saffert went over the three bridge-siting possibilities — Belgrade-Mulberry, Highway 169-Madison Ave., and Range-Warren, explaining with the use of diagrams the costs, in dollars and in household or business relocations, of each possibility; and the benefits or drawbacks of each possibility. 169-Madison Ave. being shown to be the least satisfactory, and the most "redundant," in that it would be too close to the access now available by way of Thrd Ave. to Highway 14.

However, the citizens' group was more concerned about the immediate traffic impact on its own neighborhood, and it was clear that even among the 30 members of the association who showed up for the informational hearing with Bassett and Saffert, sentiments were divided on the subject of Stoltzman Road. Some want it to remain as is, i.e., un-upgraded, with, perhaps, a buffer zone of cul-de-sacs around their neighborhood and in West Mankato to discourage through bridge traffic; and others wanting to see Stoltzman upgraded, whether to two surfaced lanes or four, to shunt eventual Pike Street-to-James Ave. traffic away from their neighborhood.

Bassett and Saffert both argued that once the Front Street and Pike Street-extension proj-



Ron Olsson, 719 S. Broad, raises a question at an informational meeting between city officials and the Lincoln Park Citizens' Association—a meeting held to discuss alternatives for the siting of the new Mankato/North Mankato bridge. Bill Altnow photo

ects are effected, the Front/Pike/Stoltzman/James alternative would become more attractive an inner-belt route of driver-preference, and would necessarily alleviate commuter traffic on Pleasant and Clark streets, through the heart of the Lincoln Park neighborhood.

But Stoltzman Road once more became an issue in the ensuing debate, leading Bassett to finally say "What you're really arguing is that the Warren Street project, coupled with Stoltzman Road completion, is bothersome, so go with Mulberry. OK, let's talk about that, instead, but then there's less reason for this particular neighborhood to voice concerns, because Mulberry would have little or no effect on the Lincoln Park area."

Some disagreed, pointing out that Pleasant and Clark would still get heavy use, all else considered. "So let's go back to Stoltzman Road, then," Bassett said, admonishing that there was "no clear issue of tradeoff" in the whole situation.

Accidents at the intersection of Pleasant with Byron Street

were raised, but Bassett said a city survey in response to persistent, vocal complaints about that intersection showed that in a recent two-year period for which police statistics were complete, there had been only one collision at that intersection.

"Now some of you are asking for Stoltzman Road to be completed because of too much traffic on Pleasant, and elsewhere; but where were you last year, when some of your own group spoke out against Stoltzman, saying that traffic flow didn't warrant its completion? If Stoltzman Road is completed, what are you going to have? If Stoltzman Road is built, with all the other problems, which bridge site is preferable?"

A few voices in the audience chimed in together, somberly: "We don't know," or "That's what we're here to try and find out."

"Well," Bassett concluded, "opponents squashed the southern beltline, and that's what's happening with Stoltzman Road — people like you and me aren't being heard."

May 1979

Carlson denies conflict in owning building in path of bridge plan

North Mankato Mayor Dave Carlson has denied any conflict of interest growing out of his partial ownership in a building which could lie in the path of a replacement for the Main Street bridge. His position was supported by the city attorney.

Carlson holds one-third ownership of the Stewart Building, 31 Park Lane, which houses the New Deal Cafe, several apartments, and Richard's Barber Stylist. The building would be demolished and the owners compensated by the federal government if the U.S. Army Corps of Engineers elects to build a bridge from Range Street in North Mankato to Warren Street in Mankato to replace the Main Street bridge.

Carlson, as does the rest of the city council, has record as supporting the dual bridge plan. Belgrade Avenue in North Mankato and Mulberry Street in Mankato. That property would not affect the Stewart Building.

City Attorney Norbert Smith said Carlson told him of his interest in the building about two months ago. Smith said he determined that there was no conflict of interest. However, he said, "Especially when the position being taken runs against any economic gain for him."

Carlson said he made his interest known during a radio in-

terview several weeks ago. "I've tried not to make it a secret," he said. He said he did not buy the building in anticipation of its being razed. The ownership, Woodcutters, Inc., took possession of the building in January.

Carlson said he also felt that there was no problem because of his steady support for the Belgrade-to-Mulberry location. "I don't want to be a part of any body that creates this controversy. It's just simply a bad decision. I don't like it." He said he had assumed for years that Bel-

grade Avenue is the best touchdown point for a new bridge.

The location at Range Street has always been so totally absurd, and the possibility of a bridge going there so remote.

"I just didn't think there was any problem," Carlson said, regarding his interest in the building.

Bridge hearings next week

Public hearings on relocation of Mankato area bridges in conjunction with the flood control project on the Minnesota and Blue Earth rivers have been scheduled for the nights of May 30 and 31, the U.S. Army Corps of Engineers has announced.

The public may comment on proposed sites for the C&NW Railroad Bridge and Highway 189 twin-bridge over the Blue Earth River at 7:30 p.m. Wednesday, Roosevelt School Gymnasium, W. Sixth and Ottomona streets, Mankato.

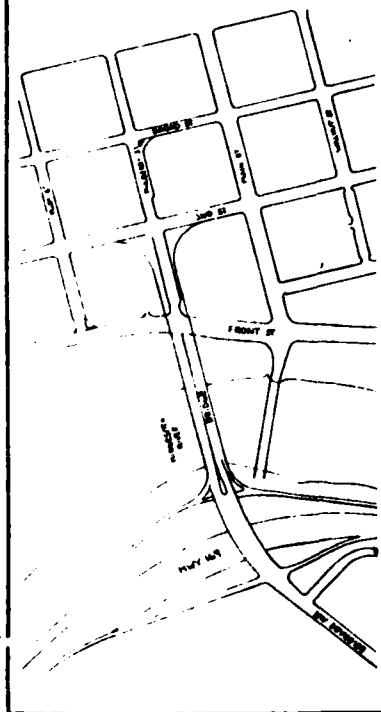
On Thursday at 7:30 p.m. at the Mankato West High School

Gymnasium, 51 Park Lane, the Main Street Bridge relocation will be discussed.

Doors will be opened at 4 p.m. prior to each meeting to permit the public to review alternative plans for each bridge.

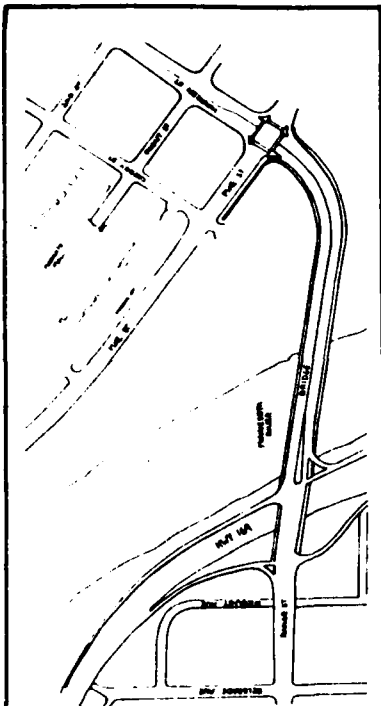
Information gathered from the hearings will be included in an environmental impact statement, on which the Corps will base its decision on bridge locations.

More information is available from the bridge information office, Room 208 Northwestern Office Building, 209 S. Second St., 387-7860.



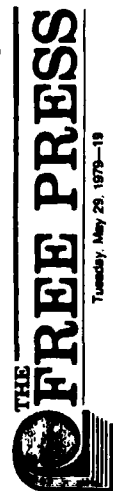
Site alternatives

Two chief proposals for a new bridge linking Mankato and North Mankato are mapped out above. At left is a bridge that would connect Belgrade Avenue to Mulberry Street; it is favored by the North Mankato City Council. At right, a bridge that would link Range



Warren because they say it would provide ready access to downtown or the south and west end of town without cutting into the business district. It would take seven commercial structures, including Snyder Drug Store, in Mankato; and Spinnaker Bar and the building that houses the New Deal Cafe on Range Street in North Mankato.

Comparing the bridge proposals



By NEAL ST. ANTHONY
Free Press Staff Writer

Relocation of the Main Street Bridge has sparked discussion and concern on both sides of the Minnesota River. Two locations currently are being considered: Belgrade Avenue in North Mankato, and Range Street in North Mankato to Warren Street in Mankato.

Studies prepared by Edwards and Kelcey, Inc., an engineering firm under contract with the U.S. Army Corps of Engineers, show that there would be considerable impact on neighborhoods, businesses and traffic patterns under either proposal.

Neighborhood groups have coalesced for and against the proposals, and petition drives have been mounted. The bridge by where you live or what it could spell for your business. The consultants have interviewed people who would be affected at either site Thursday's meeting (see bridge timetable, this page) will be an opportunity for interested citizens to view the proposals and discuss the sites with the people who have prepared them. Formal public hearings—testimony to be included in a final environmental impact statement—are scheduled for later this year.

The North Mankato City Council supports the Belgrade-Mulberry proposal. The Mankato City Council takes no position at present, though city management favors the Range-Warren site.

The Corps ultimately will decide all bridge locations next year, following final submission of the \$1 million study, which has been under way since last year.

The bridge relocations (including the Highway 169 twin-bridge and an adjacent railroad bridge over the Blue Earth River) are part of the Corps' flood control project for the Mankato area. The Corps has earmarked \$13 million for bridge relocation out of about a \$60 million overall flood control budget, although the bridge cost estimates are coming in considerably in excess of that amount. A Belgrade-Mulberry span would cost about \$15 million and the Range-Warren option would cost approximately \$18.5 million, according to preliminary estimates.

Neither plan is considered entirely satisfactory by the engineers. Range-Warren poses some congestion and traffic safety problems at the Pike and Warren street intersection. Mankato engineering staff disputes some of the data and contends that there are safety and congestion problems at the Mulberry touchdown site, too. Consultants say the biggest problem may be curving in "d" downward to the intersection of Warren and Pike, which poses some problems they say at Pike Street would have to be raised to meet the oncoming bridge—and there's some question as to who would pay for it. The question is whether that's part of the Corps' bridge project—or a betterment to a city road to be financed locally.

As far as convenience, that depends on the Mankato side fear that the bridge would sever Old Town from downtown and pour a lot of traffic into the Washington Park neighborhood. Those who prefer the location say traffic will be gradually dissipated among Second, Broad and Fourth streets. Range-Warren would claim 29 residential structures—all but one in North Mankato. The proposal is opposed by many North Mankato neighbors who oppose a swath through their

See COMPAREDS
(Please turn to Page 2)

A timetable for picking a bridge

Here is a tentative schedule of events leading up to construction of local bridges in conjunction with the U.S. Army Corps of Engineers flood control project.

- May 30 and 31, 1979—Public information meetings on siting a new Highway 169 bridge over the Blue Earth River, adjacent to the Honeyman Products Co., Inc., plant, and relocation of the Main Street bridge. The Wednesday meeting will be 7:30 p.m. at Roosevelt School Gymnasium, West Sixth and Owatonna streets. The Main Street bridge relocation meeting will be 7:30 p.m. Thursday at the Mankato West High School Gymnasium, 31 Park Lane.

- Sept. 1979—The engineering consultant's preferred bridge alternatives will be included in a draft environmental impact statement, which will be available for examination by the public.

- Nov. 1979—The review of the draft statement will culminate in a public hearing where testimony will be included in

the final version to be considered by the Corps. The document will also be considered by numerous state agencies to determine if all possible impacts—ranging from environmental to economic—have been adequately studied.

- January, 1980—A final impact statement will be filed.
- Spring, 1980—The document is scheduled to be approved and the Corps will make its decision on locations. Design studies for and bearing on the selected sites will be held during the year.

- 1981-83—After approval of the design studies, right-of-way acquisition and preparation of construction plans will begin. Construction currently is scheduled for 1983.

The engineering firms conducting the studies are Edwards and Kelcey, Inc. of Minneapolis and Ricks-Carroll-Muller Associates, Inc. of Mankato. Maps and more information are available at the Corps' bridge relocation information office, Northwestern Office Bldg., 209 South Second St., 561-7000.

Comparing

(Continued from Page 19)

pend upon where you're sitting. Either site would probably close one existing access to Highway 160 from North Main. But Belgrade-Mulberry would maintain the traditional pedestrian tie between the cities. The Warren touchdown in Mankato is about 2,000 feet south of the Mulberry touchdown. Mankato staff says it provides a convenient choice of going south toward MSU or north to downtown. Overall, they say it fits well into the Mankato street system as it is planned. The city's Board of Administrator, Bob Rader, says that the Warren touchdown "is a disaster" on that side of the river because it would claim houses and disrupt the neighborhood with more traffic, running contrary to the city's existing traffic patterns. There is extensive engineering data on the exact traffic and safety impacts.

There would be increased traffic in the Broad and Fourth streets neighborhood in Mankato under Belgrade-Mulberry. The consultants predict that the bridge would increase the residential and office density, which would increase the economic value of the land. But that doesn't sit well with Washington Park neighbors who fear the break-up of their neighborhood.

City staff is also concerned about a substantial tax loss from land near Second and Main, which the city wants to develop. And they fret over the possibility of "severing" the downtown, though the bridge would actually arch over downtown. Nevertheless, there is a blinding light at the end of the tunnel. On the other hand, the consultants estimate five acres—27

residences—in North Mankato could go for bridge construction under Range-Warren. The bridge would bring increased house levels and a change in the existing nature of the area. Residents there have much the same concern that Washington Park neighbors do.

It would result in a \$6,000 property tax loss and some devaluation in adjacent neighborhoods. The Belgrade-Mulberry plan would mean that North Mankato could clean out the River Drive area businesses and several residences—which are somewhat isolated by Highway 160 now. The tax loss there is estimated at \$11,000. But many property owners have been anticipating relocation anyway. It is also consistent with the city's long-range plans in that area.

Redevelopment
Five years ago Mankato endorsed a Belgrade to Second Street proposal. But the city council backed off several months ago when eyeing the Belgrade-Mulberry plan. The city did hold some land in anticipation of a bridge in the Second Street area. Now staff believes much of that acreage can be developed commercially—without problems at Washington Park—because the bridge goes in at Warren Street.

The consultant points out that some of the major downtown construction (Holiday Inn and the regional library) anticipated a new bridge at Second and Mulberry. But city staff contends Warren would provide convenient access, as well. The estimated potential development value of the downtown property is \$5.1 million. \$3 million greater than if a bridge goes in at Mulberry. Range-Warren could also stimulate industrial development in the Minnesota Paper streets area, the consultants

not predicted. But it may "have an adverse effect on property values of businesses on Front street from Cherry to Warren."

In North Mankato, the consultant said Range-Warren would result in business losses at Range Street and Belgrade Avenue. Further, it could have negative effects on the residential and viability of the rest of the downtown. "Removal of traffic will also negatively affect the generally auto-oriented businesses on Belgrade."

These articles were prepared by staff writer Ned St. Anthony from information provided by the consultants, the City of Mankato, the U.S. Army Corps of Engineers and Mankato and North Mankato city officials.



A group of about 60 Washington Park area residents warmed up for the bridge meeting



during a rally against the Mulberry to Belgrade site Thursday night.

9—Saturday, June 2, 1979 THE FREE PRESS, MANKATO

Readers' Points of View

Let's vote on the bridge

We are very much opposed to the Main Street-Mulberry bridge building. In fact, Mankato does not need another bridge at all. Perhaps it's time to call a halt to all this spending if taxes are to be reduced. Let the people bring it to a vote and give their opinions on what is needed most and have a voice in the tearing down of buildings and homes for a few to fill their pockets financially by disposing of property through urban renewal or whatever you want to call it. We're sick of a few making big decisions and cramming it down our throats.

Mr. and Mrs. Don Ziegler
420 E. Rock St.

Free Press 6/1/79

Few voice favor, many opposition to bridge choices

By JON HOLTEIN

Free Press Staff Writer

would happen to surrounding property values.

The crowd was frustrated temporarily by the officials' insistence on deferring those kinds of questions until all confusion about the designs was cleared up. But the statements by community and neighborhood leaders that followed, all of which had received previous publicity, aroused the sentiments of the people and encouraged a number of queries.

"The rape of our neighborhood would be intense and immense, and we do not intend to take it at all," said Marcus Coonce, 205 Washington, in a brief rejection of the Mulberry-Belgrade bridge for the Washington Park Neighborhood Association.

Terrence Best, 123 Lincoln, speaking on behalf of the Lincoln Park Citizens' Association, said his group would oppose

See BRIDGE CHOICES
(Please turn to Page 2)

(Continued from Page 1)

Warren-Range unless a system for discouraging traffic trying to avoid a Pike and P-ont stress bottleneck is in driving through their neighborhood can be devised.

Bridge choices

chance, in contributing to the Belgrade-Mulberry opposition.

The Washington Park Association presented an anti-Belgrade-Mulberry petition, while North Mankato residents came off point in North Mankato to a parking ramp. "Because it's longer, it may be more expensive," he said. "But we could make up for it with the tax revenues that would not be lost."

Don Sandry, 208 N. Fourth St., already has trouble sleeping at night because of the Madison Avenue traffic two lots from his home. He was concerned about the noise and parking problems the Mulberry-Belgrade bridge might bring his way.

He was told the noise would noticeably increase and that because he is so close to the intersection with Madison, a right turn lane will claim the parking in front of his home.

Washington Park residents were told the noise level in their neighborhood would nearly double, and that parking near the intersections of Broad and Second with Mulberry and Main would also be eliminated.

With those kinds of answers, few people left happy. Perhaps the only slightly satisfied person was an energy-conscious gentleman who was told, yet, a new bridge will have six-to-eight-foot-wide sidewalks on either side, and maybe even six-foot-wide bicycle lanes traveling in either direction.

Because of these factors and a number of safety concerns, Nelson said he opposes the Range-Warren bridge on a "technical

North Mankato Mayor Dave Carlson contended the "clear-cut choice" based on cost, safety and displacement in the Belgrade-Mulberry bridge. He noted that, regardless of the choice, North Mankato will lose more jobs than Mankato because of displaced businesses.

He added that Range-Warren with the displacement of 27 North Mankato homes, will "obviously have more effect" than Belgrade-Mulberry because so many Washington Park homes will be displaced with that proposal.

During his comments, a few members of the sign-toting Washington Park group called out several comments, including "Are you running for re-election?" "J.S.," and "Do you want to live on a highway?" (A question later revealed that Mulberry would be widened to the sidewalks on each side.)

When Carlson concluded, though, he received the loudest ovation of the evening.

Mankato Mayor Herb Moeck took the podium, and after pleading with the audience not to make the bridge issue a "tug of war" between the two cities, he explained the city council abandoned the Belgrade-Mulberry site for a neutral position because the designs have changed from those presented in 1974 made its initial endorsement. He added that he thought the addition of 4,000 cars a day would be detrimental to the Washington Park area.

"You'll strangle us to death after we've begun taking a breath of life by shutting us off from the rest of the city," said a representative of Old Town mer-



The bridge (cont.)

Ken E. Berg

North Manikato Mayor Dave Carlson's voice echoed with indignity and righteous indignation. Dressed in a business suit and reading from a prepared text, he dramatically reiterated his city's objection to relocating the Main Street bridge at any place other than the fit proposed. "Clear-cut choice," Belgrade Avenue-Mulberry Street path.

Carlson castigated the latter-day alternative—Range Street, Pike Street—which had caused the Manikato City Council and Mayor Herb Mocol to shift support from the original

Carlson was answered immediately by thunderous applause from the "North Manikato side" of the West High School Gymnasium, a neutral-as-possible site for last week's public meeting called by the Corps of Engineers to hear this rising controversy.

That's precisely how the some 200 interested citizens happened to seat themselves, either by chance or in the natural quest for allies and sympathy. The Northlanders were on the speaker's right, the Manikatoans largely Mulberry Street opponents crying "rape" on the left. The merely curious kept their distance—from the bleachers

—here was a scattering of

boon, too, from the leftists as Carlson concluded.

THE STAGE was set here for an inter-city donnybrook of positions unmatched in recent, quite harmonious years.

Mayor Mocol, however, defused the pyrotechnics before they could spout further.

And Mocol, who in the distant past was cast or cast himself in the role as a heavy in some municipal affairs, accomplished the amicable peacemaker's role about as well as could have been expected.

Meaning the potential was present for him to be summarily shot out of the saddle, had he replied in heated, defiant kind.

But Mocol, to his credit, didn't.

And he was also wise.

One false move here and Mocol, and the Manikato council, could have been dead. Had he provoked the protest too much, he would not be unlike the fellow who planted a bomb of his own under his neighbor's porch and then wrote a letter-to-the-editor complaining about the vandalism and noise on the block.

Manikato, of course, is on the defensive at this juncture of the bridge dispute. It had switched allegiance from a plan that at least had been tacitly approved on both sides of the river. If the

Mocol knows that, Well, there's a little ham in all of us.

NORTH MANIKATO'S strongest position is not that Belgrade-Mulberry was the original site with little opposition from either side. After all, that's what an ongoing study of alternatives is for—new insights or innovations based on more recently acquired, valid information.

North Manikato is also not best served by challenging Mulberry Street interests (and they are genuine concerns we all can identify with) who say traffic counts in this area are appreciably higher than four years ago, that won't be lessened by the Highway 14 bypass that will route through-traffic out of the downtown. There are better arguments than those turkeys.

North Manikato's most powerful resource is not Mankato's somewhat specious position that intervening removal of railroad tracks along Pike Street now, only now, makes this area attractive for a bridge. And it isn't the fact that a Range-Pike bridge would cost an additional \$3 million or that it would displace 17 more households and three more businesses than if it were located at Belgrade-Mulberry.

Home-owners and businessmen alike in Brooklyn simply don't want it.

The Mankato side is hardly in a disarray. But it is fragmented—pro and con, citizenry and businesses. If memory serves, for the first time two normally al-ways-supportive neighborhood action groups have assumed conflicting positions.

A toes-dug-in, near-unanimous, farm and urban coalition forced the Corps of Engineers to back off from a proposed high dam south of the Twin Katos earlier this decade.

We don't have anything resembling that unanimity now. I don't believe the old canon that holds "The Corps will build where it damned well pleases." I do believe, however, that the Corps will build wherever it is functionally pertinent and equally significant—wherever the Corps meets the least unified resistance.

All these points and counterpoints are, of course, useful. But none is as salient, even as it is more subtle, than the one that made itself evident by the close of last week's hearing.

NORTH MANIKATO is united. North Manikato has coalesced against the Range-Pike proposition down to the river's very edge.

Home-owners and businessmen alike in Brooklyn simply don't want it.

The Mankato side is hardly in a disarray. But it is fragmented—pro and con, citizenry and businesses. If memory serves, for the first time two normally al-ways-supportive neighborhood action groups have assumed conflicting positions.

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a candidate or cause please, no defections.

Mayor Carlson obviously accomplished this mission. I think Mocol did too—assured his establishment a bit of calm that permitted the listening to be ultimately concluded without a real hint of bloodshed.

Mocol PLAYED to the gallery only once, and he got away with it.

"We really don't need a new bridge," he scoffed near the close of his address, "and let's get down the old and just build a footbridge."

Herb should have thought that out over, even though—for the only time during the evening—it provided clapping and cheering from both sides of the participants.

The old must go, the flood control people have ordained it. Commuters must have a new one, the central business districts of both cities would die without it.

alternative now (favored by Mankato's officialdom) had any hope of eventual mutual acceptance, it would be through the powers of reason and persuasion, not a returning fusillade of verbal gunfire.

NEOUSLY and wearing an open sport shirt, Mocol decried any discussion of the issue that would cause divisiveness or a pulling apart of the Twin Katos on such a mutually important matter. Let's not get involved in a tug of war. Let's review why a growing number of Manikatoans are belatedly rising up against the Belgrade-Mulberry site and the "new opportunities" offered by the Range-Pike alternative.

It was apparent to the casual onlooker that Mocol didn't change any minds that arrived with preconceived ideas. But a well-learned lesson of politics is that you don't enter a convention with any real intention of winning converts—one exhorts to keep delegates committed to

FTR 1/22/2013/224

Scale models of bridge areas needed

It is obvious from the informational meeting concerning the replacement of the Main Street Bridge that a great deal of confusion remains about the two alternatives.

On a project of this nature, it is very difficult for people to visualize just what the bridges would look like and where they would go.



Opinions

JOHN W. COLE, president and publisher, KSTP-TV, 400 W. 1st St.
GEORGE L. MCCORMACK, managing director, JOHN W. COLE, consultant, regulatory services

Maps help somewhat, but they are inadequate for a true concept since they are two-dimensional. On the proposed Badger-Mulberry bridge, for example, there is no way to tell just how high the bridge will be as it comes into the City of Mankato, what buildings and roads will be below it and where the access ramps will be located.

The new bridge is a project of millions of dollars magnitude. It should not be undertaken without clear scale models of exactly how the affected sections of Mankato and North Mankato will appear under the two proposals. Residents of the two cities should be given the opportunity to examine the models. Perhaps they could be displayed at the Minnesota Valley Regional Library.

It shouldn't be too difficult for the consulting firm of Edwards and Kelcy, Inc. to have the models constructed, considering the huge fee it is receiving for its services. It is something that all concerned residents should demand.

New bridge concept needed

I left the bridge public hearing meeting Thursday after 10:30 p.m. and after my questions were answered, only to be reminded that the reason for a new bridge is for flood control. I also was informed it is not a federal regulation or requirement to build new bridges or new highways with a clover-leaf pattern.

Many of us feel that we have not received a complete and thorough study from the consultants and the U.S. Corps of Engineers, and that our taxpayers' money for their studies has been wasted. The reason for the new bridge is for flood control. Mulberry St.-Second St.-North Front St.-North Broad St. to Madison and North Fourth St. to Madison, was not flooded by the river (and we certainly thank God); but why should we have to take a Mulberry Bridge then? To disrupt this section of Mankato is unbelievable. Being a native Mankatoan, I know where the flood was. What studies have been done in the areas where Mankato was flooded? Make a simple bridge there.

It is unjust and morally wrong to disrupt many of the people's homes and businesses in North Mankato and Mankato in order to have the automobiles rule our lives.

Forget the politics and the promises. Send the engineers and their consultants back to the planning stage, with a fresh start to build a new simple bridge and present these findings to the people of Mankato and North Mankato at their next meeting.

Dolores Wortel
221 Washington Court

THE FREE PRESS, MANKATO Friday, June 29, 1979-13

Readers' Points of View

Bridge plan has merit

I was present at the May 31 meeting concerning the new bridge to be built between Mankato and North Mankato. I presented another possibility which could make both cities happy. I presented a crude drawing with no engineering behind it. But it only took the Corps of Engineers consultants one week to send me a letter telling me that they felt my plan could not meet the state and federal standards.

I believe it has been stated that it takes considerable time to determine a location's shortcomings. Thus my first thought was that this was an outright insult that they could take so little time to consider this plan.

Then I put the letter aside and let the matter drop. Now, after being informed about the new parking ramp, I feel I now know why the Corps and the consultants wanted me satisfied. The reason is that they didn't want the bridge to become a consideration in the construction of the new parking ramp. My reasoning is that if my plan was to be used, it would be possible to build an exit-ramp directly into the second floor of the parking ramp and remove much of the congestion which will build up on whatever street and Pike Street with the additional number of cars entering and leaving this facility.

I feel that we, the people of Mankato and North Mankato, could, through the use of petitions get my plan reconsidered and also get the parking ramp redesigned to facilitate the use of an off ramp into it from the bridge.

Floyd Werner
115 N. Fourth St.

ATR 1700/11/1/7/20
 MR. A. J. G. C.

Yes, Katos, we need bridge

By Neal St. Anthony
 Free Press Staff Writer
 There always has been a first choice for those who fear a simmering community rift over the matter, potential neighborhood disruption and the expense of siting a new Main Street Bridge.

The no-build option.
 After all, the current 1931-vintage structure is no steel and cement dream. But you can make it across (albeit slowly during rush hours, if you can still afford to drive) without too much fear of landing in the drink.
 The existing 2.5 miles of flood



bridge and shave \$15 million to \$18.5 million from the now-projected \$75.9 million cost of the entire flood control project (a flood wall, 4.7 miles of earthen levee and bridges over the Minnesota and Blue Earth rivers). Tell the U.S. Treasury Department to apply the money toward the federal budget deficit and the community gets an award for inflation fighting.
 In the event of a bridge closing, commuters would be asked to pass over the river at High-

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wall simply could be plugged at the bridge in the event of high water on the Minnesota threatening the Mankato area.

"There's a couple of holes in the design," said Captain Bob Campbell of the U.S. Army Corps of Engineers field office in North Mankato. "What would

be done would be to either sand-bag" or fill the gap in the dike caused by the bridge on both sides of the river with clay "if time permitted. Once you get water that high, you're not talking about a large hydrostatic pressure."

Simple, huh? Don't build the

Bridge

(Continued from Page 15)
 way 14, or another crossing.
 Not so fast, Campbell and the other engineers say.

"What happens though," he said, "if you leave the bridge in place the statistical protection that the flood wall provides drops from protection against the flood that happens every 300 years to one that would occur every 100 years. The bridge deck is lower than our levee."

In effect, the engineers say the bridge itself would have a damming effect on the water, because it's lower than the flood wall, and because of the huge supports that stand in the water. They snag trees and other debris that rush down the river during a high-flow period. That clogs the channel and forces water pressure up and, possibly, over the banks.

"That structure would create such a dam that a flood of that magnitude could wash out that bridge," asserted Tom Wetmore, an engineer with Edwards and Kelcey, Inc., one of the firms participating in a \$1 million bridge relocation project for several area bridges.

"The existing floodworks wouldn't be adequate with that bridge acting as a dam. It's just not tenable with the kind of flood protection they want to provide."

A new bridge would be designed to avoid the problem, the experts say.

Bob Penniman, St. Paul-based Corps project manager for the Mankato effort, said the Corps aims at providing "standard project flood protection," which means enough concrete is poured and bridges replaced to protect a community against the so-called 300 year flood. "It's the worst that could realistically occur," he said.

(There's one other category—

"The maximum probable flood—that's where you'd need Noah's Ark.")

Has there ever been consideration of not replacing the bridges (at Main Street and the twin-Highway 169 bridges over the Blue Earth River)?

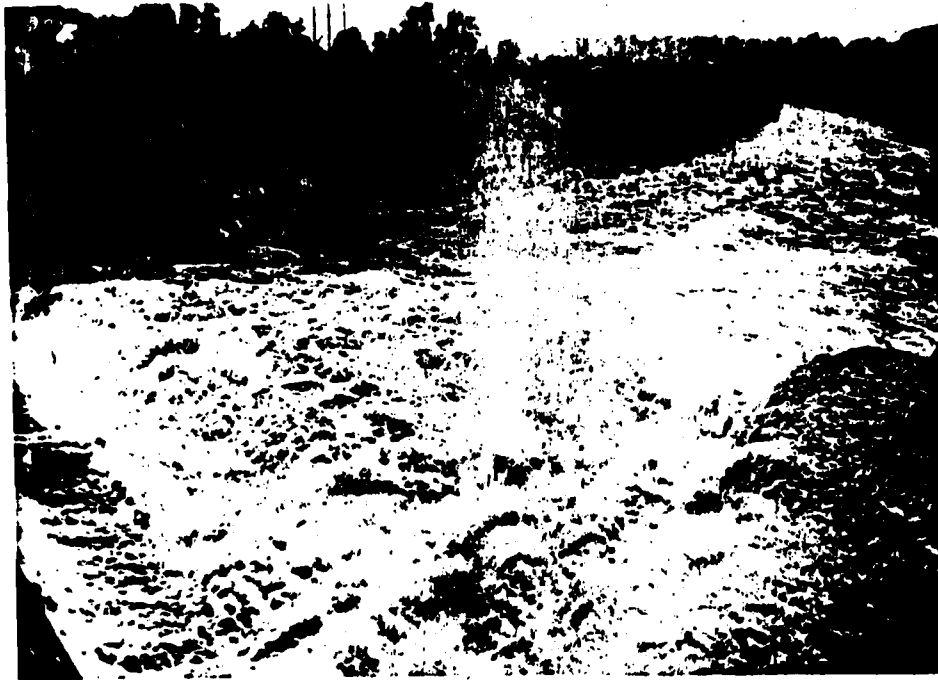
Penniman said there has been. The Corps does a cost/benefit analysis. Extrapolating over a 100-year period, analysts estimate the damage that a severe flood would cause to the community. "You spread that against the up-front cost" of building the bridge, Penniman said.

Several years ago, when the dike project was approved, the benefit-to-cost ratio was estimated at 1.7/1. Since that time the total cost of the project has jumped by about 36 percent—\$20 million—to \$75.9 million. Penniman said the benefit now is about 1.4/1.

The Corps' policy in assessing the efficacy of a project, Penniman concluded, is, in terms of investment, anytime you can achieve a 1-to-1 ratio or better, "Build it."

Two bridge sites are in the running to replace the Main Street Bridge—with a decision due probably within a year. They are a Belgrade Avenue in North Mankato to Mulberry Street in Mankato span and a bridge from Range Street in North Mankato to Warren Street in Mankato.

While the engineers study the hard data and logistics of each, sentiment is generally split among neighborhoods that would be affected. Mankato officials and neighborhood groups are making the case for the Warren Street touchdown, while that proposal is taboo in North Mankato because of anticipated neighborhood and traffic pattern disruptions.



4/2/50
WGA
JH

Raging river

August rainfall in far greater amounts than normal has caused rivers, when they have stayed within their banks, to move with ex-

traordinary speed and intensity. The Blue Earth River, usually quite placid on Sept. 1, is now an extremely powerful force, as seen from the top of the Rapidan Dam.

Bill Alnow photo

District **THE FREE PRESS** news waste

Saturday, Sept. 1, 1979-3

THE FREE PRESS, MANKATO Monday, Oct. 29, 1979-17



Bridge relocation project

That barge tied up on the Minnesota River near the Main Street bridge isn't Mankato's answer to the old shortage. It's part of the Army Corps of Engineers' bridge relocation project. According to Larry LaPoint, Corps field engineer, the crew is drilling test holes

for the bridge site, taking soil samples and assessing the bedrock. LaPoint said the men also will be testing the river bottom at the Range-Mallory alternative site, and on the Blue Earth River near Sibley Park and Honeywood over the next month.

John Cress photo

Corps action freezes Mankato flood project

By JOHN M. THAVIS
Free Press Staff Writer
A 30-day moratorium on all new construction contracts undertaken by the U.S. Army Corps of Engineers is putting a temporary halt to Mankato's flood control project.

The Corps' chief of the Engineering Department ordered the freeze this week after taking a good look at budget prospects for the coming year. The action affects projects nationwide.

The moratorium means the Corps is refusing to advertise for any new construction projects, is refusing to open bids on already-advertised projects, and is refusing to award contracts where bids have already been received.

The action does not affect projects already under contract.

In Mankato, the freeze initially affects only a small piece of the flood control program along Pleasant Street. The Corps had advertised for bids on the project, it canceled the advertisements this week.

The reason for the moratorium, said Robert Penniman, Corps project manager for the overall Mankato flood control project, is "a shortage of funds for doing all the work."

Penniman explained today that an unusually fast construction pace this winter used more funds than expected.

To make up for the shortage, he said, a supplemental appropriations bill went to this year's Congress. But with the current congressional budget-cutting mood, he added, "It's doubtful that the appropriation will be approved."

Impact statement on local bridge plans again delayed

By JOHN M. THAVIS
Free Press Staff Writer
A draft environmental impact statement (EIS) on proposals for three new bridges in Mankato has once again been delayed, and a spokesman for the U.S. Army Corps of Engineers in St. Paul now says it will be "late May or early June" before the document is published.

The impact statement is the next step in the long process of determining bridge sites. Public hearings on the recommended sites will be held a month after the first version of

the impact statement is released.

ONE OF the Corps' recommendations will be a new crossing location for the Main Street Bridge.

Residents on both sides of the Minnesota River have been debating the merits of the two options for the crossings—Belgrade Avenue to Mulberry Street or Range Street to Warren Street—for several years.

A year ago, the Corps was planning to have the draft EIS ready by September of 1979. The date was moved back to Janu-

ary, then to March, of 1980. The latest three-month delay, according to the Corps, is a result of new guidelines imposed on the preparation of such reports.

"They've changed the way an EIS is written," said David Miller, a sociologist for the Corps of Engineers and district coordinator for the impact statement.

THE NEW guidelines, adopted at the end of last year, mean the EIS will come out as

See IMPACT
(Please turn to Page 2)

Impact

(Continued from Page 1)
three supplements to an original study done in 1975 for a Mankato flood control project.

The three separate documents, Miller said, will treat each bridge individually and make it easier for citizens to respond to the statement.

"We've also had renegotiations of contracts with the architectural and engineering firms involved," Miller said, "and that has caused part of the delay." The firms are studying noise, traffic, land use and bridge design, as well as social, economic and biological effects of the proposed sites.

Miller reported that the contractors were now turning in their reports on the preferred locations. That information will

be studied by the Corps before the Planning Report—which will include the draft EIS—is published.

The bridge relocations (including the Highway 169 twin bridge and an adjacent railroad bridge over the Blue Earth River) are part of the Corps' \$60 million flood control project for the Mankato area.

BARRING ANOTHER postponement, Miller gave this timetable for the bridge projects.

● June 1980—The Corps will issue a planning report, and it will include a draft environmental impact statement on locations for the three bridges. Preferred bridge alternatives will be included in the report, which will be made available for public examination.

● July 1980—A public hearing, or hearings—will be held in Mankato on the recommendations for crossing sites. The testimony from the hearings will be included in a final EIS.

Various other state agencies will also begin a 60-day review of the draft statement to make sure that all impacts, ranging from environmental to economic, have been adequately studied.

● September 1980—A final environmental impact statement will be filed.

● Fall 1980—The document is scheduled to be approved, and the Corps will be making its decision on locations. Design studies for and hearings on the selected sites will be held during the fall and winter.

● 1981 to 1983—After approval of the design studies, right-of-way acquisition and preparation of construction plans, the construction will begin. The actual construction is tentatively scheduled for 1983.

Belgrade-Mulberry bridge urged

By JOHN M. THAVIS
Free Press Staff Writer
Belgrade Avenue to Mulberry Street is the preferred location for a Main Street Bridge replacement in a consultants' report to the U.S. Army Corps of Engineers.

The recommendation is "tentative," says the report, but it refers to the "clear superiority" of the Mulberry crossing over a Range Street to Warren Street proposal.

The report is part of the working papers to be used by the Corps to draft an environmental impact statement (EIS) for new

bridge locations. That EIS may or may not reflect the preliminary site judgments of the consultant firms, Edwards and Kelcey Inc. of Minneapolis and Riches-Carroll-Muller Associates Inc. of Mankato.

In recommending the Belgrade-Mulberry crossing over the Range to Warren alternative, the report cites cost, traffic, displacement and neighborhood impact factors.

A BELGRADE-MULBERRY bridge, the report says, would cost less, displace fewer houses and businesses, accommodate more traffic in a safer manner,

keep traditional Mankato-North Mankato pedestrian links, minimize visual and noise impact in North Mankato, and would benefit the downtown Mankato commercial business district.

At the same time, the report says, it would adversely affect the Washington Park neighborhood and decrease development potential in the immediate Mulberry Street landing area.

Mankato city officials withheld comment today on the consultants' recommendation, saying they would wait until the Corps has issued its draft EIS.

"It's premature to say

whether we'll accept their recommendation (on the Main Street bridge replacement) for the draft EIS," David Miller, Corps district coordinator, said today. "And if we do, the site could still be changed during the hearing process." Public hearings on the alternative sites are scheduled after release of the draft EIS, probably in July.

On most points of comparison, the report finds the Mulberry crossing superior to the Range-Warren alternative. In addition to the major impact categories, the report also studies the effects on noise, air qual-

ity, water resources, parks and historic sites.

Specifically, the report makes these comparisons:

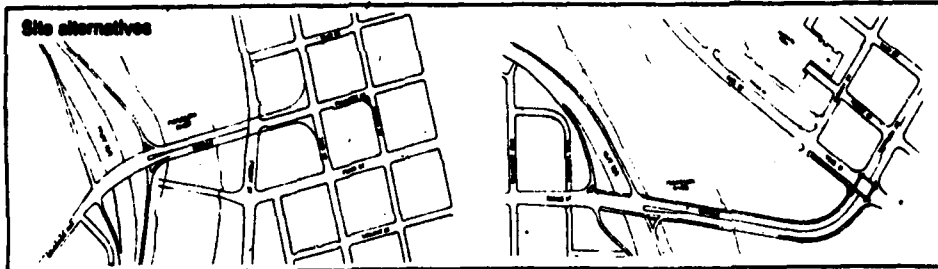
• **Displacements.** The Range-Warren crossing would displace 60 houses and 10 businesses, mostly in North Mankato. The Belgrade-Mulberry crossing would displace only 10 houses and seven businesses.

• **Traffic service and safety.** The Mulberry location, the report says, would provide good overall access and convenience, while meeting safety and capacity standards. The Range-Warren link, on the other hand, would result in more overall travel, along with reduced safety and capacity.

The report was especially critical of the Range-Warren bridge design. It would be too steep, it says, with too tight a curve. Combined with that, dual left-turn lanes on the Mankato side would make the bridge "particularly hazardous in inclement weather."

Because traffic would exceed design capacity, the report concludes, the Range-Warren bridge could be "very

See BRIDGE
Please turn to Page 2



Bridge

(Continued from Page 1)

longest."

While the Belgrade-Mulberry crossing would preserve traffic links between North Mankato and the Old Town-library area, the report says that North Second Street's traditional function as an access route to Mankato's central business district would end. The bridge would arch over Front Street, but it would sever North Second Street, and disrupt pedestrian access from the Burton Hotel area to downtown.

Some Washington Park residents had feared that a Mulberry crossing would pour traffic into their neighborhood. A traffic study shows that, indeed, an initial traffic increase of 50 percent could be expected on North Fourth Street and Broad Street.

• **Neighborhood impacts.** In the Nicollet Avenue neighborhood in North Mankato, the biggest impact of the Range-Warren alternative would be loss of homes, combined with more noise, heavy traffic and just plain ugliness.

The Warren crossing might also increase traffic in the Lincoln Park neighborhood.

The Mulberry crossing would hit the Washington Park neighborhood hardest, with lower property values the probable result. In the report's language, "accelerated land-use conversions would adversely affect neighborhood cohesion and short-term property value." The potential for high noise lev-



This view from North Mankato shows the approach a Belgrade Avenue-to-Mulberry Street bridge would take. Mulberry Street, in the left-center of the photograph, would be the landing

area of the bridge alternative recommended by a consultants' report to the U.S. Army Corps of Engineers. The buildings in the foreground would be torn down.

els might require truck prohibitions on certain streets.

In addition, the report says, the Mulberry landing area would visually detract from the Burton Hotel block.

• **Redevelopment.** The Range-Warren bridge has one big disadvantage here. While it would bring an immediate development stimulus to the Pike-Poplar streets area, it would also take out three existing businesses and one-and-a-half acres of redevelopment land. That

land was originally cleared in the Poplar-Minnesota Street project—mostly at federal expense—and was groomed for light industrial use.

A Range-Warren link, by skirting Belgrade Avenue, would also create uncertainty for the North Mankato downtown business district, the report says.

On the other side of town, the report estimates that the Mulberry Street area has a development potential of \$4.9 million. With a Belgrade-Mulberry

bridge, that potential would be reduced to about \$3 million. Some of the affected land is owned by the City of Mankato.

Whatever redevelopment takes place in the Mulberry Street neighborhood, it will probably require special design measures to lessen the visual impact of the new bridge. That would be especially true for the Old Town side of the bridge.

Both bridges, the report concludes, would have an overall good effect on the Mankato cen-

tral business district.

• **Cost.** A Belgrade-Mulberry bridge would cost more than \$18 million to build. That's about \$4 million less than a Range-Warren bridge. Maintenance for a Mulberry crossing would also be less.

THE RANGE-WARREN proposal was a relative latecomer to the bridge debate. Until 1979, both Mankato and North Mankato had supported the idea of a Mulberry crossing.

Then Mankato planners took a closer look at redevelopment issues in the Mulberry Street area, as well as business displacements. Washington Park residents also opposed the Mulberry plan, and some businesses worried that Old Town might be covered from South Front Street. By last spring, some city officials were recommending the Range-Warren alternative.

Planners on the other side of the river have called the Range-Warren proposal a potential "disaster" for North Mankato.

The Main Street Bridge replacement evaluation is one of three preliminary reports prepared for the Corps. Sites for two other bridges were also recommended. One will be part of Highways 160 and 50 over the Blue Earth River between Mankato and LeFlore; another will be a smaller railroad bridge over the Blue Earth River.

The Corps is financing the bridge projects out of its flood control budget for Mankato.

-Thursday, July 3, 1980 THE FREE PRESS, MANKATO

New Main Street Bridge plan could cut costs

By JOHN M. THAVIS
Free Press Staff Writer

Public hearings and an environmental impact statement: EIS on the Main Street Bridge relocation are being delayed again this month as authorities study a new alternative that could save a substantial amount of money.

U.S. Army Corps of Engineers officials now say that by lowering a proposed Mulberry Street-Beagle Avenue bridge on the North Mankato side of the project could avoid the cost of raising Highway 169. That potential savings would make the Mulberry Beagle alternative much more attractive to the Corps.

William Storum, chief of the project development section at the Corps' St. Paul office, said today, his office was scheduling a meeting with the Minnesota Department of Transportation and the

Federal Highway Administration to consider effects of the new alternative on highway requirements.

Storum explained that when the two relocation options for the proposed bridge would link Warren Street and Beagle Street were being studied by the Corps' Washington headquarters, there was concern about overall cost. The Washington office then suggested that the "freeboard" requirement — which sets a three-foot minimum space between the bottom of the bridge and the top of the flood control wall — be scrapped on the North Mankato side.

The bridge would still clear the flood wall, but not by the usual standards.

According to a spokesman for Edwards and Kelcey Inc., a Minneapolis consulting firm for the bridge project, the new option would have the

bridge touch down at the current Main Street Bridge level in North Mankato. That means the bridge would have a much steeper grade, especially as it approaches North Mankato. The steepness of that grade would affect the new flood wall on ramping up to the flow and its effect on existing buildings in North Mankato are all being reevaluated this month by Edwards and Kelcey.

We're out at a point where we can say what the impact will be," Marty Romano, vice president of the firm, said today. The monetary savings, he added, would probably be substantial. The cost of the original Mulberry Beagle plan had been estimated at about \$15 million. \$4 million less, than a Range-Warren bridge.

Public hearings on the alternatives once scheduled for the spring of 1980, have now been moved back to November. The Corps office said a draft

EIS is now expected to be issued Oct. 1.

Until 1979, both Mankato and North Mankato favored the Mulberry Beagle crossing over the Range-Warren alternative. But some Mankato officials have since recommended the Range-Warren plan. They say a Mulberry Street landing would cause redevelopment losses and business displacements in downtown Mankato.

In March 1980, a consultant's report to the Corps favored the Beagle-Mulberry crossing for a variety of reasons. The study listed traffic, displacement, noise and neighborhood impact among other factors.

If the new plan is acceptable to state and federal transportation officials, the reduced cost of the Mulberry-Beagle bridge would make it even more attractive to the Corps, which is finding the bill

-Tuesday, April 22, 1980 THE FREE PRESS, MANKATO

Corps may extend moratorium

By JOHN M. THAVIS
Free Press Staff Writer

The U.S. Army Corps of Engineers is expected to revise its 30-day moratorium on all new construction projects sometime this week, according to Robert Pennum, Corps manager for the Mankato flood control project.

Pennum said today there was a possibility the total moratorium would be extended, but he added that Corps headquarters

ters would probably transfer funds from one project to another to allow some construction to proceed.

"They're trying to prioritize the projects," he said, "and Mankato's flood control has a relatively high priority. What may happen is that the new bids for flood control work may be pushed back to the end of the fiscal year, September 30."

Pennum said that seasonal projects will probably take the year. Little generosity was expected, and Pennum said that to date there's been no progress on a special appropriation.

The freeze began nearly a month ago when Corps officials realized they didn't have enough money to continue to pay for construction through September. An unusually fast construction pace this winter they said, used more funds than expected.

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(Please turn to Page 7)

Corps

(Continued from Page 19)

The moratorium means that during the last 30 days, the Corps has refused to advertise for any new construction projects, has refused to open bids on already-advised projects, and has refused to award contracts where bids have already been received.

In Mankato, the freeze affected only a small piece of the flood control project. The Corps had advertised for bids on work along Pleasant Street, it cancelled the advertisements in March.

Even if some construction is put off, the pace of planning and engineering work for the Mankato area

kato projects shouldn't be affected. Planning is now continuing for the diversion of Indian Creek near Ski Haven, for the finishing of the flood wall downstream from the Main Street Bridge, and for three bridge replacements.

If the blanket moratorium continues after this week, Pennum said, it's conceivable that construction on the new bridges could be pushed back. Bridge construction is now slated for 1981.

The Corps has been working since 1968 on a \$60 million flood control program for the Mankato area.

Bridge delay worthwhile

The prospect of still another delay in the construction of a replacement for the Main Street bridge between Mankato and North Mankato can be frustrating — some might view it as just another version of government delay.

Usually such delays also mean project costs will increase, boosted by ongoing inflation. At a time when government penny-pinching is truly being encouraged, the delay seems wasteful.

But it appears that this time the delay has specifically been brought about by the new miserly attitude of government. Looking for ways to cut costs, the Army Corps of Engineers thinks by bending or ignoring a few regulations, it won't have to tear up Highway 169 if it chooses the Mulberry-Belgrade plan, thus saving considerably on the total project cost. Mulberry-Belgrade is already estimated to be \$4 million cheaper than the Warren-Range proposal. If the Corps is looking at further savings on the Mulberry-Belgrade plan, it would indicate that the cheapest plan in terms of government expenditure will have the highest priority when the final site selection is made. But the Corps needs more time to investigate the cost saver.

In the past, when the United States' economy

was unchallenged in the world, the flow of dollars from Washington seemed unstoppable. The common view was that those dollars were "free" dollars. It didn't make any difference how much the government spent, the economic machine continued amassing wealth for all but a few Americans.

Today, however, that same uncontrolled governmental spending is increasingly being viewed as the cause of the nation's economic decline. Federal dollars are no longer thought to be free. The philosophy that costs need to be cut wherever possible, even if only \$1 million can be saved (a small sum in a \$500 billion budget), is gaining popularity in government circles.

If the Corps thinks it can make substantial savings in construction costs by delaying the project several more months to investigate an economy measure, then it should be applauded for doing so. After all, it is using dollars earned by all of us taxpayers. It might seem that the savings on one particular project for one particular community would be insignificant to an individual taxpayer, but it is just that philosophy which has created the mushrooming federal budget. The Corps should be congratulated for trying to save wherever possible.



Main Street bridge work planned

Repairs of the Main Street railroad crossing are scheduled to begin in two weeks.

The repairs, originally scheduled to begin this week, were delayed because of a derailment near Madelia, according to Jerry Miller, of the Minnesota Department of Transportation.

The Chicago and North Western Transportation Co. shipped track that was to be used at the Main Street crossing to Madelia instead.

Signs will be posted prior to the start of the repairs, which will require rerouting of traffic.

The Chicago and North Western is responsible for the cost of the repairs. Miller said the railroad intends to reduce the crossing to one track.



Main Street bridge to close for two weeks

The Main Street bridge will be closed for about two weeks beginning Monday, so the three railroad tracks on the Mankato side can be repaired and the ground resurfaced.

Sidewalks on the bridge will remain open for pedestrians.

Traffic entering Mankato from North Mankato will

have to use either the North Star bridge to Park Lane or the Minnesota River bridge on Trunk Highway 14.

The Chicago and North Western Transportation Co. will be raising the railroad lines and putting in new blacktopping, according to Harold Dougherty, roadmaster for the company.

Steeper bridge plan scrapped

By HARVEY MEYER

Free Press Staff Writer

Plans for a steeper Main Street Bridge that would have flooded the foot of Highway 169 in North Mankato have been scrapped by the U.S. Army Corps of Engineers, a spokesman said today.

A Belgrade-Mulberry bridge arching over Highway 169 has been preferred by the Corps for some time, because of safety and traffic concerns, according to Bob Penman, Corps project manager for Mankato area flood control.

Penman acknowledged this was the first time the Corps has publicly disavowed a preference for replacing the Main Street Bridge. He added that informal impact statement could change the Corps view.

THE CORPS shelved plans

for a steeper grade bridge after hearing that the incline of such a bridge would cause safety and maintenance problems.

Penman said the Corps estimated savings of up to \$4 million with a steeper grade bridge, which would essentially have bypassed costs for lowering the Highway 169 bridge and roadway.

But the Minnesota Department of Transportation advised that projected heavier traffic at the foot of the bridge on the North Mankato side could force

some bridge reconstruction later on.

According to Penman, MNDOT also was concerned that a steeper bridge at the intersection with Highway 169 might have caused more problems during icy conditions.

"We made a big bet at saying, 'but it didn't work out'."

THE CORPS is now conducting full force on the two alternatives to replace the three-lane Main Street Bridge with a new six-lane span. Penman said. Indications from the Corps, along with a report from

a Corps consultant, favor the Belgrade-Mulberry alternative over a Range-Warren Street proposal.

A Belgrade-Mulberry bridge arching over Highway 169 has been favored by North Mankato and some Mankato city officials. The Range-Warren Street bridge has been endorsed by other Mankato officials.

Neither the Mankato nor the North Mankato city councils have any say over where a new bridge will go. That authority rests with the Corps, which is picking the Main Street Bridge and two other bridges as part of an overall flood control project for the area.

With the agreement of the Federal Highway Administration, measured the incline of up to 40 Mankato area bridges as part of a study on the steeper grade of a Belgrade-Mulberry bridge. All of the bridges had a lower grade than the 16 feet per hundred feet proposed for the steeper grade alternative.

By comparison, a Belgrade-Mulberry bridge that would



Bridge Game (cont.)

Ken E. Berg
Free Press Editor

The Corps of Engineers is still dickering with the intricate Main Street Bridge replacement project.

The old bridge has to go. It is 50 years old, has limited traffic capacity, clashes with the railroad crossing on the east end and most important from a flood control standpoint — stands lower than flood walls subsequently built on opposite sides of the river.

Congress has underwritten the funding. To the best of knowledge, nobody other than perhaps Corps employees has seen an official drawing of the new span. If in fact there is one at this stage. The annual calendar published by City Hall told features an unofficial "dreamy" artist's conception that is at least five years old.

IN THE continued absence of any new bridge news, and tweaked and chaired by the presence of the ancient artist's sketch on the October fold of the city calendar, W. Anson Sperry got to drawing.

Sperry, 701 E. Lewis St., has had a professional career that includes an engineering lack of all trades. The result of his personal "erring" is this thought-provoking, reproducing, reproduction, which Sperry describes as "an ideal, Ammanatigval arch bridge and



approach structure." Ammanatigval is the name of the Italian who conceived the arch, ogival meaning egg-shaped.

A beauty of this concept, Sperry insists, is the absence of pillars sunk into the river bottom. Thus, no potential obstruction to the annual spring ice breakup. There would be no backing-up of ice, the likes of which worsened the 1961 and 1966 floods.

SPERRY WOULD construct the span along a diagonal path south of the present bridge, not north as the Corps has proposed. The Mankato terminus would be at Mulberry and Second streets. The bridge would be built on the immediate North Mankato terminus, however, would be at Belgrade Avenue, rather it would be more or less where Nicollet Avenue makes its bend to join with Belgrade.

Sperry says a slanted, but straight-shot, bridge would obviate the need for a sloped bridgebed and a space-wasting "half-S" curve on the Mankato side, to link with Second at Mulberry. It would require the removal of relatively few homes on the North Mankato side while sparing the end of Belgrade commercial buildings, Century Club, et al, which the Corps scheme would gobble up. The present Highway 169 overpass above Belgrade Avenue, a continuing conundrum for the Corps, could remain, too.

Sperry is confident that his espouse, or suggestion, would meet all other specifications — bridging the railroad tracks and Pike Street thoroughway on the Mankato side, and offer controlled traffic flow and pedestrian walkways.

SPERRY ADMITS to one shortcoming, the design would necessitate a new roadway traffic semaphore system on Highway 169 on the North Mankato side. But, perhaps this could be engineered out with a little more work. Costs and legal matters would also have to be resolved.

Nothing will come of Good Citizens Sperry's cogitation at this late juncture, no doubt. I believe there's still a 1982 start-up target date, and we don't want to miss that. Maybe not even Sperry. The Corps sometimes likes to dawdle on given projects, so as to free-up funds for arm-twisting work elsewhere, we can't give the Corps any excuses.

Sperry's deadlines do no harm. They're fun. They brighten an otherwise gloomy autumn day. It's hard to know, too, that a person of minimal retirement age is making things productive use of his time than playing back echore with the boys down at the tavern. It was probably somebody like Sperry who, in the absence of a muzzle, discovered that you could spray water by holding a thumb against the end of the hose.

Officials explain twin-bridge plan for Highway 169

By HARVEY MEYER
 Free Press Staff Writer

About 100 persons packed the Roseville Elementary School Wednesday night to hear officials explain how the Highway 169 twin bridge will conform to an area flood control project.

The public hearing was the first in a series scheduled for the three proposed new bridges located in the project area.

Specifically, the twin bridge, which spans the Blue Earth River near Homestead Products Co. in southwest Mankato, will be raised 17 feet above the existing bridge deck — high enough, officials say, to handle a so-called "100-year flood."

THE HIGHER arch will mean rerouting some roads in the area. That, in turn, will mean displacement of some houses.

But in the long run the realigned twin bridge will be safer and will better facilitate traffic, according to Thomas Wetmore of Edwards and Kelcey Inc., Minneapolis, a consultant to the U.S. Army Corps of Engineers on the flood control project.

The concern over traffic is important, Wetmore said, because it is expected to jump from the present 20,000 vehicles per day to 31,000 in 20 years.

Significantly, Wetmore said, the twin-bridge design selected will cost less than an alternate design.

The preferred design, made public in early January, will cost about \$11.3 million, or

about \$400,000 less than the alternate design.

THE PREFERRED design also would displace one business and 12 houses — three in Lehigh, two along Minnesota Road and seven along West 7th Street. The property tax loss to the city has been estimated at \$5,400.

Some West 7th Street residents at the hearing Wednesday wondered if the street they live along could be razed to avoid displacement. They were told to talk with city officials about the idea.

In the meantime, their concern is BRIDGE.

(Please turn to Page 5)

Bridge

(Continued from Page 1)

ments will be included in an environmental impact statement (EIS) on the bridge. Residents concerned about noise pollution and possible property devaluation will also be addressed in the EIS.

Under the corps' plan, elevation would climb starting at the Hawley Street intersection in Lehigh. The road would cross over the Blue River slightly south (upstream) of the existing concrete arch bridge and rejoin the existing road at the Sibley Street bridge in Mankato. A parallel on and off ramp for traffic to and from the south and west on Highway 169 would be provided from Minnesota Road just east of Woodlawn Avenue.

ACCORDING TO the corps' schedule, the design stage of the twin bridge will last about six months after the completion of the EIS, expected sometime in

Bridge delay still worthwhile

Now that the "steep" bridge plan has been scrapped, we hope the Army Corps of Engineers can get on with the construction of a new Main Street bridge. (Property it should be called the "Belgrade to Mulberry" bridge.)

The delay to investigate the alternative, which would have routed traffic under Highway 169 instead of over it, would have saved \$4 million in construction costs, so even though it didn't pan out, it was worth the trouble to investigate.

The Corps still has to decide between the Belgrade-Mulberry route and the Range-Warren project.

posals, but with an additional \$4 million needed for the latter project, it would appear that Belgrade-Mulberry is preferable. Money is tight for everyone, and government should economize where it can.

In fact, at this point there is some question whether enough money will be available to pay for the bridge at all. As government money coffers have shrunk, all sides have become uneasy about the funding prospects. The "steep bridge" delay was worth the time, but time is even more so, of the essence. We hope a quick resolution of routing and construction can now move forward.

MnDOT designates 10-ton roads

Emergency routes authorized to carry 10-ton, single-axle loads and 80,000 pounds of total gross weight have been designated in Mankato, Le Sueur and three other areas.

The Minnesota Department of Transportation (MnDOT) has designated Third Avenue between the ADM elevator entrance to its junction with Highway 14 in Mankato to carry 10-ton loads.

In the Le Sueur area, MnDOT has designated Highway 112 between Highways 53 and 169 to carry 10-ton loads.

Emergency routes also have been established in Redwood County, Red Wing and Minneapolis. The routes were authorized because they connect with or feed designated 10-ton routes.

Monthly transportation permits will be required to haul 80,000 pounds on the emergency routes. Permits, which cost \$5, are available at MnDOT offices in Mankato, Windom, Owatonna, Rochester, Crookston, Bemidji, Detroit Lakes, Duluth, Morris, Virginia, Brainerd, St. Cloud, Willmar, Marshall, Minneapolis and St. Paul.

Free Press April 8-1981

No dud flood

Ken E. Berg
Free Press Editor



Hardly a man is now alive who remembers that infamous day and year. (Not a bad opener; maybe somebody will get around to using a variation of the line in a poem.) The infamous day was just about now, in April. The infamous year was precisely 100 years ago, 1881. The biggest, although not necessarily the worst, flood in Mankato's recorded history sent the Minnesota River far over its banks on both sides. Water covered the length of Front Street south of the hill and spread as far east as the then fire station on Second Street (present site of D'Annie's). The rowboat, not the customary horse and buggy, was the mode of transportation throughout the central business district. Even when the waters retreated to their normal channel, the residue of mud and debris on the dirt streets made horse traffic impossible for several more days.

There was no river forecasting in 1881, just as there was no depth gauge on the old iron bridge that preceded the present-day Main Street Bridge. The winter's heavy snow that continued into April melted in a rush. There was no warning of impending trouble for the habited area north of the confluence of the Blue Earth and Minnesota rivers, other than the nervous eyeballing by riverboatmen. In the absence of measuring devices then, but fortified by recordings and surveys during and following subsequent floods, it has been ascertained that the river in 1881 crested at certainly 30 feet, probably 31 feet.

The costliest and most disruptive flood in Mankato occurred exactly 70 years later, in April, 1951. As in 1881, there had been extremely heavy snow, almost double the annual average and much of it late in the season. Similarly, the two rivers chose to shed their ice caps in unison, causing further pressure to the spring runoff. But, in 1951, the Minnesota River at the bridge reached a crest of only 26.04 feet, or five feet under 1881. That's why, in 1951, downtown Mankato was spared. However, North Mankato, West Mankato and LeHillier — barely populated in 1881 but highly developed and industrialized 70 years later — were inundated and forcibly evacuated. The loss to a young city in 1951 was assessed only in the thousands of dollars, and only hundreds of people were affected. In 1881, the destruction amounted to millions of dollars and some 8,000 persons were made homeless or otherwise experienced loss and inconvenience.

and year. Probably nobody recalls it, unless they're 186. I have overlooked the river for more than a half-century; I might even have overlooked the 100th anniversary, had not Paul Meyer mentioned it after chancing into the official flood control manual at City Hall — "the book" that a lot of us, and our forebears, helped write.

Speaking of remembering, Bob Wright, the genteel Mankato State English prof, provides a mellow postscript to a column piece earlier this week. I had said that a lot of young people don't remember when Daylight Saving Time was not a six-month way of life in Minnesota. Wright touches on the subject of memories in the latest issue of *The Correspondent*. It is an occasional newsletter about Minnesota writers Wright says in part: "In reading Tim O'Brien and Patricia Hampl this week, I have begun to feel my age. They write of the 1950s as if those years were not just yesterday, as they seem to me. To them, and to my son who shares their birth year, 1946, the '50s are where memory starts. These youngsters, the '60s generation, look back upon the '50s and write about childhood fears I have trouble remembering — of 'the bomb' and of 'communism.' My childhood fears were all focused against a different monster, something called 'the Depression.' Please, God, help the Depression get over. I would pray each night for my wife, the fear was of kidnapping, brought on by the Lindbergh case. Childhood fears seem to affect our lives permanently. The Depression is still with me — a part of me."

Memories of the third biennial reunion of the "Depression kids," the Kato 29-40 Club, won't be a part of you unless you're already registered or unless you show up by Sunday. Chairman Dick (Boo) Homme (Richard) Homme, Phoenix, Ariz., reports that 41 survivors of Mankato during the 1930s and '40s, have made reservations. A dedication of 16 from Mankato will be going by air, as a group. The dates are May 3-7, the place, Sahara Tahoe Hotel, Stateline, Nev. Twenty three rooms will be held through April 12 for late registrants, simply call the hotel. At least four former teachers will be present — J. Arnold, Paul Iversen, Karl Aaberg and Curtis Johnson. Oh, yes, Homme says I'm supposed to tell his "dumb cousin," Lefty Hoffman, that he'd better be there, too.

The Minnesota River, since 1881, has never exceeded 30 feet. It came closest in 1965 — 29.07 feet. This was the year that the Sibley Park Zoo was wiped out and LeHillier and West Mankato were overwhelmed. North Mankato was evacuated, as in 1951, but this time the move was precautionary, as water was kept out of the city proper, thanks to reinforcements to earthen dikes thrown up after the flood scare of 1952. West Mankato got it again in 1969 when the river reached 27.07 feet. It remained near that level for almost a week, compounding the stress of twilchy Mankatoans and North Mankatoans and adding strain to the home-brewed diking systems. But, except for the westside, things held.

Not to be forgotten, too, are the lesser flood threats that dotted every decade between the 1880s and the 1950s. Thus, in response to Mankato's and North Mankato's escalating, legitimate, pleas, Congress and the Corps of Engineers entered the valley in earnest in the 1970s. The network of concrete flood walls, sculptured earthen dikes and pumping stations silt in the process of completion on both sides of the river are the result of the Twin Katos' long — not always successful, but always heroic — battle with the vagaries of the Minnesota and Blue Earth rivers. For newcomers who arrived during the largely snowless winter, it must be difficult to view the now timid Minnesota 4.5 feet this morning, and understand that those ominous flood walls were put there for a reason, with reason. This brief recounting also should point out that it was no arbitrary decision to insure our protection to a depth of 33 feet — remember 1881, when it reached the record 31 feet.

Hardly a man is now alive who remembers that infamous day

FREE PRESS

Tuesday, March 24, 1981—17

Residents submit petition on bridge

The Mankato City Council was urged Monday night to pressure federal officials to analyze the economic ramifications of a new Main Street bridge.

Marcia Coonce, 205 Washington Court, presented the council petitions, which she said were signed by 600 to 1,000 residents on both sides of the river.

Coonce said persons who signed the petitions wanted assurances that an environmental impact statement (EIS) by the U.S. Army Corps of Engineers would give due consideration to economic factors, such as displacement of houses and businesses.

Robert Penniman, project manager for the Corps' flood control project for the area, said today that the EIS was taking economic considerations into account.

In addition, Penniman said, the EIS is analyzing social, environmental, noise, traffic and historic impacts.

THE EIS HAS been looking at two proposed bridge sites to replace the Main Street structure. One proposal is for a bridge that

would link Range Street in North Mankato to Warren Street in Mankato. The other proposal, and the one apparently favored by Corps officials, is for a bridge that would link Belgrade Street in North Mankato to Mulberry Street in Mankato.

Penniman said in October that the Belgrade-Mulberry bridge that would arch over Highway 169 had been "tentatively selected" by Corps officials because of safety and traffic concerns.

Councilman Robert Schramski called the bridge issue "real important. It will divide the town in half, for one thing."

Corps officials and their consultants are working on the last phase of the draft EIS. The draft is expected to be completed sometime in May.

A public hearing on the Main Street bridge replacement has been tentatively set for early June, Penniman said. The final EIS should be completed by August, he said.

Correction 3-25-81

Free Press incorrectly reported in Tuesday's edition that from 600 to 1,000 North Mankato and Mankato residents wanted assurances that an on-going environmental impact statement (EIS) of a new Main Street bridge give thorough analysis of economic considerations.

In fact, according to Marcia Coonce, who headed a petition drive, the petitioners want the Mankato City Council to pressure federal officials for a separate economic impact study — before a bridge site is selected.

Coonce said a separate economic impact study, which would be conducted by the federal Department of Housing and Urban Development, would give thorough scrutiny of economic development potential, tax and employment loss, and land and building devaluation caused by a new bridge.

Belgrade-Mulberry bridge tops Corps' list

By HARVEY MEYER
Free Press Staff Writer

A Belgrade Avenue-Mulberry Street bridge that would arch over Highway 169 in North Mankato is now officially the top choice to replace the Main Street Bridge.

The U.S. Army Corps of Engineers, which is funding the new bridge, disclosed its choice last fall, but its selection was made official in an environmental impact statement (EIS) released this week. Public hearings remain to be held on the selection, and the final decision could conceivably go against the Corps' choice.

The release of the EIS ends one chapter in the selection for a bridge replacement, which has gone on for almost a decade.

NO SOONER had the Corps announced its preference than it was being attacked for not taking a hard enough look at economic and social impacts involved.

The Belgrade-Mulberry structure was picked over a Range-Warren Street bridge, the least-cost alternative, and five alternate crossings between North Mankato and

The Corps said the Belgrade-Mulberry crossing was superior because of its cost, its effect on traffic and safety, and general neighborhood impact.

If the Corps' selection survives a July 22 public hearing and a further environmental review, it would mean displacement of 19 households and seven businesses. Eighteen of the households and three businesses would be in North Mankato and one household and four businesses would be in Mankato.

Included among the displaced would be Century Club, T.J. Finnegan's and Lindsay Sash in North Mankato and Mathes Printing, Midwest Coaches, Doris International and Meyer and Sons in Mankato.

However, the Burton Hotel, an aging 74-room structure at 261 N. 2nd St. that was earlier labeled for demolition, would be left intact.

THE NEW six-lane bridge with a 6-foot shoulder would be 36 feet higher than the existing bridge at its peak, in order to meet standards for the Corps' flood control project for the area.

North Mankato, the bridge would require shifting Highway

169 about 120 feet closer to the Minnesota River and lowering it so the bridge could rise over the highway.

New ramps to Highway 169 would be provided. River Drive north of Belgrade Avenue and the portion of Cedar Street between Wheeler and Belgrade Avenues would be closed. In Mankato, the new crossing would pass over Front Street and land at Mulberry Street between Second and Broad Streets.

Access ramps would be provided to and from Second Street, although Second Street would be closed to through traffic. Mulberry Street would be widened from Second to Fourth streets to accommodate four lanes plus a left turn lane. New traffic signals and improvements would be required at the intersections of Mulberry at Broad and Fourth streets.

THE NORTH Mankato and Mankato City Councils endorsed the Belgrade-Mulberry crossing in 1974. However, Mankato's city council had to change that to a neutral stance in 1979, pending more public comments. But at least one Mankato city councilman is now set against the new bridge selection.

In order to diminish the impact of traffic on the Washington Park area, the Corps had trucks and buses prohibited from driving on Fourth and Broad streets.

Construction of the new bridge would require a traffic bypass along Highway 169 in North Mankato. It would also require traffic signals at the Highway 169 bypass and Belgrade Avenue.

The bypass is expected to last two construction seasons, but the Main Street bridge will be open during the majority of bridge construction.

After the July 22 hearing, the Corps will receive public comments and make one of them in a final EIS.

After about two years of design study and planning construction work on the bridge could begin in 1983.

Councilman Robert Schramski Wednesday sharply criticized the Corps for not producing an "economic impact statement" separate from the EIS.

Schramski said the new bridge will mean rerouting much traffic from Front Street to Fourth Street. That new traffic flow could affect the property values of up to 400 people in Mankato, he said.

"I'm shook about it," Schramski said. "It really shakes me."

"It's a bad deal. It's dividing the town," he said. Marcia Coonce, 205 Washington Court, who headed a petition

drive calling for an economic impact statement, said she was "distressed" by the Corps' selection.

"THEY TOTALLY ignored the economic aspects and totally ignored our petitions," Coonce said.

Coonce and Schramski said Mankato would be harmed far more than North Mankato would be.

Weighing heavily in the Corps' decision was the \$19.6 million estimated cost of the Belgrade-Mulberry crossing compared with the \$24.9 million

See BRIDGE
(Please turn to Page 6)

(Continued from Page 1)

For a Range-Warren structure. For some time, the Corps and its consultants, Edwards and Kelcey Inc., Minneapolis, had considered a Belgrade-Mulberry bridge that would have landed at the foot of Highway 169 in North Mankato. But that plan for a deeper grade bridge was shelved after consulting the incline would cause safety and maintenance problems.

The Corps argued the new bridge would be safer and that it would cause less disruption to traffic. The Washington Park area railroad crossing, it said, would be widened and the structure strengthened.

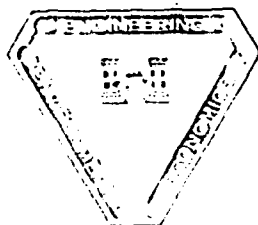
ALTHOUGH the Corps' bridge would cause less disruption to traffic, it would cause more disruption to the Washington Park area railroad crossing, it said.

In part that would be because the bridge would continue to maintain a pedestrian walkway between the two cities, according to the Corps.

The Corps, acknowledging concerns about increased traffic in the Washington Park area, predicted traffic on Front and Fourth streets from Main Street to Madison Avenue would rise by ten percent when the time the bridge is completed, possibly to 1,000.

The Corps' bridge would cause a "catalytic change in character" away from a "highly residential" area to a "highly commercial" area, it said.

The Corps' bridge would cause a "catalytic change in character" away from a "highly residential" area to a "highly commercial" area, it said.



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PUBLIC AFFAIRS OFFICE

13 July 1981
PA-21-81

JAMES E. BRAATZ, Chief
612-725-7505

St. Paul, Minn.--A public hearing will be held by the Corps of Engineers in Mankato July 22 to receive oral and written comment on proposed alterations to the Main Street Trunk Highway 60 Bridge over the Minnesota River.

District Engineer Colonel William W. Badger will conduct the hearing at the National Guard Armory beginning at 7:30 p.m. A report on bridge alteration or replacement related to the Mankato-North Mankato-Le Hillier Flood Control Project was issued June 26 this year and the purpose of the hearing is to obtain public reaction to various proposals related to the bridges.

The Minnesota Valley Regional Library, Mankato City Hall and the local office of the Minnesota Department of Transportation have copies of the report available for review.

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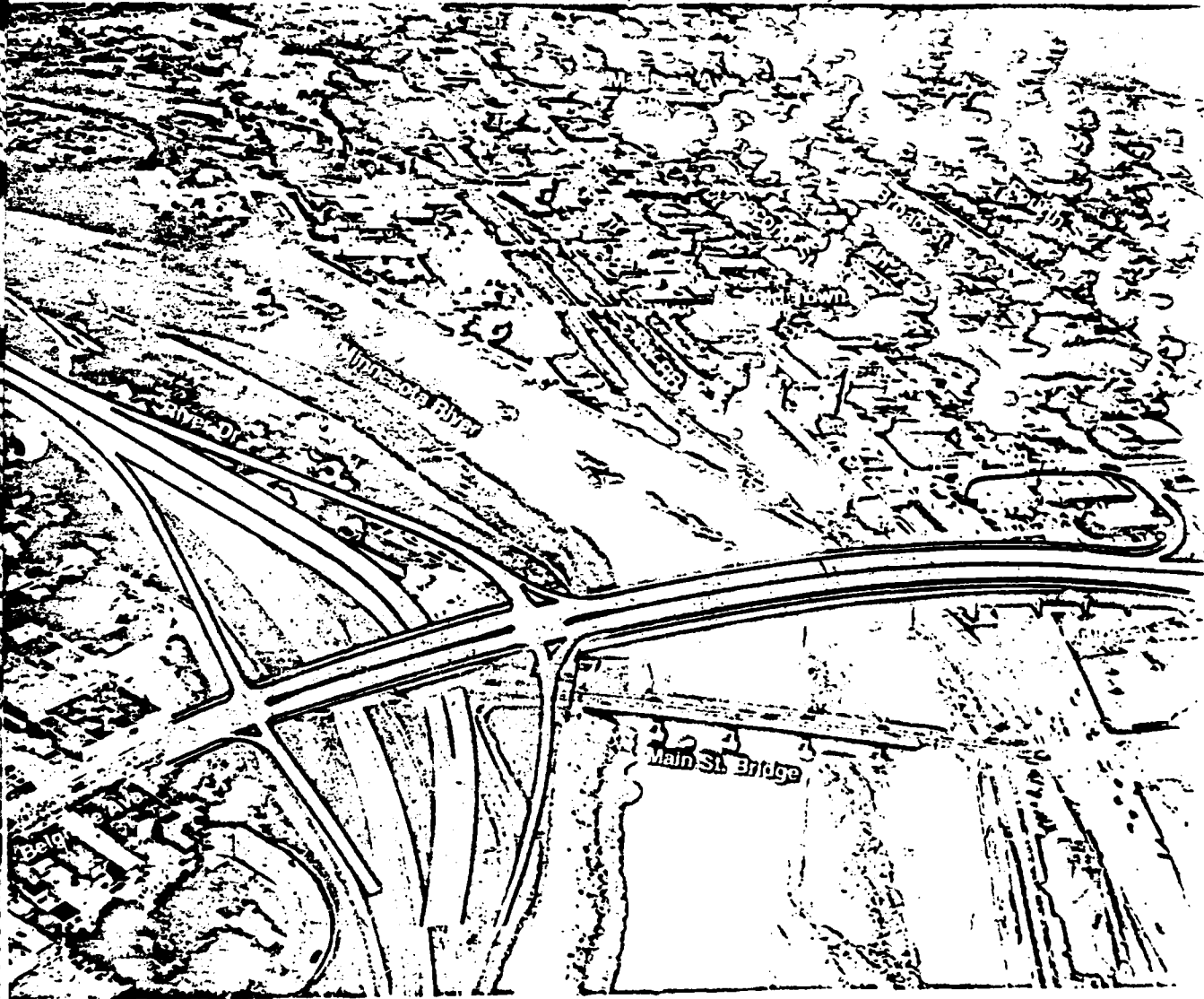
Hearing set on bridge relocation

A public hearing is scheduled for 7:30 p.m. Wednesday in the Mankato Armory to receive public comments on the proposed relocation of the Main Street bridge.

The U.S. Army Corps of Engineers, which is funding construction of a new bridge spanning the Minnesota River, has tentatively selected a Belgrade Avenue-Mulberry Street crossing as the best of several alternates.

Public reaction to the Corps' selection will be incorporated into a final Environmental Impact Statement on the Corps' overall flood control project for Mankato, North Mankato and LeHillier.

THE FREE PRESS, MANKATO Tuesday, July 21, 1981—3



The new Main Street bridge

An artist's conception shows how the proposed new Main Street bridge will look from the air. The proposed six-lane bridge would start out at Belgrade Avenue in North Mankato, rise up over Highway 169 and span the Minnesota River. On the Mankato side, the crossing would pass over the Burlington Northern railroad tracks

and Front Street and land at Mulberry Street between Second and Broad streets. Although not shown in the picture, Mulberry would be widened from Second to Fourth streets to accommodate four lanes plus a left turn lane. Access ramps would be provided to and from Second Street, although Second Street would be closed to through traffic.

A bridge design is 'ugly but functional'

By HARVEY MEYER
Free Press Staff Writer

H. Roger Smith minces few words about the visual aspects of the proposed new Main Street bridge:

"It's ugly, heavy, ponderous, overwhelming."

Yet . . .
"It's a reflection of our times" and it's "functional," Smith said.

Critics are calling the proposed six-lane Belgrade Street-Mulberry Street crossing, rising at one point 30 feet above the existing bridge, a grotesque eyesore dumped in the midsection of North Mankato and Mankato.

ITS GARGANTUAN proportions have been labeled out of synch with the sleepy little river communities on both sides of the Minnesota River.

Smith, a Mankato State University professor of urban plan-

ning and a regionally acclaimed critic of urban design, doesn't disagree.

The pre-cast concrete structure resting on concrete pillars lacks "any class or style," he says. "It's not a pretty thing," Smith said Monday afternoon, looking at an artist's rendering of the proposed bridge.

The proposed bridge probably can't compare with the Main Street bridge, whose Roman arches give it "style and grace," Smith said.

Still, for all its demerits, Smith believes the new structure will be assimilated into the community.



H. Roger Smith simulated into the community.

After all, the three-lane Main Street bridge was. And when it was built, in 1916, it was considered a "big bridge," Smith said.

Years from now, people may marvel at the structure, calling it a "product of our times," he said.

The proposed bridge's drawbacks may be more than made up by its function, Smith said.

It'll make it easier and safer for people to travel; they won't have to contend with railroad traffic, he said.

"You can't rationalize dressing up the bridge . . . because the costs are so high."

BUT ROB PENNIMAN, U.S. Army Corps of Engineers flood control manager for the area, assured that the bridge will receive some window dressing.

"The final look of the bridge will be aesthetically pleasing and will fit in with the communi-

ties," Penniman said.

Design consultants, he said, have a "vested interest" in avoiding a "sterile appearance" because they will use the bridge as a model to compete for other bridge projects. The new bridge is projected to cost \$19.6 million, and part of that money will be set aside for design purposes, which Penniman called a "major consideration."

The proposed bridge's "heroic" scale may create one benefit hardly anyone has thought about, Smith said.

That "humongous" barrier in the middle of Front Street may act as a dividing line between Old Town and downtown Mankato.

And that psychological "gateway" could be beneficial to merchants of both areas, he said.

MANKATO FREE PRESS 21 July 81

Belgrade-Mulberry bridge plan faces tame hearing

By HARVEY MEYER

The tentative section of a Belgrade Street-Mulberry Street crossing at the replacement for the Main Street bridge was the subject of a public hearing Wednesday night.

Officials admitted afterward that they expected more heated debate about their selection, which would rise up over Highway 169 in North Manhattan and over the Chicago and North Western Transportation Co. railroad tracks in Manhattan.

Some residents from the Washington Park area, which is expected to smart from a

planned increased traffic, complained about expected property devaluation and safety problems.

BUT ON the other side of the coin, the apartment complex, which is approximately 150 residents who attended the hearing at the Manhattan Army Corps of Engineers' selection as the best way to provide flood protection and end an almost de-

Col. William Badger

cade-long controversy over relocation of the Main Street bridge.

Even the Manhattan City Council, which broke its neutral stance and came out in favor of the best alternative, a Range Street-Warren Street crossing, voiced its dissent in muted tones.

City Manager Bill Rausett, saying he was speaking for the council, said the city supported the Range-Warren crossing because people displaced by that bridge selection would be financially compensated. He said many people affected by the Belgrade-Mulberry bridge won't be compensated.

North Manhattan Mayor David DeLeon not only came out in favor of the Belgrade-Mulberry crossing, but said that people who oppose that selection come from "self-serving interests."

DeLeon said the new bridge served a "great and compelling need" in the event of a so-called "300-year-flood."

"The sooner this is completed, the better off we'll be," DeLeon said.

The Belgrade-Mulberry crossing was selected over five alternatives because of its cost, traffic and safety factors and general neighborhood impact, according to the Corps.

In Manhattan, the new bridge

would mean displacement of one household and four businesses. In North Manhattan, it would mean displacement of 18 households and three businesses.

THE SIX-LANE bridge, with a six-foot shoulder, would rise 30 feet above the existing bridge at its peak. In order to meet the Corps' flood control standard, Highway 169 would be shifted 120 feet closer to the Manhattan River and lowered so the bridge could rise over it.

In North Manhattan, new on and off ramps would be provided to Highway 169. River Drive north of Highway 169.

See BRIDGE

(Please turn to Page 2)

Bridge

seize traffic signals at the Highway 169 bypass road and Belgrade Avenue.

THE BYPASS is expected to remain in effect for two construction seasons, but the Main Street bridge will be open during the majority of bridge construction.

Robert Schramm, 2nd Ward Manhattan City Councilman who earlier expressed adamant opposition to the Corps' selection, was more conciliatory after Wednesday's meeting.

Schramm said he was "fed up" with the Corps' selection of the Washington Park area, where he said property values were likely to decline because of increased traffic.

"But I think people thought it was maybe a cut-and-dried situation. That, and the weather affected the turnout," Schramm said.

Rain fell off and on throughout the 1½ hour meeting, a factor Col. William Badger, Corps district engineer, conceded may have kept many people home.

Badger also believed that the Corps' "vigilant effort to keep residents informed throughout the bridge selection process paid off.

But not everyone agreed with

the Corps' selection. MARCIA COONCE, 208 Washington Court, who wanted a replacement "economic impact statement" done on the Main Street bridge replacement, was so upset by the proceedings she walked out of the meeting.

Coonce, who led a petition drive for the "economic impact statement," said she was particularly disturbed with the Manhattan City Council.

She called the council's stand that it was forced to support a Belgrade-Mulberry crossing was more "lip service" to people affected by the new bridge.

Richard Reisdorf, 329 E. Washington St., questioned the need to spend almost \$20 million for a new bridge.

"And I don't need these adverse affects on my neighborhood," Reisdorf said of additional traffic expected to be diverted from Front Street to Broad and Fourth streets.

Kathryn Joseph, 225 Washington Court, was concerned about how the increased traffic would affect the safety of her two children.

AND LOUIE Klain, owner of the Barton Hotel, 291 N. Second St., wondered how access to the 74-room structure would be af-

fected by the new bridge. Klain said he hoped the hotel wouldn't be in an "island" that people won't be able to get in and out of.

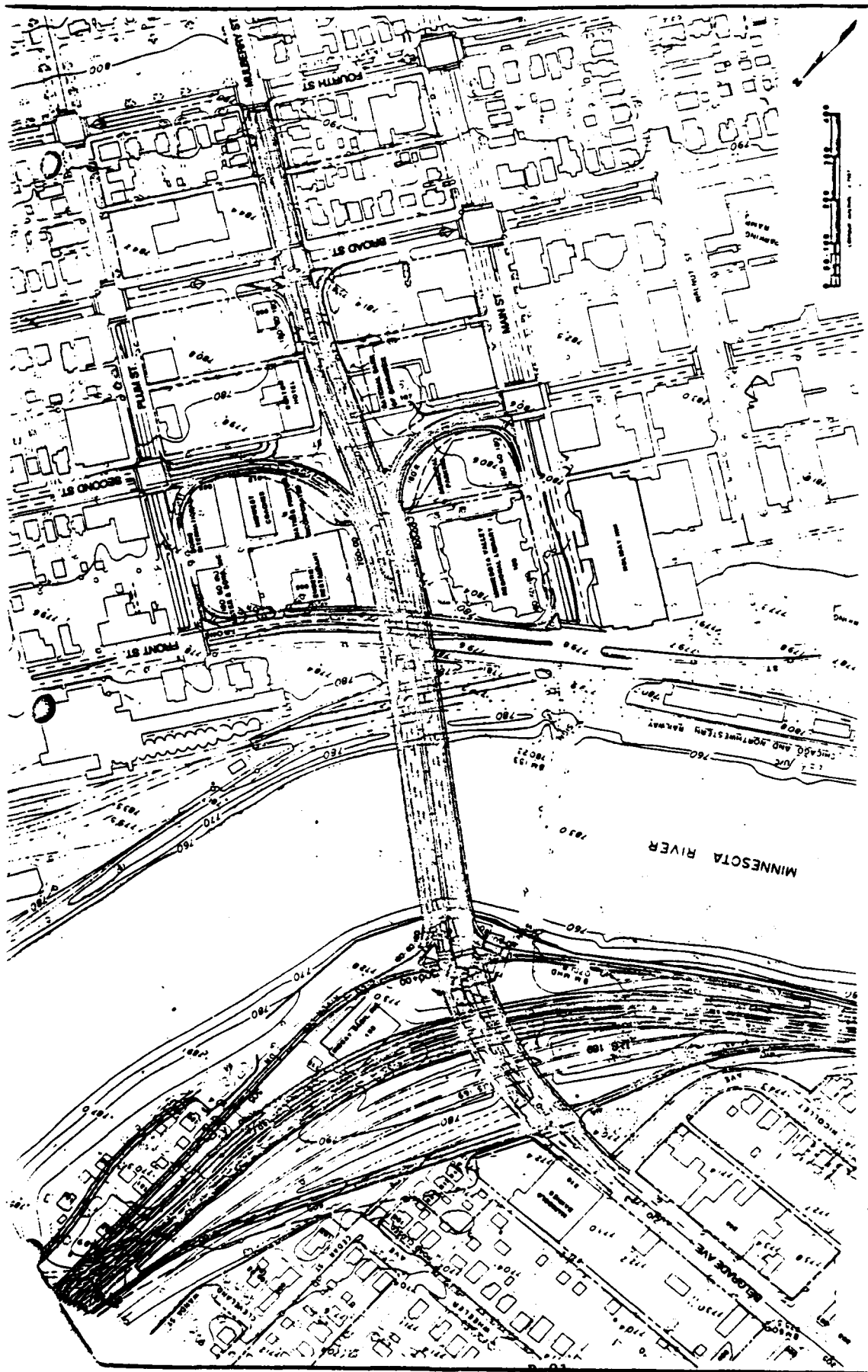
The Main Street bridge hearing was the last of three the Corps has conducted as part of its effort to elevate three bridges in North Manhattan, Manhattan and Leffler. The other bridges involved are the Highway 169 twin bridge in south-west Manhattan and the Chicago and North Western Transportation Co. railroad bridge between Manhattan and Leffler.

Comments from all three public hearings will be incorporated into a final environmental impact statement (EIS) on the flood control project for the area.

After the EIS is completed, there will be a design study. And after that study, construction will begin, possibly by 1983.

The Belgrade-Mulberry bridge could be completed by 1985, a Corps official said.

However, Jerry of President Reagan's budget-cutting tendencies, Col. Badger amended that to say "There's a 50 percent chance we'll be on schedule."



The shaded area shows the proposed Belgrade-Mulberry bridge, the alternative favored by the U.S. Army Corps of Engineers. The bridge would begin on Bel-

grade Avenue, arch over the river, and land on Mulberry Street between Second Street and Broad Street.

Second Street would be blocked by the bridge, and would be closed to through traffic.

MINNAPOLIS, MINN. 1917

Burton Hotel may fall to new bridge

By HARVEY MEYER
Free Press Staff Writer

The U.S. Army Corps of Engineers has changed its stance on the Burton Hotel, 201 N. 2nd St., and is now considering demolishing the structure to make room for the proposed new Main Street bridge.

The Corps had proposed leaving the approximately 80-year-old hotel intact in its preliminary findings because of cost considerations and problems in relocating many of the elderly residents living there.

But that Corps decision was based on somewhat outdated information, according to Bob Penniman, manager of the Corps' area flood control project.

IT NOW appears there are facilities in the community to handle the approximately 60

elderly housed at the Burton, Penniman said.

The Corps is also taking a harder look at whether it wants to purchase the structure and relocate the residents, a cost initially estimated at \$860,000.

Also contributing to the Corps' reexamination is the view of one state highway department official who believes traffic noise from the proposed bridge may be unbearable for Burton residents.

"We're looking at whether it's necessary to take the Burton," said Penniman. "Basically, the question is economics, but we have to look at the big picture."

"Things have changed from our earlier consideration. The relocation problem, for one thing, isn't as bad as it was a couple of years ago. Basically,

proposed bridge, Nelson said. While they're looking at it, Burton Hotel owner Louis Kitsis suggested the Corps investigate how access to his hotel would be affected.

"I WOULDN'T want to commit myself" on whether the Burton should be razed, Kitsis said. "We're going to have to abide by whatever the Corps of Engineers decides anyway. But if it's left an island because of poor access, they may as well take it."

If the Corps decides to demolish the Burton, a National Bank of Commerce drive-in facility across the street would probably remain. With another alignment, the Burton would probably remain and the drive-

See BURTON
(Please turn to Page 4)

Burton

(Continued from Page 1)

in facility would go, Penniman said.

The Corps will probably make its final decision on the Burton in about two months, after talks with residents and city and state officials, Penniman said.

While the Burton is being given a second look, the general location of the proposed new bridge itself is not, he said.

As envisioned, the new bridge would start at Belgrade Avenue in North Mankato and arch over Highway 169 and the Minnesota River. On the Mankato side, it would clear the Chicago & North Western Transportation Co. bridge and Front Street and land on Mulberry Street between Second and Broad Streets.

Although the Corps said in a draft environmental-impact study on the proposed bridge that it would be best to keep the Burton, Penniman said the future of the structure has "always been a question mark since 1974."

That was when both North Mankato and Mankato hired a consultant to study replacements for the 65-year-old Main Street bridge, he said.



New bridge, old law threaten businesses

By HARVEY MEYER

Free Press Staff Writer

Mathes Printing Inc. is getting lots of remonstrances these days about the financial shellacking it probably will take when it upends its quarters to make room for the proposed \$10-million Main Street bridge.

Condemners, Mathes doesn't mind money it does. Lots of it.

Al Mathes, co-owner of the commercial print shop at 208 S. Second St., says he would not mind \$10,000 just to break even on a relocation. That's not counting the money Mathes would get from the U.S. Army Corps of Engineers for the fair market value of his firm and its moving expenses.

The \$10,000 is the difference between what he'll have to pay because of his original mortgage and the mortgage he'll have to pay for a new building.

Mathes said:

"If the project are compensated for the difference in interest between their old and new buildings, businesses aren't

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FREE PRESS
Friday, August 28, 1981—13

but they should be, Mathes argues.

No one disagrees with Mathes. Not Col. William Badger, district engineer of the Corps. Not Gary Ditch of the Corps real estate division. And not 2nd District Congressman Tom Hagdorn.

"EVERYBODY I'VE talked to, everybody says it's unfair," Mathes said Thursday. "But (they say) it's the law."

Specifically, the law is a mouthful of bureaucraticese called the "Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970."

It reimburses homeowners like the 32 in North Mankato and Mankato who face relocation because of the Corps

bridge projects.

The homeowners will be eligible to receive the fair market value cost of their home, moving expenses, and the difference in replacement housing up to \$15,000, which includes assistance in interest compensation for financing their new home.

THE EIGHT businesses the Corps has targeted for relocation in both cities are eligible to receive the fair market value price of their business and moving expenses. But they aren't eligible for higher-priced replacement buildings or for money to make up the differences in interest.

"If I just traded buildings, I would lose about \$80,000 in five years," Mathes said. "Now I'm paying 10 percent interest, but I would have to pay 21 or 22 percent with a new mortgage."

"There's no way in the world" Mathes Printing can afford to pay that "astronomical" interest rate, he said.

RICH MEYER, part owner of Meyer & Sons Inc., 227 N.

Front St., isn't sure how his firm would get by with today's interest rates.

"At 20 percent, it would be extremely difficult to make monthly mortgage payments," Meyer said. "We'll have to pursue some other avenue of financing."

The reasoning behind the law seemed solid enough in 1970, when interest rates rarely fluctuated more than 1 percent over a couple of years. If there was a difference, it was expected that businesses could make it up through pass-along costs on the price of goods.

"BUT HOW AM I going to make up 12 percent interest?" Mathes asked. "I would have to price myself right out of existence."

Mathes took his complaint to Hagdorn Wednesday in Mankato at a Minnesota Association of Commerce and Industry meeting.

"I'm sympathetic with him," Hagdorn said from Washington, D.C., Thursday. "It simply

isn't fair and equitable to do that."

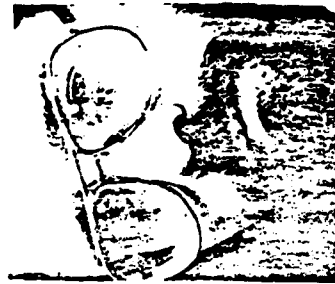
Hagdorn said he immediately directed his staff to take a hard look at the problem. "It appears the federal language is obsolete in this instance," he said.

"I really feel sorry for him," added Ditch, chief of real estate for the Corps. "However, that's the law, and we have to work within the framework of the law."

CONSTRUCTION ON the proposed Helgrade Street-Mulberry Street crossing is slated to begin in 1983. But right-of-way acquisition talks are expected to occur in the spring of 1982.

Mathes said he is sending letters to Minnesota congressmen and business associations to broadcast his problem. He's hopeful that this may result in new legislation.

But in the meantime, Mathes plans to convince the Corps to include the interest compensation in businesses with overall



By Al Mathes

Al Mathes

relocation costs. If he isn't satisfied, he could appeal his case to higher-up Corps officials, said Joe Murphy of the Corps real estate division.

And if he still isn't satisfied, Mathes said, his only other option may be to take the government to court.

'No-Town' fears bridge's side effects



Section in limbo

This map of the "No-Town" district gives an indication of how the proposed Belgrade Street-Mulberry Street bridge (shaded) will affect access to several businesses.

By HARVEY MEYER

Free Press Staff Writer
It's a four-block area in Mankato some are referring to as No-Town. They call it No-Town because it's smack dab downtown and because future access to the area is a source of some worry.

The No-Town area has evolved because of the proposed new Main Street bridge. The proposed Belgrade Street-Mulberry Street crossing would slice through the middle of the four-block section, shooting an on-ramp and an off-ramp both north and south of Second Street.

THE PROPOSED six-lane bridge would change the access to a handful of businesses in the area.

Representatives from the businesses, interviewed last week, are duly concerned. So is the U.S. Army Corps of Engineers, which is constructing the \$24.8-million bridge as part of its flood control project for the area.

"It's by all means a very important consideration," said Bob Penziman, Corps project engineer. "But I don't see it as

a major problem. Access will be there; it'll just be different."

Solving access problems in the bridge and by the access from Plum Street.

Shirley Higginbotham, library director, says access is "very important" to the library.

Higginbotham said she didn't think Corps officials were aware just how much the library relied on vehicle traffic until she talked with them at a July 22 public hearing focusing on the proposed bridge.

She said she is confident library patrons will adapt to new access arrangements. They'll have to. "You can't move the bridge—that's been talked to death," Higginbotham said.

Jim Weir of the Weir Insurance Agency, 208 N. Broad St., vividly described the access problem. The business will probably lose its Mulberry Street access but would have an alley from Plum Street.

"YOU HAVE TO be darn near a contortionist to get

penate for that by installing a mutual access for Embers and the library underneath the bridge and by the access from Plum Street.

Shirley Higginbotham, library director, says access is "very important" to the library.

Higginbotham said she didn't think Corps officials were aware just how much the library relied on vehicle traffic until she talked with them at a July 22 public hearing focusing on the proposed bridge.

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"YOU HAVE TO be darn near a contortionist to get

here," Weir said. But Weir and Dale Kuper, president of the National Bank of Commerce, 107 N. Second St., say they aren't going to fret too much about access until they receive final word from the Corps.

The bank has access from Mulberry Street and Second Street now, but it may lose the Mulberry access.

With one bridge alignment, the bank's drive-in facility would be removed. With another alignment, the Burton Hotel, 201 N. Second St., would go.

Penziman says the Corps will probably route the bridge within the next few months. But if the Burton Hotel stays, getting to and from the 80-year-old landmark could be a nightmare, says Louis Kitais, hotel owner.

The Burton may lose its Mulberry Street access but it would retain its Second Street access, under the Corps plans.

Kitais, whose hotel houses 60 some elderly, has said that if the hotel is "left an island because of poor access, they

See NO-TOWN
(Please turn to Page 11)

—No-Town—

(Continued from Page 9)

may as well take it."

Dick Olson of Harmon Glass, 27 N. Second St., says the proposed bridge alignment may actually help his business. It appears that Harmon Glass will retain its Plum Street and Second Street access. But Olson said he'll probably be assured of additional visibility as traffic negotiates the on-ramp to the bridge.

ANOTHER LANDOWNER in the No-Town section directly affected by the proposed bridge is the city of Mankato. It owns a half block parking lot east of the library and a half block parking lot and former warehouse supply building east of the bank.

Once it's determined how much right-of-way land the Corps needs for the bridge, the city will attempt to develop the property, said Paul Baler, public works director.

Penziman said access problems should be decided within the next months.

Federal cuts may delay Kato bridge projects

By HARVEY MEYER
Free Press Staff Writer

A top official for the Mankato area flood control project predicted Wednesday that some federal construction funds for the project will be postponed a few years.

That would mean construction on at least two of the three bridges in the flood control project — the Chicago & North Western Transportation Bridge and the Highway 169 twin-bridge — would be completed later, according to Bob Penniman, U.S. Army Corps of Engi-

of the Highway 169 twin bridge has been put at \$11.8 million. The cost of the proposed new Main Street bridge has been estimated at \$24.9 million.

Penniman said he based his somewhat bleak outlook on a "definite feeling that spending will be cut back," especially considering President Reagan's oft-repeated plans to shave the federal budget.

"I think the project will ultimately be completed," Penniman said. "But it's just a matter of time."

The time schedule for the bridges and other flood protection work may hinge in large part on what Reagan does with a 1982 water resources appropriation bill that is currently on his desk, Corps officials say.

The bill calls for from \$8 to \$9.5 million for the building of levees, pump stations, diversions, engineering design plans and other flood protection work for the Mankato area. However, it's uncertain whether that amount would be left once it gets past Reagan's desk.

IF THE 1982 appropriation is pared down, that could mean funding in the following years would also be postponed or delayed, according to Col. William Badger, Corps' district engineer.

Mankato City Manager Bill Bassett said he hadn't heard of any plans to delay bridge construction funds. But in any case, he said, it probably would not affect any plans being considered by the city. "Until I get more information, it doesn't sound particularly significant to me," he said.

Badger stressed that what happens with funding for the Mankato area flood control project is likely for the other 25 projects in the five-state area in which the St. Paul Corps office has jurisdiction.



Thursday, Dec. 3, 1981—23

neers project manager for this area.

Penniman said he believed construction funds would be available for a proposed new Main Street bridge, because of its importance to traffic between Mankato and North Mankato. Plans are to begin construction on a Belgrade Avenue-Mulberry Street crossing in 1983, with completion scheduled for 1986.

PLANS CALLED for construction on all three bridges to begin simultaneously. However, Penniman suggested that construction on the Chicago & North Western Bridge between Mankato and LeHillier and the Highway 169 twin bridge in southwest Mankato will begin later, with possible completion on those bridges around 1989.

Cost of the Chicago & North Western bridge has been estimated at \$7.5 million, and cost

New bridge will claim Mankato landmark



Safety, noise cited in Burton decision

By HARVEY MEYER
Free Press Staff Writer

The Burton Hotel, a seemingly timeless structure defining Mankato's landscape, has been scheduled for demolition to make room for the new Main Street bridge.

U.S. Army Corps of Engineers officials, who initially rejected razing the over century-old landmark, now say recent developments require them to reverse their decision.

Although the final decision to remove the 74-room, 18-apartment unit structure at 201 N. Second St. hasn't gone through the Corps chain of command, a Corps official in St. Paul now says that is a "very good possibility."

Bob Pennington, the Corps flood control project manager for the Mankato area, said the proposal by the Corps St. Paul office to raze the Burton will likely be rubber-stamped by the Corps Washington, D.C., office for these reasons:

- There isn't that much controversy over the proposal, according to Pennington. No groups or individuals have mobilized to save the building.

- From an engineering standpoint, removal of the Burton allows a straighter — and safer — alignment of the new Main Street bridge. It also will allow for easier maintenance of the proposed Belgrade Avenue Mulberry Street crossing.

- Many of the elderly, who had few places to relocate two years ago, have now moved to Gus Johnson Plaza, 413 N. Fourth St., a low- to moderate-income facility for the elderly that opened last winter.

- The Minnesota Department of Transportation, which will maintain the new bridge, had expressed serious reservations about having a facility only yards away from traffic noise emanating from the bridge. A highway official said the screeching of tires, snowplowing and truck traffic might make living at the Burton intolerable.

- Louie Kitis, president of the Burton Motor Hotel & Lounge Inc., which owns the Burton, says he goes along with the Corps' recommendation. Kitis, reached Friday at his winter home in Palm Springs, Calif., said, "We're in favor of anything that will help the flood control project. And if that's the opinion of the Corps officials, we would go along with that." Kitis had earlier expressed reservations about letting the Burton stand because of access problems caused by the new bridge.

- Mankato city officials favor demolishing the Burton, according to Paul Baker, Mankato public works director. One of the rea-

Fred Baum, a fixture at the Burton Hotel, says he isn't too concerned about plans to raze the Burton.

Hotel's old-timers sit, talk and wait

The year is 1971. Fred Baum, 80, gingerly makes his way down three flights of stairs and plops down in a puffy chair in the lobby of the Burton Hotel.

The year is 1981. Fred Baum, 90, gingerly makes his way down three flights of stairs and plops down in a puffy chair in the lobby of the Burton Hotel.

Few things change for Baum and his buddies at the Burton. Life is slow, life is easy, life is methodical, it's small talk in the slow lane.

HARDLY ANYTHING disturbs this lifestyle. Even news that the Burton finally will be demolished in a couple of years creates only a small stir among regulars of the first floor lobby crowd.

"They'll never put that bridge here," Marian Swenson says defiantly. "Look at all the businesses here."

"Ten years ago we were told they were going to take down the Burton," said another elderly woman, who declined to be identified. "We got all excited and they never did anything. So I'm not really getting that excited this time."

Baum has heard all the fuss about the Burton coming down before, probably hundreds of times. He is unmoved by a visitor who says that U.S. Army Corps of Engineers officials say the Burton will have to go, that it's just a matter of when.

"What will he do?" "I'll wait until the time comes, then I'll tell you more about it," Baum says.

"Don't know. I would have to try it first and find out."

WHEN PRESSED, Baum will acknowledge a kindred feeling toward the turn-of-the-century structure. "It's old, like I

am," he says, smiling. Another Burton regular — and a buddy of Baum's — also has kind words for the hotel.

"What I like about it is there's people around," said the 86-year-old man who refused to identify himself. "Come down and sit in the lobby and talk to people."

The man says he's heard reports of the Burton's demise for the last 10 years. And it has him worried sick, he says.

"I don't know what I'll do. I would like to move into a nursing home, but Mankato's all filled up."

"I've been here 10 years, and I've been worried all the time that I would have to move out any moment. I wake up in the middle of the night and wonder where I'm going to move. It's been torture. It's gonna happen anytime, and it's gonna be hell."

See HOTEL.
(Please turn to Page 4)



The Burton Hotel, 201 N. Second St.

(Continued from Page 1)
tel will soon be ripe for redevelopment.

While Penniman says removal of the Burton is almost a certainty, he could not say when the hotel would be destroyed. However, he indicated there was a possibility that action would begin in 1983 or 1984, depending on funding, construction on the new Main Street bridge was scheduled to begin in 1983.

Businessmen who lease space at the Burton reacted to the latest news about the hotel with some reservation. With good reason they've heard news about the hotel's removal for the last decade.

Vic Shallob, proprietor of Vic's Barber Shop, Robert Horn, proprietor of Mr. Robert's Beauty Salon and Dave Dorland, operator of The Hot Indiors, all say they have not caught a lot of other business.

"I'm not really too crazy about moving out of here," said Shallob. "The parking is great, and the rent's good. Horn, who has operated the salon and sold toiletries for 20

would miss the structure. "I like the old situations. I don't like the new, modern things. I think they're taking away too many of the older buildings."

THE 40 TO 45 residents who room at the Burton on a daily, weekly and monthly basis and the 18 apartment dwellers will have to find a new home.

That is cause for some concern, especially for some of the elderly. But several older people interviewed in the hotel's front lobby wondered whether there was any truth to the latest report about the hotel's demise.

"They'll never put that bridge here," said one woman. Another woman claimed she's heard reports of the hotel's demise for the last 10 years, now she's skeptical about anything she hears.

Both Penniman and Tom Melena, assistant city manager, say they aren't exactly sure what involvement the city and Corps will have in purchasing the Burton.

Melena said one possibility discussed was for the city to

front lobby and no meeting rooms.

The Burton is not recognized as either a national or state historic landmark, Schuster said.

According to Blue Earth County Assessor's office records, the hotel portion of the structure was built in 1870. However, an official with the Minnesota Historical Society said it is more likely the Burton was built around the turn of the century.

The assessor's office shows that the kitchen facility on the first floor was built in 1891. An addition that houses apartment units on the east end of the building was constructed in 1927.

cating and acquiring property in the four-block area affected by the proposed bridge. The city might then have the first right to buy back the property from the Corps, Melena said.

But he added, "What we're being given is preliminary and sketchy, and we really don't have enough information to even comment on it."

FROM A historical view point, the Burton doesn't have all that much to offer other than its age, said Marcia Schuster, director of the Blue Earth County Museum.

Schuster described the building as typical of commercial hotels during its era, with its brick facade, a rather small

Two Mankato bridge plans postponed

By HARVEY MEYER
Free Press Staff Writer

The Reagan administration has informed officials working on the Mankato area flood control project to go ahead with plans for a new Main Street bridge but to postpone plans for two other bridges.

The message to U.S. Army Corps of Engineers officials means that construction of a new Main Street bridge will still start in the fall of 1983, as planned. But construction on the Highway 169 twin-bridge would begin in the summer of 1983 and construction on the Chicago & North Western Transportation Bridge would start in the fall of 1984, according to Bob Penniman, Mankato Corps project manager.

Penniman had received hints that Reagan's budget-cutting would extend down to the Mankato project. "But it wasn't until the last few weeks that we found out this is what we're supposed to do," said Penniman.

NOW, PENNIMAN said, "We are going to change our schedule to reflect a stretch-out program."

While Penniman acknowledged changes in the Corps plans, another Corps official would only say the Mankato area flood control project was being considered for reductions.

"Nothing is official at this point," said Jim Kursu, Corps chief of the Corps program development branch in St. Paul. "All projects are being considered for potential cuts. Mankato is certainly being considered."

Originally, plans were for construction on all three bridges to begin in 1983 with completion in 1986. The proposed Belgrade Avenue-Mulberry Street crossing, which would replace the Main Street bridge connecting North Mankato and Mankato, is still targeted for completion in 1986.

However, the revised schedule for the Highway 169 twin bridge in southwest Mankato calls for completion in the summer of 1988. And the Chicago & North Western bridge between Mankato and LeHillier is expected to be completed sometime during 1989, Penniman said.

REPLACEMENT OF the old Main Street bridge was given priority over the other bridges because it is the bulkiest of the three and would pose the largest obstacle in blocking floodwater, according to Penniman.



Wednesday, Dec. 30, 1981—11

Although the Corps is planning to lengthen the construction period, Penniman said there were still contingency plans to accelerate construction on the two bridges should the administration or Congress reverse their views.

The cost of the bridges will escalate because of the construction delays, but Penniman is certain the bridges will receive funds and eventually be completed. According to recent Corps estimates, replacing the Highway 169 twin-bridge would cost \$11.6 million and the Chicago & North Western \$7.8 million. Replacement cost of the Main Street bridge is estimated at \$24.9 million.

THE CONSTRUCTION delay will not pose a safety risk or any other problems for the community, Penniman said.

He said a so-called 100-year-flood, meaning a flood that

Bridge

(Continued from Page 11)
would be expected to happen once every 100 years, would have to occur to cause damage to the bridges. And he said that was highly unlikely considering that the "flood of record," the 1965 flood, was only an 80-year-flood.

If anything, Penniman added, staggering construction of the three bridges should ease traffic flow.

Mankato and North Mankato officials say the construction delay will probably not harm progress on any projects those cities are considering.

While some flood control work apparently has been shelved, Penniman said other flood prevention measures will continue just about as scheduled. He said construction of a concrete flood wall and earthen levees from the Main Street bridge to several hundred feet downstream of the Dotson Company's Maple Street foundry

will begin this summer and continue for about 2½ years.

Additionally, he said right-of-way acquisition for the Chicago & North Western and Highway 169 twin bridge will continue, with only a slight delay.

A TRIMMED-DOWN Corps budget may be reflected in the 1982 allocation for the Mankato area project. That amount is expected to be revealed around the first week in January. If the allocation isn't reduced in 1982, there's a good possibility a fund reduction would occur in the 1983 allocation. Cuts in both of those years are likely to have a rippling effect on available funds in the following years.

The last postponement is at least the second since 1978, Penniman said. At that time, he said, plans called for simultaneous construction on all three bridges in 1982. But he said environmental concerns, public hearings and other factors moved that date back a year.

See BRIDGE
(Please turn to Page 13)

STATE AND FEDERAL AGENCY CONTACTS

STATE AND FEDERAL AGENCY CONTACTS

Federal Agencies

Department of the Army, Corps of Engineers
Department of the Interior, Fish and Wildlife Service
Department of the Interior, Bureau of Sport Fisheries and Wildlife
Department of the Interior, National Park Service
Department of the Interior, Heritage Conservation and Recreation
Service
Department of the Interior, Geological Survey, Water Resources
Department of Commerce, Economic Development Administration
Department of Agriculture, Soil Conservation Service
Department of Transportation, Federal Highway Administration
Department of Transportation, Federal Railroad Administration
Department of Housing and Urban Development
Environmental Protection Agency
Water Resources Council, Upper Mississippi River Basin Commission
Advisory Council on Historic Preservation
Department of Transportation, Urban Mass Transit Administration
Department of Transportation, Coast Guard

Minnesota State Agencies

Department of Transportation
Department of Natural Resources
Department of Agriculture
Department of Economic Development
Department of Public Safety
Department of Public Service
Department of Health
Historical Society
Pollution Control Agency
Water Resources Board
State Planning Agency
Environmental Quality Board
Energy Agency

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EDWARDS & KELCEY

To: Thomas E. Wetmore, P.E.
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Name of Organization/Agency _____
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Handwritten
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49

Clifford Anderson
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49

Erling M. Weiberg
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Address Division of Water, 244 Lafayette Road, St. Paul, MN 55107
City-State St. Paul, Minn. Zip Code 55107
Telephone Number 296-4803

David W. Nelson
Signed

Number 1044
by

Signed

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Position or Title Economic Development Representative

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City-State St. Paul, Minnesota Zip Code 55101

Telephone Number (612) 725-7124

Note: Currently neither Blue Earth County nor Nicollet County are designated redevelopment areas under the Public Works and Economic Development Act of 1965, As Amended. Therefore, public works projects in these areas are not eligible for financial assistance through the Economic Development Administration.

Stanley J. Rechner
Signed
Sept. 25, 1978.

Minneapolis
9/25/78

To: Thomas E. Wetmore, P.E.
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Name of Organization/Agency Urban Mass Transportation Administration

Name of Person to Contact Thomas A. Podraza

Position or Title General Engineer

Address 300 South Wacker Drive

City-State Chicago, Illinois Zip Code 60606

Telephone Number 312/353-2883

Thomas A. Podraza
Signed

Minneapolis
9/25/78

Advisory Council on
Historic Preservation
1522 K Street, NW
Washington, D.C. 20005

October 16, 1978

RECEIVED

OCT 20 1978

EDWARDS & KELCEY

Mr. Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, Minnesota 55435

Dear Mr. Wetmore:

Thank you for your letter of September 15, 1978, concerning bridge alterations for flood control along the Blue Earth River, which may affect properties included in, or that may be eligible for inclusion in, the National Register of Historic Places. The information you requested is attached.

We appreciate your cooperation in furnishing us with this material. We will contact the Corps of Engineers regarding its responsibility to consider the impacts this project may have on historic properties, pursuant to Section 106 of the National Historic Preservation Act of 1966.

Sincerely yours,

Myra F. Harrison

Myra F. Harrison
Assistant Director
Office of Review
and Compliance

Enclosure

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency Advisory Council on Historic Preservation
Name of Person to Contact Joseph P. Hough
Position or Title urban planner
Address 1522 K Street, NW
City-State Washington, D.C. 20005 Zip Code 202-254-3967
Telephone Number

Joseph P. Hough
Signed

This Council is an independent unit of the Executive Branch of the Federal Government charged by the Act of October 15, 1966, to advise the President and Congress in the field of Historic Preservation.

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency U.S. DEPT. OF HOUSING AND URBAN DEVELOPMENT
Name of Person to Contact WILLIAM MIDDLETOWN
Position or Title ENVIRONMENTAL CLEARANCE OFFICER
Address 16400 FRANCE AVE, SO.
City-State MINN. MN. Zip Code 55435
Telephone Number 725-4724

-4652
-4653
-4654

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency U.S. DEPT. OF HOUSING AND URBAN DEVELOPMENT
Name of Person to Contact WILLIAM MIDDLETOWN
Position or Title ENVIRONMENTAL CLEARANCE OFFICER
Address 16400 FRANCE AVE, SO.
City-State MINN. MN. Zip Code 55435
Telephone Number 725-4724

William P. Middleton
Signed

William P. Middleton
Signed



DEPARTMENT OF TRANSPORTATION

UNITED STATES COAST GUARD Commander (obr)
Second Coast Guard District

RECEIVED

OCT 5 1978

EDWARDS & KELCEY

Mr. Thomas E. Wetmore, P.E.
Project Manager
Edwards & Kelcey, Inc.
4930 West Seventy Seventh St.
Minneapolis, MN 55435

Re: Proposed replacement and alteration of Highway 169 Bridges across
Minnesota and Blue Earth Rivers; Replacement of Chicago &
Northwestern Transportation Bridges across Blue Earth River

Dear Mr. Wetmore:

Please refer to your letter of 12 September 1978 concerning preparation
of design memorandum number 8 for referenced project.

Blue Earth River in Blue Earth County Minnesota is not considered to be a
navigable waterway of the United States for bridge administration
purposes.

Minnesota River is considered to be a navigable waterway of the United
States from its mouth to Big Stone Lake (Mile 329.5), but has been placed
in the "advance approval" category from Mile 29.6 to Big Stone Lake (Mile
329.5). Upstream extensions of and tributaries to waterways in the
advance approval category are considered to be in the same category.

The advance approval category, as set forth in Title 33, Code of Federal
Regulations, Section 115.70, gives the Commandants advance approval to
the location and plans of bridges to be constructed across navigable
waterways or waterways navigable in law but not actually navigated other
than by logs, log rafts, rowboats, canoes and small motorboats. In such
cases, the clearance provided for high water stages will be considered
adequate to meet the reasonable needs of navigation.

The term "high water" means the maximum high water of record or the
highest known stage where precise records are not available and include
both headwater and backwater flooding.

A Coast Guard Bridge Permit will not be required for the proposed work.

We trust that you will include in your plans measures to prevent oil
spills during construction.

Section 404 of the Federal Water Pollution Control Act Amendments of 1972
authorizes the Secretary of the Army, acting under the Chief of
Engineers, to issue permits for the discharge of dredged or fill material
into the navigable waterways of the United States. It is suggested that
you contact the District Engineer, U.S. Army Engineer District, St. Paul,
for a determination as to whether such permit is needed for the bridges
that you propose.

Sincerely,

S. W. THOROUGHMAN

Chief, Bridge Branch
By direction of the District Commander

Copy to:
Coff St. Paul

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency Commander, Second Coast Guard District (obr)

Name of Person to Contact Mr. Stanley THOROUGHMAN
Position or Title Chief Bridge Branch
Address 1430 Olive Street
City-State ST. LOUIS, MO. Zip Code 63103
Telephone Number 314-425-4607



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS TO
Commanding Officer
U. S. Coast Guard
Marine Safety Office
P. O. Box 3428
St. Paul, MN 55165
16590
14 September 1978

Mr. Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Dear Mr. Wetmore:

This is to acknowledge your letter of 12 September 1978 concerning a contract with the St. Paul District Corps of Engineers for the preparation of Design Memorandum No. 8, Bridge Alterations for Flood Control.

I am the Commanding Officer of the U.S. Coast Guard Marine Safety Office and can act as liaison between your firm and my district office's Bridge Branch. Mr. Stanley Thoroughman, Chief of the Bridge Branch, and his staff can provide you with a list of the required reports, etc. His staff will also be reviewing any actions concerning alterations, deletions or additions to river crossing structures. A copy of your letter and enclosure has been forwarded to the Bridge Branch.

Enclosed find the completed enclosure to your letter for Mr. Thoroughman and myself. If I may be of any further assistance, feel free to contact me.

Sincerely,


L. E. KATCHARIAN
Commander, U.S. Coast Guard
Commanding Officer
Minneapolis/St. Paul, MN

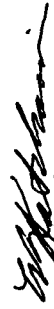
Encl: (1) Address Sheets

Copy to: CCED2(obr) (less encl)

Per Ltr. 4/2/78

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency U.S. COAST GUARD
Name of Person to Contact Leon Z. KATCHARIAN
Position or Title CDR, USCG, COMMANDING OFFICER
Address P.O. BOX 3428
City-State ST. PAUL, MN. Zip Code 55165
Telephone Number 612-725-7452


L. E. KATCHARIAN
Signed

EDWARDS & KELCEY



United States Department of the Interior **RECEIVED**

HERITAGE CONSERVATION AND RECREATION SERVICE
LAKE CENTRAL REGION
ANN ARBOR, MICHIGAN 48107
OCT 18 1978
EDWARDS & KELCEY

CC: KUGER DAVIS

October 16, 1978

Mr. Thomas E. Wetmore, P. E.
Edwards and Kelcey, Inc.
4930 West Seventy-seventh Street
Minneapolis, Minnesota 55435

Dear Mr. Wetmore:

This is in response to your request for early coordination and comment concerning the proposed project to raise a railroad bridge over the Blue Earth River and highway bridges over the Blue Earth and Minnesota Rivers in the Mankato area.

Based on the information provided and our general knowledge of the area, it appears that the project would not have significant adverse impacts on environmental resources within our area of jurisdiction and expertise. We suggest that the potential impact the project may have on cultural resources be determined by contacting the State Historic Preservation Officer (see attached list).

This comment is provided as technical assistance and does not satisfy our obligation under the National Environmental Policy Act with respect to any negative declaration or environmental impact statement which may be prepared.

Sincerely yours

David H. Shonk
David H. Shonk
Assistant Regional Director

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency U.S. Geological Survey
Name of Person to Contact George H. Carlson
Position or Title Supervising Hydrologist
Address Rm. 702 Post Office Bldg
City-State St. Paul, Minn. Zip Code 55101
Telephone Number 725-7841

Signed

RECEIVED
OCT 10 1978
EDWARDS & KELCEY

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency _____
Name of Person to Contact _____
Position or Title _____
Address _____
City-State _____ Zip Code _____
Telephone Number _____



United States Department of the Interior

NATIONAL PARK SERVICE

MIDWEST REGION
1705 JACKSON STREET
OMAHA, NEBRASKA 68102

IN REPLY, REFER TO
L7421 MWR DCL

RECEIVED
SEP 25 1978
EDWARDS & KELCEY

SEP 21 1978

Mr. Thomas E. Wetmore
Edwards and Kelcey, Inc.
4930 West Seventy-Seventh Street
Minneapolis, Minnesota 55435

Dear Mr. Wetmore:

The National Park Service has no concern or responsibility related to the bridge work in the Mankato, Minnesota, flood control project.

Sincerely yours,

James L. Ryan
James L. Ryan
Acting Regional Director

For Mr. C. C. Ryan
Signed _____
by Mr. C. C. Ryan



DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT CORPS OF ENGINEERS
1138 U. S. POST OFFICE & CUSTOM HOUSE
ST. PAUL, MINNESOTA 55101

RECEIVED
SEP 23 1978
DMHARS & ALL

REPLY TO
ATTENTION OF:
NCSO-CCM

21 September 1978

Amardo J. Romano
Project Director
Edwards and Kelcey Inc.
4930 W. 77th St.
Minneapolis, MN 55435

Dear Mr. Romano,

I would like to place our office on your mailing list for receipt of newsletters and announcements concerning the bridge relocation project in Mankato. Being a construction office, we sometimes lose touch with the planning and design aspects of the project, and have recently received numerous inquiries about the bridges. Looking forward to your local office opening and our association with your Representative here.

Sincerely yours,

[Signature]

Robert D. Campbell
Captain, Corps of Engineers
Mankato Office Engineer
503 Range Street
Mankato, Minnesota 56001

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency U.S. Environmental Protection Agency - Western District

Name of Person to Contact Clarence C. Oster Office

Position or Title Director

Address 7401 Lyndale Avenue South

City-State Richfield, MN Zip Code 55423

Telephone Number 861-4467

Signed

COMMENTS AND RESPONSES

COMMENTS AND RESPONSES

<u>Commenter</u>	<u>Page</u>
U.S. Environmental Protection Agency	B-107
U.S. Department of Commerce, General Counsel	B-108
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U.S. Coast Guard	B-111
Federal Highway Administration	B-112
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Minnesota Pollution Control Agency	B-114
Minnesota Historical Society	B-118
Minnesota Historical Society	B-120
Minnesota Historical Society	B-122
City of Mankato	B-123
Milan W. Skarphol	B-124



UNITED STATES
ENVIRONMENTAL PROTECTION AGENCY
REGION V
220 SOUTH DEARBORN ST.
CHICAGO, ILLINOIS 60604

CORPS RESPONSES TO THE U.S. ENVIRONMENTAL PROTECTION AGENCY

No response required. We will keep you informed about the progress of the project and will send you a copy of the final EIS supplement.

REPLY TO ATTENTION OF:

19 AUG 1981

Colonel William M. Badger
District Engineer
U.S. Army Engineer District, St. Paul
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101

RE: NEPA-DS-COE-F36063-MN
(81081)

Dear Colonel Badger:

We have completed our review of Design Memorandum No. 8 - Part I, Draft Supplement II to the Final Environmental Impact Statement (EIS) and the 404(b)(1) Evaluation for Relocation of the Main Street Trunk Highway 60 Bridge over the Minnesota River between Mankato and North Mankato, Minnesota dated June 1981.

We have classified the Draft Supplement II to the Final EIS as Category LO-1. Specifically, this means we have no objections to the proposed action as described in the Draft Supplement and that the document adequately sets forth the environmental impact of the proposed action, as well as alternatives reasonably available to the project.

The classification and date of our comments will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act.

We appreciate the opportunity to review this Draft Supplement. Please contact me at 312/886-6690 for any further matters relevant to this project.

Sincerely yours,

Barbara Taylor Backley
Barbara Taylor Backley, Chief
Environmental Impact Review Staff
Office of Environmental Review



GENERAL COUNSEL OF THE
UNITED STATES DEPARTMENT OF COMMERCE
Washington, D.C. 20230

AUG 12 1981

Colonel William W. Badger
St. Paul District, Corps of Engineers
Department of the Army
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101

Dear Colonel Badger:

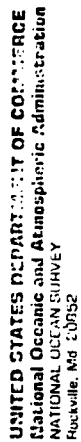
This is in reference to the draft environmental impact statement entitled, "Flood Control, Minnesota River, Minnesota Mankato-North Mankato-Le Hillier." The enclosed comment from the National Oceanic and Atmospheric Administration is forwarded for your consideration.

Thank you for giving us an opportunity to provide this comment, which we hope will be of assistance to you. We would appreciate receiving four copies of the final environmental impact statement.

Sincerely,

Robert T. Miki
Robert T. Miki
Director of Regulatory Policy

Enclosure Memo from: Robert B. Rollins
National Ocean Survey
National Oceanic and Atmospheric
Administration



CORPS RESPONSES TO THE U.S. DEPARTMENT OF COMMERCE, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION. NATIONAL OCEAN SURVEY

July 31, 1981

Comment noted. The effects on any NOS monument will be determined during the design study, and NOS will be notified before any action that would affect survey monuments.

T0: PP/EC - Joyce M. Wood

FROM: OA/C5 - Robert B. Rollins

SUBJECT: DEIS 8107.03 - Flood Control, Minnesota River, Minnesota
Mankato-North Mankato-Lehillier

The subject statement has been reviewed within the areas of the National Ocean Survey's (NOS) responsibility and expertise, and in terms of the impact of the proposed action on NOS activities and projects.

Geodetic control survey monuments may be located in the proposed project area. If there is any planned activity which will disturb or destroy these monuments, NOS requires not less than 90 days' notification in advance of such activity in order to plan for their relocation. NOS recommends that funding for this project includes the cost of any relocation required for NOS monuments. For further information about these monuments, please contact Mr. John Spencer, Director, National Geodetic Information Center (QA/C18) or Mr. Charles Novak, Chief, Network Maintenance Branch (QA/C172), at 6001 Executive Boulevard, Rockville, Maryland 20852.

OFFICE OF THE SECRETARY
NORTH CENTRAL REGION

ER 81/1336

August 25, 1981

William W. Badger
Colonel, Corps of Engineers
Army Corps of Engineers
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101

Dear Colonel Badger:

This provides Department of the Interior comments on the Design Memorandum No. 8 - Part I (Location Study) and Draft Supplement II to the Final Environmental Impact Statement for Bridge Relocations, Main Street Trunk Highway 60 Bridge over the Minnesota River between Mankato and North Mankato.

Due to the highly urbanized nature of the area, we do not anticipate any significant impacts to those resources within our areas of jurisdiction and special expertise. Appropriate erosion control measures will aid in minimizing the unavoidable impacts to the aquatic habitat in and adjacent to the river, and seeding or sodding disturbed areas after the construction is completed will help replace the vegetation that will be disturbed during the project. The measures discussed in the document to avoid possible problems with sediments contaminated with heavy metals appear adequate.

These comments are part of the continuing coordination process between our agencies mandated by the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 USC 661 et. seq.). We have been consulted on all previous aspects of this project and through that consultation, compliance has occurred to this date.

Sincerely yours,

Shirley M. Haff
Shirley M. Haff
Regional Environmental Officer

CORPS RESPONSES TO THE U.S. DEPARTMENT OF THE INTERIOR

All disturbed construction sites would be seeded or sodded to help control erosion, if appropriate.



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (0B7)
SECOND COAST GUARD DISTRICT
130 OLIVE STREET
ST. LOUIS, MO 63101

Tel. 314-425-4607
FIS 279-4607
16591.3/Minnesota
5 May 1981

From: Commander, Second Coast Guard District
To: District Engineer, U. S. Army Corps of Engineers,
St. Paul District, St. Paul, Minnesota ATTN: NCSED-ER

Subj: Proposed Reconstruction Minnesota Trunk Highway 60 Bridge
(Main Street) over the Minnesota River at Mankato, Minnesota

Ref: (a) CCED2(obr) ltr dtd 2 Oct 78, Subj: Proposed replacement and
alteration of Highway 169 Bridges across Minnesota River and
Blue Earth River; Replacement of Chicago & Northwestern
Transportation Bridges across Blue Earth River
(b) Telcon on 28 Apr 81, Messrs. David Miller & B. J. Flahart

1. Reference (a) furnished this Command's comments on Design Memo-
randum 8 for the referenced project but failed to specifically address
the plans for reconstructing the Main Street Bridge in Mankato, Minnesota.

2. This will confirm the information furnished in reference (b). The
Minnesota River has been placed the "advance approval" category from
Mile 29.6 to Big Stone Lake. The advance approval category, as set
forth in Title 33, Code of Federal Regulations, Section 115.70, gives
the Commandant's advance approval to the location and plans for bridges
to be constructed across navigable waterways or waterways navigable-in-
law but not actually navigated other than by logs, log rafts, rowboats,
canoes and small motorboats. In such cases, the clearances provided for
high water stages will be considered adequate to meet the reasonable
needs of navigation.

3. Accordingly, a Coast Guard Bridge Permit will not be required for
reconstructing the Main Street Bridge. Please contact me or Mr. B. J.
Flahart (FIS 279-4607) if we can be of further assistance in advancing
this project.


S. W. THOROUGHMAN
Chief, Bridge Branch
Second Coast Guard District
By direction of the District Commander

CORPS RESPONSES TO THE U.S. DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD
No response required. We will keep you informed about the progress of the
project and will send you a copy of the final EIS supplement.



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 3
18205 DIXIE HIGHWAY
HOMERWOOD, ILLINOIS 60430

August 4, 1981

WE REPLY REFER TO:
HEP-05

District Engineer
St. Paul District, Corps of Engineers
1135 U.S. Post Office and Customs House
St. Paul, Minnesota 55101

Dear Sir:

The draft supplement for the flood protection project - Mankato, North Mankato and Lehighier, Minnesota has been reviewed and we offer the following minor comments for your consideration in developing the final EIS.

The reference to Plate A-14 in the 5th sentence of paragraph 160 on page 55 and the 1st sentence of paragraph 171 on page 57 should be changed to Plate A-16.

B-112

James H. Wood
J. A. Walsh
Associate Regional Administrator
for Planning and Program Development

CORPS RESPONSES TO THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION

No response required. This comment on Plate A-14 refers to the Location Study distributed with the draft EIS supplement rather than to the EIS supplement. We will keep you informed about the progress of the project and will send you a copy of the final EIS supplement.



MINNESOTA DEPARTMENT OF TRANSPORTATION

DISTRICT 7
501 SO. VICTORY DRIVE
MANKATO, MINNESOTA 56001

July 22, 1962

CORPS RESPONSES TO THE MINNESOTA DEPARTMENT OF TRANSPORTATION

Subsequent coordination has shown that your department also supports Alternative ICC, which is now the selected alternative. This alternative is more acceptable from a safety and efficiency standpoint and meets the design standards of the department.

(607) 344-4351

Col. William Badger
District Engineer
St. Paul District - Corps of Engineers
Department of the Army
1135 U. S. Post Office & Custom House
St. Paul, Minnesota 55101

In reply refer to: 317
Public Hearing on Design Memorandum
No. 8 - Part I (Location Study) and
Draft Supplement II to the Final EIS
for Bridge Relocations
Main Street (C. H. 60) Bridge over
Minnesota River between Mankato and
North Mankato - S. P. 0701-08 & 5212-05

Dear Col. Badger:

The Minnesota Department of Transportation has reviewed the various alternatives for the relocation of the Main Street Bridge and supports the Corps of Engineers position that Alternate ICA (Belgrade-Mulberry) is preferred as the tentatively selected plan.

The results of the review assures us that Alternate ICA can be more efficiently maintained because it is compatible with the trunk highway existing that presently exists in Mankato and North Mankato. This alternate definitely meets our design standards for the safe and efficient movement of traffic based on traffic predictions through the design year and beyond. Our review also indicates that ICA is more economical to construct. And finally, based on annual vehicle miles of travel Alternate ICA is more energy efficient, an important consideration for years to come.

Sincerely,

W. H. Nelson
W. H. Nelson, P. E.
District Engineer

10/15/62

CORPS RESPONSES TO THE MINNESOTA POLLUTION CONTROL AGENCY

1. The Corps of Engineers is not seeking congressional approval under Section 404(r). The Corps will apply for State certification.
2. The contractor for this project will be the Minnesota Department of Transportation. MNDOT will also prepare the plans and specifications for the bridges. Any material excavated below the high water line would be placed in upland landfills rather than in the floodplain. The project will continue to be coordinated with the MPCA.

August 31, 1981

Colonel William K. Badger
District Engineer
U.S. Army Corps of Engineers
1135 U.S. Post Office & Custom House
St. Paul, Minnesota 55101

Dear Colonel Badger:

This letter is in reference to the Corps Design Memorandum Number 8, Part I (Location Study) and Draft Supplement II To the Final Environmental Impact Statement, for Bridge Relocations, Main Street Trunk Highway 60 Bridge Over The Minnesota River Between Mankato and North Mankato.

The Minnesota Pollution Control Agency (MPCA) staff has reviewed the above mentioned document and has several comments to offer. Noise and air quality comments are specifically based on the selected alternative. Water quality and solid and hazardous waste comments apply to all alternatives.

With respect to water quality:

1. The MPCA Division of Water Quality Permits Section is responsible for certification under Section 401 of the Clean Water Act of 1977. In addition, the MPCA regulates the discharge of dredged or fill material through the State Disposal System (SDS) Program. (If the Corps fulfills the requirements of Section 404 (r) of the Clean Water Act, it is possible the MPCA approval might not be necessary.)

The excavation, disposal and fill of State waters could be subject to MPCA regulation and should be coordinated with the Permits Section. Chemical analysis of the sediment in the project area indicates that there are relatively polluted, as well as unpolluted, sections of the river. The PCB's and metals found in the sediments indicate that the sediments may be potentially polluting. Specific use of this material should be coordinated with the MPCA.

Phone 296-7301
1935 West County Road 92 Roseville, Minnesota 55126
Regional Offices: Duluth, Brainerd, Grand Rapids, Mankato
Equal Opportunity Employer

Colonel William W. Badger
page 2

CORPS RESPONSES TO THE MINNESOTA POLLUTION CONTROL AGENCY

3 2. Dewatering of coffer dams and other discharges may require MPCA permits. MPCA Water Quality Permits Section policy allows the transfer of waters of the State without a permit. If dewatering is conducted by well points or other methods where the discharge is relatively unaffected by construction activity, a permit may not be required. However, if water quality or ground water problems arise because discharged waters are affected by construction activities or for other reasons, a permit may be required.

With respect to noise:

4 The supplement II noise assessment is in sufficient detail to conclude that noise impacts from the selected proposal are significant in some areas and generally adverse for most of the project length. The assessment indicates the new elevated, higher capacity bridge will add to existing community noise levels which are already over the State Noise Standards in areas. In some areas, the noise increase is substantial; as much as 10 dBA, which is a doubling of noise levels.

As many as 239 sites (see Table E, page EIS-42) will experience noise levels under the selected alternative (ICA) which exceed State daytime standards. Almost as many (232) will experience unacceptable nighttime noise levels. The Corps should discuss the effectiveness of abatement measures such as quieter bituminous surfacing, speed reduction, and protective walls or mounds, as well as sound insulation for the residences and businesses most affected. A more positive commitment to noise protection must be taken.

Finally, the MPCA recommends, as we did in our comments on the Mankato-North Mankato-Lehigh portion of this project, that the community make an effort to address noise problems irrespective of the proposed project.

With respect to air quality:

1. The Corps has correctly stated that no Indirect Source Permit is needed, based on the traffic projections.
2. The carbon monoxide (CO) assessment is sufficient to determine there will be no adverse CO impacts due to the change in traffic patterns and increased traffic volumes.

5 3. The MPCA suggests that the Corps take into consideration the fact that certain bridge construction activities (demolition, excavation and fill material, sand blasting, gravel haul roads) may generate excessive dust. The Corps should describe the measures which contractors will be required to use to comply with Minnesota Rule 6: Preventing Particulate Matter from Becoming Airborne, a copy of which is attached.

3. Actual construction procedures have not yet been determined for the project. We anticipate that well points or similar methods would be used to discharge water and that construction wastes would be kept separate from seepage water. More detailed information concerning dewatering will be developed when we apply for the State certification.
4. Part of the increase in noise levels would result from the increase in future vehicle traffic with or without the project. Some recommendations such as eliminating truck traffic on certain streets would reduce noise levels. The use of noise barriers was investigated but all of the barriers were either judged ineffective or physically impossible to construct.
5. The Minnesota Department of Transportation will be the contractor for the project. MNDOT will be required to comply with State regulations and guidelines for construction activities. Activities used to control dust are rather limited, but every practical measure would be used.

Colonel William W. Badger
page 3

With respect to solid waste and hazardous waste:

1. All demolition material must be taken to a demolition landfill site which has been approved by the MPCA Division of Solid and Hazardous Waste. The Division does not encourage the disposal of nonputrescible materials in sanitary landfills. Sites specifically approved for demolition material should be used.

2. Materials may be salvaged from the bridge but not for the purpose of fill or shore protection unless this use has been specifically approved by the MPCA.

Thank you for the opportunity to review your report.

Sincerely,

Louis J. Breimhurst
Executive Director

Attachment

CORPS RESPONSES TO THE MINNESOTA POLLUTION CONTROL AGENCY

6. Approved demolition landfill sites would be used for disposal of demolition material. If any other uses are considered, they would be coordinated with the MPCA.

AD-A140 267

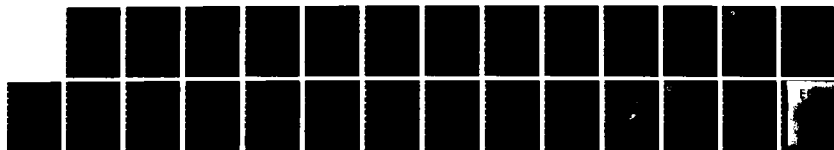
FLOOD CONTROL MINNESOTA RIVER MINNESOTA MANKATO-NORTH
MANKATO-LE HILLIER (U) CORPS OF ENGINEERS ST PAUL MN
ST PAUL DISTRICT SEP 82

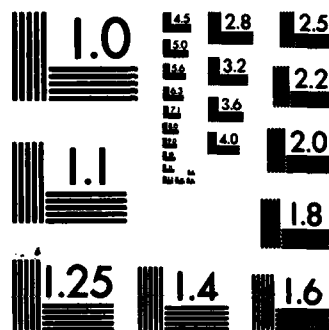
3/3

UNCLASSIFIED

F/G 13/2

NL





MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

CHAPTER SIX: APC 6

APC 6 Preventing Particulate Matter from Becoming Air-Borne

(5) No person shall cause or permit the handling, use, transporting, or storage of any material in a manner which may allow avoidable amounts of particulate matter to become air-borne.

(6) No person shall cause or permit a building or its appurtenances or a road, or a driveway, or an open area to be constructed, used, repaired or demolished without affixing all such reasonable measures as may be required to prevent particulate matter from becoming air-borne. The Director may require such reasonable measures as may be necessary to prevent particulate matter from becoming air-borne including, but not limited to, paving or frequent clearing of roads, driveways and parking lots; application of dust-free surfacing; application of water; and the planting and maintenance of vegetative ground cover.

[July 7, 1969]



MINNESOTA HISTORICAL SOCIETY

FOUNDED IN 1849

680 Cedar Street, St. Paul, Minnesota 55107 • (612) 296-6112

16 December 1981

Mr. Robert F. Post
Chief Environmental Resources Branch
Engineering Division
DEPARTMENT OF THE ARMY
St. Paul District, Corps of Engineers
1135 U.S. Post Office & Custom House
St. Paul, MN 55101

Dear Mr. Post:

RE: Flood Control Project
In Mankato and North Mankato
Blue Earth and Nicollet Counties
NHS Referral File Number: K 320

This letter is in response to your letter requesting our comments on various structures that are under consideration for removal. After reviewing your list of structures for the Main Street Alternative ICA and T.H. 169 Alternative IC, it is our opinion that none of the structures noted are eligible for inclusion on the National Register of Historic Places. With respect to the Chicago and Northwestern Railroad Bridges, after further careful consideration, it is our opinion that these structures also are not eligible for inclusion on the National Register.

In the course of this review, it has come to our attention that there are several properties that are listed on the National Register in fairly close proximity to the structures being removed. These include the North Front Street Commercial District, the Hubbard Hill (which has been determined eligible), the Union Depot, the Mankato Public Library and Reading Room, and the Chapman House. Consequently, we are interested in the evaluation of the potential impact (either direct or indirect) that this project will have on these National Register Sites.

If you need more information on the sites and their locations, please do not hesitate to contact Dennis Gimstead, Acting Assistant State Historic Preservation Officer, State Historic Preservation Office, 240 Summit Avenue, St. Paul, MN 55102, 296-9070.

Thank you for your attention to this matter.

CORPS RESPONSES TO THE MINNESOTA HISTORICAL SOCIETY

NCSED-ER

PFUTZREUTER/bq/7854
10 February 1982

Mr. Russell W. Fridley
State Historic Preservation Office
Minnesota Historical Society
Building 25, Fort Snelling
St. Paul, Minnesota 55111

Dear Mr. Fridley:

Thank you for your 16 December 1981 letter regarding impacts to standing structures in Mankato, Minnesota (this Referral File Number K320). We appreciate your concerns about possible direct or indirect impacts to National Register sites from the proposed TH169 and Main Street Bridge replacements. We hope that the following information will help alleviate any concerns you may have.

Your letter mentions the following National Register sites in Mankato that may be impacted by the project: the Hubbard Hill, the Union Depot, the Mankato Public Library and Reading Room, the Chapman House, and the North Front Street Commercial District. As you can see from the inclosed drawings of the proposed alignments for the Main Street Bridge (Plate A-4) and the TH169 Bridge (Plates A-5 and A-6), none of these sites will be directly impacted by the proposed project. In addition, the Mankato Public Library and Reading Room, the Union Depot, the Hubbard Hill (Plate A-8), and the Chapman House (Plate A-5) will not be indirectly impacted because they are located a distance from the project.

The North Front Street Commercial District (Plate A-8), which is in proximity to the proposed Main Street Bridge replacement, will not be directly impacted. We also feel that there will be no indirect impacts from physical, visual, traffic, noise, or pollution factors. The district will experience increased truck traffic but also decreased car traffic so that the overall projected traffic volume will be lower than at present. There will also be projected increases in noise and pollution levels, but these increases will still be below acceptable national levels. The concrete block building directly across from the district on Plum Street will be removed, thus enhancing the area surrounding the district. In addition, the bridge itself will be designed to blend with the surrounding environment of Mankato. Consequently, although the new bridge will be seen from the district, it will not detract from the historic character of the district.

Therefore, we feel that the proposed replacements of the Main Street and TH169 Bridges will have no effect, either direct or indirect, on any National Register site or district in Mankato.

Mr. Robert F. Post
16 December 1981
Page 2 of 2
K 170

CORPS RESPONSES TO THE MINNESOTA HISTORICAL SOCIETY

10 February 1982

MCSHD-ZR

Mr. Russell W. Fridley

If you have any questions, please do not hesitate to contact Mr. Terry Plutenev at 725-7834. Thank you again for your concern in this matter.

Sincerely,

Sincerely,

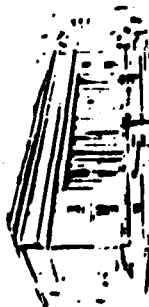
Dennis A. Ginn

Mr. Russell W. Fridley
State Historic Preservation Officer

1 Incl
As stated

ROBERT F. POST
Chief, Environmental Resources Branch
Engineering Division

RMF/el



MINNESOTA HISTORICAL SOCIETY

600 Cedar Street, St. Paul, Minnesota 55101 • 612-296-2767

5 March 1982

Mr. Robert F. Post
Chief, Environmental Resources Branch
Engineering Division
Department of the Army
St. Paul District, Corps of Engineers
1135 U.S. Post Office & Custom House
St. Paul, Minnesota 55101

Dear Mr. Post:

RE: MCSER-ER
Flood Control Project
Mankato and North Mankato
Blue Earth and Nicollet Counties, MN

MES Referral File Number: K 320

Thank you for your letter of 10 February in which you discuss the impacts of the above referenced project on standing structure properties listed on or eligible for listing on the National Register.

It is our opinion that a thorough effort has been made to identify all standing structure National Register sites in the area of the proposed project. We would concur that there will be no effect on the following National Register properties: Mankato Public Library and Reading Room, 120 South Broad, Mankato; the Irving House, 320 Park Lane, Mankato; the Schmidt House (THCA), 111 Park Lane, Mankato; and the Chapman House, 418 McCauley, South Bend Township. Because of the proximity of the proposed bridge and/or roadway construction, however, we believe that there will be an effect on the North Front Street Commercial District, 301-415 North Front Street (odd #'s only); the Union Depot, 112 Pike Street, Mankato; and the Hubbard Mill, North Front Street, (which we believe is eligible). It does not appear that the effect on these latter properties will be severe enough to be adverse, but we would welcome the opportunity to participate further in the planning process.

We should note that our evaluation of effect on archaeological resources will be supplied at a later date.

Founded 1849 • The oldest institution in the state

CORPS RESPONSES TO THE MINNESOTA HISTORICAL SOCIETY

The St. Paul District, Corps of Engineers, has determined that there will be no effect on these properties. This EIS supplement reflects this determination.

Mr. Robert Post - page 2

5 March 1982

If you have any questions, please do not hesitate to contact Dennis Gimstad, Acting Assistant State Historic Preservation Officer, Building 25, Fort Snelling, St. Paul, MN 55111, phone 726-1171,

Sincerely,

Dennis A. Gimstad
Russell W. Fridley
State Historic Preservation Officer

RWF/fr

cc: C.P. Kachelmeyer
Preliminary Design Engineer
Room 604 - Transportation Bldg.
St. Paul, MN 55155



MINNESOTA HISTORICAL SOCIETY

FOUNDED IN 1849

690 Cedar Street, St. Paul, Minnesota 55101 • (612) 296-4101

CORPS RESPONSES TO THE MINNESOTA HISTORICAL SOCIETY

1. This site is discussed in Supplement II-A (TH 169/60 bridge).
2. We concur. Please refer to p. 42, paragraph 5.77 of this supplement.

10 June 1982

Mr. Wayne Knott
Corps of Engineer
1135 U.S. Post Office & Custom House
St. Paul, Minnesota 55101

Dear Mr. Knott:

RE: Proposed Highway 60 and 169 Bridge
Alterations. Flood Control Project
in Wankato, North Wankato, and
Le Hillier
Blue Earth & Nicollet Counties, Mn.

MHS Referral File Number: K 320

Thank you for the copy of the above referenced report. We have reviewed the work and recommendations and feel that the work was performed utilizing the highest standards of professional guidelines. The work performed appears to adequately provide the information necessary to document the existence of any sites.

- 1 After careful review of the recommendations on pp. 66-68 has been undertaken. We concur with the recommendations relating to site 21 BE 63.
- 2 With regard to the potential for presently inaccessible archaeological materials to be present in the 19th Century towns area, we feel that some provision should be made for the review and/or recovery of this data. This review can best be handled through the construction contract provisions. These provisions should be coordinated through the Minnesota Trunk Highway archaeologist and reviewed by this office prior to letting the contract.

Thank you for your participation in this important effort to identify and preserve Minnesota's cultural resources.

Sincerely,

Dan A. Ginter

Russell W. Fridley
State Historic Preservation Officer

RWF/fr



MANKATO

202 East Jackson Street Box 3368 Mankato, MN 56001 Phone (507) 625-3161



August 10, 1981

Mr. Robert Penniman
U.S. Corps of Engineers
1217 U.S. Post Office
& Custom House
St. Paul, Minnesota 55101

RE: Main Street Bridge Hearing

Dear Mr. Penniman:

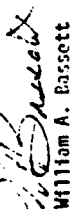
There are some areas of concern which the City of Mankato would like to make a part of the public hearing record on the Main Street Bridge Relocation.

1 The consultant's recommendation for alternate ICA, which is the preferred alternative as expressed by the consultant and evidently adopted by the Corps of Engineers, requires elimination of truck traffic on Fourth and Broad Streets. These routes are State Aid routes and were constructed with assistance from State Aid funds. One of the policies of the State Aid committee is that all State Aid streets must be available for all traffic including truck traffic. The City of Mankato would lose State Aid funds on these streets unless we can secure a waiver from the Minnesota Department of Transportation. It is requested that the consultant pursue these requests in finalizing the public hearing reports.

2 The City of Mankato has a policy which requires the undergrounding of overhead utilities through the CBD area when a portion of the utility is grounded during construction in or adjacent to the CBD. We find no reference to this undergrounding of the Northern States Power Company's lines in the alley between Second and Broad. The limits of undergrounding would be from Mulberry to Cherry. We find no mention of this throughout the documentation we reviewed.

If you have any questions relating to the above, please advise.

Sincerely,


William A. Bassett

City Manager
Mankato is an affirmative action, equal opportunity employer.

pjm

CORPS RESPONSES TO THE CITY OF MANKATO

1. Elimination of truck traffic on Fourth and Broad Streets was the consultant's recommendation. Final approval of this recommendation or a request for a waiver from the Minnesota Department of Transportation is the responsibility of the City.
2. This area of concern is outside of the project limits of construction and therefore does not fall within Corps responsibility.

CORPS RESPONSES TO MILAN W. SKARPHOL

The access that you propose would interfere with the proposed road modifications and create safety problems and therefore is not considered feasible. Your letter will become part of the official record but any other modifications to improve church access would be a city responsibility.

July 29, 1981

Colonel William W. Badger
U.S. Army Engineer District, St. Paul
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101

RE: Bridge Relocation Main Street and Trunk Highway 60
Mankato, Minnesota

Dear Colonel:

In regard to the Belgrade to Mulberry Bridge, the church (Grace Lutheran Church) of which I am a member will be more accessible from North Mankato and will be more visible to the public at its location on the corner of Fourth and Main Streets. I have one concern, because of the loss of street parking (Fourth and Mulberry Streets) I would like to see access across Mulberry at the alley between Broad and Fourth Streets. This would allow church members easier access to parking at Union School at the corner of Mulberry and Broad Streets on Sunday morning. Sunday morning would be a low use time for the bridge so this should not create a traffic problem. Thank you for your consideration in this matter.

Milan W. Skarphol
Milan W. Skarphol
329 Van Brunt
Mankato, Minnesota 56001

APPENDIX C

GLOSSARY OF TERMS

1. Standard Project Flood (SPF): The highest water surface resulting from the most severe possible flood that can reasonably occur under the most severe hydrological and climatic conditions.
2. Design Memorandum No. 8 - Part I (Location Study) and Draft Supplement II to the Final Environmental Impact Statement consists of three volumes: One volume for the TH 169/60 over the Blue Earth River, one for the Chicago and North Western Transportation Company (CNW) bridge over the Blue Earth River, and one for the TH 60 (Main Street) bridge over the Minnesota River.
3. Freeboard: The difference in elevation between the highest water surface and top of flood barrier; or in the case of a bridge -- the lowest member of the bridge should clear the design flood stage (usually by three feet) or the highest water surface, for the passage of ice and debris.
4. dBA: A unit for measuring the volume of a sound. Sound is measured in units of decibels (db) or more commonly in units of dBA. The "A" weighted scale, found to compare well with human reaction to sound and noise annoyances. An L_{10} represents the noise measurement that is exceeded 10% of the time; L_{50} -- 50% of the time.
5. Standard Metropolitan Statistical Area (SMSA): A U.S. Census statistical area comprised of a county containing a city of 50,000 or more, plus any contiguous socially and economically related counties. The concept of an SMSA is to present census-related statistical data.
6. Pasquall-Gifford Stability Classification (SC): A measure of the hydrostatic equilibrium of the atmosphere. Stability can be classified into groups denoted by letters of the alphabet. Class D refers to neutral conditions, A-C to unstable, and E-F to stable. Pollutant dispersion is increasingly greater as the stability decreases (i.e., from F toward A).

FLOOD CONTROL
MINNESOTA RIVER, MINNESOTA
MANKATO-NORTH MANKATO-LE HILLIER

FINAL SUPPLEMENT II-B TO THE
FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR
BRIDGE RELOCATIONS

MAIN STREET,
TRUNK HIGHWAY 60 BRIDGE
OVER THE MINNESOTA RIVER BETWEEN
MANKATO AND NORTH MANKATO

APPENDIX D
Mn/DOT AND FHWA LETTERS (ALTERNATIVE 1DA)

TABLE OF CONTENTS

Minnesota Department of Transportation
Correspondence, November 6, 1980

Federal Highway Administration
Correspondence, December 12, 1980



MINNESOTA DEPARTMENT OF TRANSPORTATION

TRANSPORTATION BUILDING

ST. PAUL, MN 55155

Office of Commissioner
November 6, 1980

612-296-3000

Colonel William Badger, District Engineer
St. Paul District, Corps of Engineers
1135 U. S. Post Office & Custom House
St. Paul, Minnesota 55101

In reply refer to: 317
Mankato-North Mankato Flood Control Project
Replacing the Main Street (T. H. 60) Bridge
over the Minnesota River between Mankato
and North Mankato. Review of Alternates 1CA and 1DA
S. P. 0701-08 & 5212-05

Dear Colonel Badger:

At a meeting of Corps of Engineers, Edwards & Kelcey, Federal Highway Administration (FHWA) and Minnesota Department of Transportation (Mn/DOT) personnel, alternate 1DA, replacement of the Main Street (T.H. 60) bridge over the Minnesota River, was reviewed. At the meeting, both FHWA and Mn/DOT personnel expressed concern about the steep grades and turning movements on steep grades for alternate 1DA (4.60% for 1DA vs. 3.20% for alternate 1CA at the intersection of northbound T.H. 169 ramps and 4.64% for 1DA vs. 4.00% for 1CA on approach to Mulberry Street and Second Street) and the design year level of service provided by alternate 1DA at the intersection of Belgrade Avenue and T.H. 169 southbound ramps (level "D" for 1DA and level "C" for 1CA). The Corps of Engineers asked us to define our policy on steep grades and level of service and address ER 1180-1-1 (Corps of Engineers), which states in part, that "the State should be required to show, at the very least, that the higher design criteria have been or are being maintained on comparable roads."

We have reviewed our primary design guidelines, which are the Mn/DOT design manuals and the American Association of State Highway and Transportation Officials, formerly American Association of State Highway Officials, publications "A Policy on Design of Urban Highways and Arterial Streets", 1973, and "A Policy of Geometric Design of Highways and Streets" review draft #2, December 1979. We feel that 4.60% and 4.64% grades of alternate 1DA are excessive and do not meet the design guidelines for urban design with a large number of turning movements. The 3.20% and 4.00% grades of alternate 1CA are steep, but we find them to be acceptable for this location.

The Mn/DOT road design manual guidelines for vertical alignment, "maximum grades" is as follows:

1. Maximum grade controls for various design speeds for two-lane main highways are shown in Table A 5-291.221. Secondary highways may be about 2 percent steeper. The desired maximum for freeways and expressways is 3 percent.

AN EQUAL OPPORTUNITY EMPLOYER



APPENDIX D, P. D-1

November 6, 1980
Col. William Badger
page 2

2. Use of maximum grades is not considered to be standard practice. They may be used only in extreme cases and must be fully justified in writing to the Road Design Engineer.

A copy of Table A-5-291.221 is attached as exhibit "A".

"A Policy on Geometric Design of Highways and Streets", review draft #2, December 1979, copyright 1979, by the American Association of State Highway and Transportation Officials, indicates that every attempt should be made to design and build as flat of grade as possible. Several excerpts from draft #2 are attached as exhibit "B" to this letter.

The Mn/DOT and AASHTO manuals provide the guidelines for the design engineer. They will give the engineer the necessary flexibility to provide the best possible design using the parameters of each given situation. The need for good engineering judgement in the design of a roadway is indicated by (a) the foreward to the Mn/DOT Road Design Manual which states:

The manual is not designed as, nor does it establish, a legal standard. It is published solely for the information and guidance of Highway Department employees, and is not intended to be used as a substitute for engineering judgement.

and (b) the preface to "A Policy on Design of Urban Highways and Arterial Streets", AASHO, 1973, which states:

Design policies such as this present working control and design values that have been judged to be proper for national application. In some cases they necessarily are presented as "minimum" values; in other instances, higher "desirable" values also are given. It is to be emphasized that "good" design will not necessarily result from direct use of the policy values. To form a segment of highway that will be truly efficient and safe in operation, be well fitted to the terrain and other site controls and be acceptably amendable to the community environment it must be a carefully tailor-made design for the unique set of conditions along that segment. Also it must be a consistent part of a considerable length of highway, without noticeable variation. Such designs are not always attained by putting together certain sets of "book" values pronounced to be suitable. While all designs should satisfy the minimum values, they should be made to values as high as commensurate with conditions. Values at or near the minimums should be used in design only where the use of higher values will result in excessive

cost or otherwise unacceptable conditions. In determination of all geometric features, including right-of-way, a generous factor of safety should be employed and unquestioned adequacy should be the criterion. Highways being provided today must be planned and designed for future, not the present, traffic volumes and operating norms. Under urban conditions, the ability to fully predict future traffic volumes has been at best uncomfortable, which further suggests use of good factors above minimum. With a design approach that broadly reflects these features, non-routine but thoughtful application of the contents of this Policy will result in high quality transportation and community service for many years ahead.

The Minnesota Department of Transportation has attempted to provide the best level of service and the flattest grades in the Mankato area. There are two highway crossings of the Minnesota River in Mankato, in addition to the Main Street bridge. We also have reviewed the vertical alignment of forty bridges in the Mankato area.

T.H. 169 and 60 cross the Minnesota River and railroad tracks southwesterly (upstream) of the Main Street bridge. The bridge has a 1.35 percent grade. The southerly approach has a flatter 0.10 percent grade and the northerly approach has a 0.05 percent downgrade for the northbound through traffic and a short section of 5.0% upgrade for the through southbound traffic. The vertical alignment is controlled by the clearance over the railroad tracks, the river, and the roadway interchanges at both ends of the bridge.

T.H. 14 crosses the Minnesota River northerly (downstream) of the Main Street Bridge. The bridge has a 1.61 percent grade. The westerly approach is controlled by a 4.14 percent grade as it traverses down the high bluff, then a 1.03 percent grade at the intersection of T.H. 169 just west of the bridge. The 1.61 percent grade of the easterly approach is controlled by the clearance over the railroad and an eight foot deep cut through the rock outcropping.

The forty bridges that are on the trunk highway system, carrying either highway or local traffic and are within fifteen miles of Mankato were checked for vertical alignment (See exhibit D for location of bridges). Of the forty bridges, only one bridge had a grade steeper than 4 percent. That one bridge is located on T.H. 99 at the southwest edge of St. Peter and carries highway traffic over the railroad. The bridge was built in 1948 and vertical alignment was controlled by the steep hill (Minnesota River valley bluff) and the railroad tracks. When designed, T.H. 99 entered St. Peter without a stop condition. Since then, T.H. 169 has been re-routed and an at-grade interchange was placed at the base of the hill. T.H. 99 is a low volume, local user road.

November 6, 1980
Col. William Badger
Page 4

The design level of service used by Mn/DOT is described in the book "A Policy on Design Urban Highways and Arterial Streets", 1973, American Association of State Highway Officials, on page 27. The guide for selection of design levels of service indicates a level of service of "C" for all urban and suburban areas, except signalized intersections on principal arterials which should be level "B". See attached exhibit "C", table A-5. The design level of service is based on the 20 year projected traffic analysis. Edwards and Kelcey, Inc. report dated July 3, 1980, indicates that alternate 1DA would operate at a "C" level of service until 1995 and at "D" from then until 2006 at which time it would fall into the "E" level, while alternate 1CA provides a level of service "C" until 2006 and level "D" until 2016. Mn/DOT finds alternate 1DA unacceptable since it does not meet our guidelines for level of service in the year of 2000.

Weather conditions in the Mankato area are such that bridges and interchanges become very slippery due to frost, rain, sleet, ice, and snow from October to April. Although Mn/DOT maintenance forces can control these slippery conditions most of the time with de-icing chemicals, the people of Minnesota and the State Legislators have been very critical of the amount of chemicals used by Mn/DOT on roads and bridges. Every effort is being made to reduce the amount of chemicals used.

Based on design guidelines, past engineering design practices, sound engineering judgement, and a detailed analysis as presented in the preceeding paragraphs, Mn/DOT finds the alternate 1DA design concept unacceptable and we recommend the design and construction of the alternate 1CA design concept. We consider the construction of Alternate 1CA to be a sound investment of federal funds that will return dividends to the taxpayers in future years.

This design has been reviewed with the Federal Highway Administration and they concur with our recommendations. A copy of this letter is being forwarded to them for their formal review and comment.

Sincerely,



Richard P. Braun
Commissioner

cc:
William Lake, Federal Highway Administration

5-291.220 VERTICAL ALINEMENT**5-291.221 GRADES****A. General**

A grade line is a reference line used to establish elevations in the construction of roadways. It is controlled mainly by topography, type of highway, sight distance, soils conditions, drainage, aesthetics and requirements of the affected communities.

The relation of grades and their lengths to design speed is an important consideration in the design of highways. The effect of grades on truck speeds is much more pronounced than that on speeds for passenger cars. Charts showing the deceleration and acceleration of trucks on grades are shown in Fig. B & C 5-291.273. These charts serve as a valuable design guide in evaluating the effect of trucks on traffic operations for a given set of profile conditions. For instance, a truck beginning a 6 percent grade at 30 mph will be traveling about 8 mph at the end of a 1000 foot long climb.

B. Maximum Grades

1. Maximum grade controls for various design speeds for two-lane main highways are shown in Table A 5-291.221. Secondary highways may be about 2 percent steeper. The desired maximum for freeways and expressways is 3 percent.

2. Use of maximum grades is not considered to be standard practice. They may be used only in extreme cases and must be fully justified in writing to the Road Design Engineer.

C. Minimum Grades

Flat grades on pavement without curbs are not objectionable, since the transverse slope on the pavement crown has minimum downgrade of 1% and the shoulder slopes from -1% to -6%. On curbed pavements the minimum cross slope is usually 0.5 percent; however, in urban areas minimum cross slopes as flat as 0.25% may have to be used to meet existing features. Wherever possible, grades should be sufficiently steep to prevent ponding of water along the gutters.

MAXIMUM GRADES

Type of Topography	Design Speed, mph							
	30	40	50	60	65	70	75	80
Flat	6%	5%	4%	3%	3%	3%	3%	3%
Rolling	7%	6%	5%	4%	4%	4%	4%	4%
Mountainous	9%	8%	7%	6%	6%	5%		

Table A 5-291.221

D. Critical Lengths of Grade

1. The above term is used to indicate the maximum length of ascending grade upon which a truck can operate without an unreasonable reduction in speed. If this length is exceeded a truck climbing lane should be considered. See 5-291.273.

2. Critical lengths of grade for use in design may be obtained from Fig. A 5-291.221. For ordinary design purposes the 15 mph-speed-reduction curve should be used.

3. If descending grades are sufficient to cause trucks to gear down, their low speeds on a road may be hazardous and a truck lane should be considered.

4. Examples

a. Determine the critical length of grade having a level approach grade to a 4 percent grade using Fig. A 5-291.221. Direct reading on the 15-mph line where it intersects the 4-percent horizontal line shows the critical length to be 1100 feet.

b. The critical length of a +5% grade approached by a 700 foot length of a +2% grade is 625 feet. The chart shows that 700 feet of a +2% grade results in a speed reduction of about 3 mph. The chart further shows that the remaining allowable speed reduction, 15 mph less 3 or 12 mph, will be made on 625 feet of 5% grade.

c. Where an upgrade is approached by a downgrade, trucks often increase speed in order to make the climb on the upgrade at a higher speed. A speed increase of 5 mph can be considered for moderate downgrades to 10 mph for steeper downgrades. On this basis, the permissible truck speed reduction becomes 20 or 25 mph. For example, where there is a moderate length of 4 percent downgrade in advance of a 6-percent upgrade, a permissible speed reduction of 20 mph can be assumed. For this case the critical length of the 6-percent grade is about 800 feet.

EXHIBIT "A"

EXHIBIT "B"
Excerpts from
"A Policy on Geometric Design of Highways and Streets"
draft #2
December 1979

**Copy right 1979 by the American Association
of State Highway and Transportation Officials**

From chapter III - Elements of Design. Part referring to vehicle -operating characteristics on grades. "Passenger Cars.....Studies show that operation of a 3-percent upgrade, compared with that on the level, has only a slight effect on passenger car free speeds under uncongested conditions. On steeper grades the speeds decrease progressively with an increase in the ascending grade. On downgrades, passenger car speeds generally are slightly higher than on level sections but local conditions govern."

"Trucks. The effect of grades on truck speeds is much more pronounced than on speeds of passenger cars. Average speed of trucks on level sections of highway approximates the average speed of passenger cars. Trucks show an increase in speed on downgrades up to about 5 percent and a decrease in speed on upgrades of about 7 percent or more, as compared to operation on the level. On upgrades the maximum speed that can be maintained by a truck is dependent primarily upon the length and steepness of the grade and the weight/horsepower ratio, which is the gross vehicle weight divided by the engine horsepower. Other variables that affect the average speed over the entire length of grade are the entering speed, wind resistance, and skill of the operator. The latter two cause only minor variations in the average speed."

"....The truck is able to accelerate to a speed of 25 mph (40 km/h) or more only on grades of 3.5 percent or less. These total data serve as a valuable guide for design in appraising the effect of trucks on traffic operation for a given set of profile conditions."

"Site conditions generally established alignment and grade limitations on intersecting roads. It is often possible to modify the alignment and grades, however, and thereby improve traffic conditions and reduce hazards, particularly on rural highways."

"The gradients of intersecting highways should be as flat as practical on those sections that are to be used for storage space for stopped vehicles, sometimes referred to as storage platforms. Most vehicles with either manual or automatic shifts must have the brakes applied to stand still while the motors are running unless they are stopped on a gradient flatter than 1 percent."

"The calculated stopping and accelerating distances for passenger cars on grades of 3 percent differ little from the distances at the level. Grades steeper than 3 percent require correction of the several design factors to produce conditions equivalent to those on level highways. Most vehicle operators are unable to judge the increase or decrease in stopping or accelerating distance that is necessary because of steep grades. Their normal deductions and reactions thus may be in error at a critical time. Accordingly, grades in excess of 3 percent should be avoided on intersecting highways. Where conditions make such design unduly expensive, grades should not exceed about 6 percent, with a corresponding adjustment in design factors."

From Chapter VII - Arterial Roads, and Streets. Discussion on grades, "The grades selected for an urban arterial may have a significant effect on its operational characteristics. Steep grades affect truck speeds and overall capacity. On arterials having large numbers of trucks and operating near capacity, grades flatter than those in rural sections should be considered to avoid undesirable reductions in speeds. Steep grades also result in operational problems at intersections, particularly during adverse weather conditions. For these reasons it is desirable to provide the flattest grades possible, while providing minimum gradients as required to insure adequate longitudinal drainage in curb sections."

From Chapter IX - At-Grade Intersections. Excerpts from appt on alignment and profiles.

"Intersections are points of conflict between vehicles, pedestrians, and facilities and hence are potentially hazardous. The alignment and grade of the intersecting roads, therefore, should permit drivers to discern and perform readily the maneuvers necessary to pass through the intersection safely and with a minimum of interference between vehicles. To these ends the alignment should be as straight and the gradients as low as practical. The sight distance should be equal to or greater than the minimum values for specific intersection conditions, as derived and discussed later. If it is not, drivers having difficulty in discerning the actions of other vehicles, in reading and discerning the message of traffic control devices, and in controlling their vehicles."

Excerpt from part on Effect of Vertical Profiles

"The differences in stopping distances on various grades at intersections are the same as those given in chapter III in the section "Effect of Grade on Stopping Sight Distance --Wet Conditions." The differences indicate that grades up to 3 percent have little effect on stopping sight distances, and grades up to 6 percent may be ignored if great precision is not desired. Grades on an intersection leg should be limited to 3 percent unless the sight distances are considerably in excess of the minimums for stopping on a level grade, in which case the grades should not be greater than 6 percent.

From Chapter X - Grade Separations and Interchanges. Excerpt from Over versus Under

"A detailed study should be made at each proposed highway grade separation to determine whether the main road should be carried over or under the structure. Often the choice is dictated by features such as topography or highway classification. It may be necessary to make several nearly complete preliminary layout plans before a decision regarding the most desirable general plan can be reached. Some statements of over-versus-under preference follow, but such general guides should be subordinated to detailed studies of the separation as a whole.

At any one site the governing conditions as to which road should be carried over usually fall into one of three general groups: (1) The influence of topography predominates, and the design must be closely fitted to it, (2) the topography does not favor any one arrangement, and (3) the alignment and gradeline controls of one highway are sufficiently important to subordinate those of the other and, possibly, to adopt an arrangement contrary to one that fits the site topography.

As a rule, a design that best fits the existing topography is the most pleasing and economical to construct and maintain, and this factor becomes the first consideration in design. The chief exception to this is the case where a major road is sufficiently predominant in design to outweigh topographic and crossroad controls. Where topography does not govern, as is common in the case of flat topography, it may be necessary to study secondary factors, and the following additional points of general consideration need to be examined:

1. For the most part designers are governed by the need for economy, which is obtained by designs fitting existing topography, not only along the intersecting highways but for the whole of the area to be used in ramps and slopes. Thus, it is necessary to consider alternates in the interchange area as a whole to decide the over-versus-under question.
2. There is certain traffic warning advantage on an undercrossing highway. As a driver approaches, the structure looms ahead, makes obvious the upper level crossroad, and gives advance warning of likely interchange connections. In level topography where the overpass highway is built up to cross over a highway at normal ground level, there also is similar warning advantage. Where an undercrossing highway dips beneath a crossroad at horizon level, this advantage is minimized.
3. Through traffic is given esthetic preference by a layout in which the more important road is the overpass. A wide overlook is possible from the structure and its approaches, giving drivers a minimum feeling of restriction.
4. Where turning traffic is significant, the ramp profiles are best fitted when the major road is at the lower level. The ramp grades then assist turning vehicles to decelerate as they leave the major highway and to accelerate as they approach it, rather than the reverse. In addition, on diamond-type interchanges the ramp terminal is visible to drivers as they leave the major highway.
5. In rolling topography or in rugged terrain, major road overcrossings may be attainable only by a forced alignment and rolling gradeline. Where there otherwise is no pronounced advantage to the selection of either an underpass or an overpass, the type that provides the better sight distance on the major road (desirably safe passing distance if the road is two-lane) should be preferred.

6. An overpass offers the best possibility for stage construction, both on the highway and the structure, with minimum impairment of the original investment. The initial development of only part of the ultimate width is a complete structure and roadway in itself. By lateral extension of both or construction of a separate structure and roadway for a divided highway, the ultimate development is reached without loss of the initial facility.
7. Troublesome drainage problems may be reduced by carrying the major highway over without altering the grade of the crossroad. In some cases the drainage problem alone may be sufficient reason for choosing to carry the major highway over rather than under the crossroad.
8. Where topography control is secondary, the cost of bridges and approaches may determine whether the major roadway underpasses or overpasses the minor facility. A cost analysis that takes into account the bridge type, span length, roadway cross section, angle of skew, soil conditions, and cost of approaches will determine which of the two intersecting roadways should be placed on structure.
9. An underpass may be more advantageous where the major road can be built close to the existing ground, with continuous gradient, and with no pronounced grade changes. Where the widths of the roads are greatly different, the quality of earthwork makes this arrangement more economical. Because the minor road usually is built to lower standards than the major road, grades on it may be steeper and sight distances shorter, with resultant economy in grading volume and pavement area on the shorter length of road to be rebuilt above the general level of the surrounding country.
10. Frequently, the choice of an underpass at a particular location is determined not by conditions at that location but by the design of the highway as a whole. Grade separations near urban areas constructed as parts of a depressed expressway, or as one raised above the general level of adjoining streets, are good examples of cases where decisions regarding individual grade separations are subordinated to the general development.
11. Where a new highway crosses an existing route carrying a large volume of traffic, an overcrossing by the new highway causes less disturbance to the existing route and a detour is usually not required.
12. The overcrossing structure has no limitation as to vertical clearance, which is an advantage in the case of oversized loads requiring special permits.
13. Desirably, the roadway carrying the highest traffic volume should have the fewest number of bridges for better rideability and fewer conflicts when repair and reconstruction are necessary.

Excerpt from Approaches to the Structure-Alinement, Profile, and Cross Section.

"The general controls for horizontal and vertical alinement and their combination, as stated in chapter III, should be adhered to closely. In particular, any relatively sharp horizontal or vertical curves should be avoided. Horizontal curvature that begins at or near a pronounced crest or sag should be avoided. The gradients on intersecting roads at an interchange should be kept to a minimum and in no case should they exceed the maximums established for open-highway conditions. Gradients that may slow down commercial vehicles or that may be difficult to negotiate when icy should be avoided. Reduction of vehicle speeds by long upgrades encourage passing, which is harardous in the vicinity of ramp terminals. Slow-moving through vehicles also encourage abrupt cutting in by vehicles leaving and entering the highway."

highway being less than ideal include lanes and shoulders of substandard width, steep grades, low design speed, substandard intersections, substandard ramp terminals and short weaving sections.

Traffic Factors

Traffic factors that should be taken into consideration in relating traffic volume to operating conditions are commercial vehicles and fluctuations in traffic volume (Peak Hour Factor). Allowance should be made for these variables in accordance with the *Highway Capacity Manual*.

Levels of Service

(p. 306)

The *Highway Capacity Manual* expresses operating conditions in terms of the following levels of service: A—free flow, with low volumes and high speeds, B—stable flow, but speeds beginning to be restricted by traffic conditions, C—in stable flow zone but most drivers restricted in freedom to select their own speed, D—approaches unstable flow; drivers have little freedom to maneuver, E—flow is unstable, may be short stoppages, F—forced flow at low speeds, usually queues from a downstream restriction.

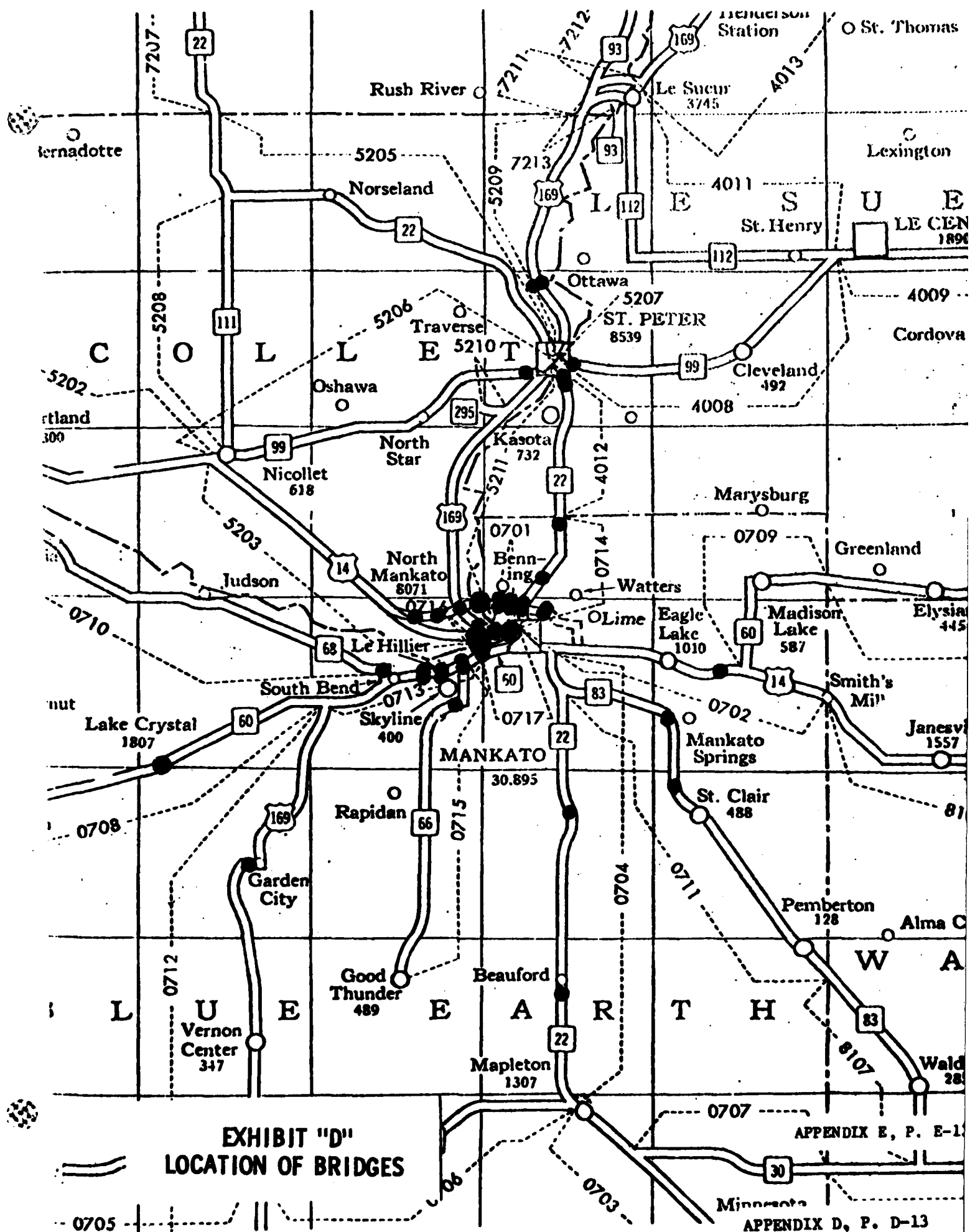
Limiting values for these levels of service are expressed in terms of operating speeds and volume-to-capacity ratios (V/C), or in the case of intersections at grade, in terms of load factors. The relationship between highway type and locations, and the level of service appropriate for design is summarized in table A-5. The highest feasible level of service should be sought. In heavily developed sections of metropolitan areas, conditions may force the use of level of service D for freeways.

Table A-5
GUIDE FOR SELECTION OF
DESIGN LEVELS OF SERVICE

Ref. table G-5, p. 303

Highway Type	Type of area and appropriate level of service	
	Urban and Suburban	Rural
Freeway		
Through Lanes	C	B
Ramp Terminals	C	B
Weaving on main lanes	C	B
Weaving on C-D roads	C	B
Other Arterials		
Main Roadways	C	B
Weaving Sections	C	B
Signalized Intersections		
Principal arterials	B	A
Other Arterials	C	B
Local Roads & Streets	C	C

EXHIBIT "C"





**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 5**

Suite 490, Metro Square Building
St. Paul, Minnesota 55101

December 12, 1980

IN REPLY REFER TO:

Mr. William W. Badger
Colonel, Corps of Engineers
District Engineer
Department of the Army
St. Paul District
Corps of Engineers
1135 U.S. Post Office &
Custom House
St. Paul, Minnesota 55101

Dear Mr. Badger:

We have reviewed your November 18, 1980 letter and the attached November 6, 1980 letter from Commissioner Braun regarding bridge grades and we offer the following comments and background information on Federal Highway Administration (FHWA) policy.

The standards, specifications, policies, guides and references that are acceptable to FHWA in the geometric and structural design and traffic control features of highways are outlined in the Federal-Aid Highway Program Manual (FHPM) 6-2-1-1. The policies and guidelines published by the American Association of State Highway and Transportation Officials (AASHTO) and by the Minnesota Department of Transportation (MN/DOT) together with our FHPM provide the primary policies and guidelines that we use in reviewing the design of a project. These policies and guidelines generally list both desirable and minimum standards. We have traditionally encouraged the use of desirable standards and rarely do we grant any exceptions to the minimum standards. It is stated in FHPM 6-2-1-1 that any determination to approve a project design that does not conform to the minimum criteria can be made only after due consideration is given to all project conditions including the maximum service and safety benefits for the dollar invested.

Your letter specifically asked for our views on the reduced dollars and improved traffic considerations attributed to alternate 1DA when compared to alternate 1CA. Since neither your letter or the attached letter from Commissioner Braun addressed alternative costs it is difficult to be specific in regard to cost. However, the excerpt from "A Policy on Design of Urban Highways and Arterial Streets", AASHTO, 1973 given on page 2 of Commissioner Braun's letter and the above mentioned section of FHPM 6-2-1-1 adequately addresses FHWA's philosophy on project alternative costs. Although it appears the initial cost of alternate 1CA may be more than alternate 1DA, we concur with MN/DOT that alternate 1CA

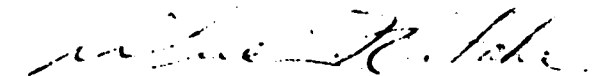
- More -

would provide for both a safer facility and a facility that would serve the needs of the travelling public for a longer period of time.

The second part of your question implies that alternate 1DA is better from a traffic standpoint than alternate 1CA. This is not true. As indicated in Commissioner Braun's letter, alternate 1CA provides for the AASHTO recommended level of service for the design year of this project while alternate 1DA would not. This alone makes alternate 1DA an undesirable choice.

In summary, we find that the MN/DOT, through information presented in Commissioner Braun's November 6, 1980 letter has adequately presented justification in support of building alternate 1CA and we would approve this request under our normal Federal-aid highway funding authority.

Sincerely yours,



William R. Lake
Division Administrator

END

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