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JANUARY 1972) MINNESO..(U) CORPS OF ENGINEERS ST PAUL
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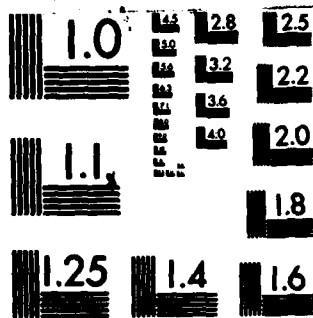
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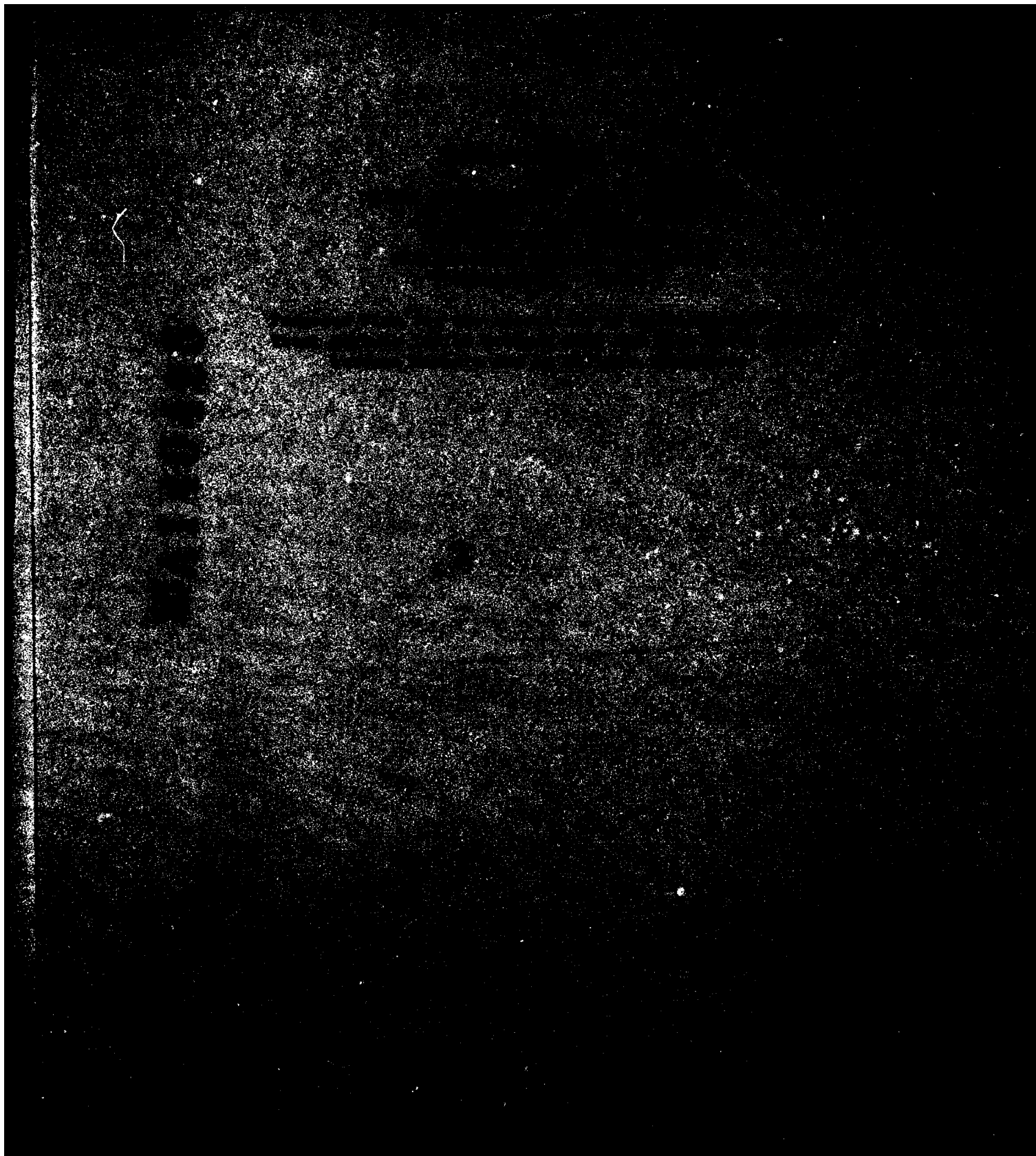
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20. ABSTRACT (Continue on reverse side if necessary and identify by block number) The St. Paul District, Corps of Engineers is currently construction flood control works on the Minnesota and Blue Earth Rivers to protect developed portions of the floodplain in Mankato, North Mankato and Le Hillier from frequent flood damage. These works include raising bridges to clear the high water of the standard project flood. The two Trunk Highway 169/60 bridges over the Blue Earth River must be raised or replaced to an elevation approximately 17 feet above the existing bridges, necessitating extensive work on the		

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approaches to the bridges as well. Of the seven plans considered, two were selected for detailed study: Plans 1B and 1C. Except for small locational differences, the two alternative plans are similar. Both propose that one new bridge be built immediately upstream of the existing bridges and that a northbound off-ramp and a southbound on-ramp be built to replace an existing at-grade intersection. Plan 1B would require slightly less property acquisition, while Plan 1C would provide better operation. Plan 1C is recommended because it better addresses identified public concerns and it makes net positive contributions to the goals of National Economic Development and Environmental Quality.

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TO THE
FINAL ENVIRONMENTAL IMPACT STATEMENT
(As Amended 18 January 1972)
MINNESOTA RIVER, MINNESOTA
MANKATO-NORTH MANKATO-LE HILLIER
FLOOD CONTROL - PHASE I

Proposed Plan for the Alteration or Relocation of State
Trunk Highway 169/60 Bridges over the Blue Earth River
between Mankato and Le Hillier, Minnesota

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

OCTOBER 1982

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between Mankato and Le Hillier, 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 raising bridges to clear the high water of the standard project flood. The two Trunk Highway 169/60 bridges over the Blue Earth River must be raised or replaced to an elevation approximately 17 feet above the existing bridges, necessitating extensive work on the approaches to the bridges as well. Of the seven plans considered, two were selected for detailed study: Plans 1B and 1C. Except for small locational differences, the two alternative plans are similar. Both alternatives propose that one new bridge be built immediately upstream of the existing bridges and that a northbound off-ramp and a southbound on-ramp be built to replace an existing at-grade intersection. Plan 1B would require slightly less property acquisition, while Plan 1C would provide better operation. Plan 1C is recommended because it better addresses identified public concerns and because it makes net positive contributions to the goals of National Economic Development and Environmental Quality.

SEND YOUR COMMENTS TO THE
DISTRICT ENGINEER WITHIN
30 DAYS AFTER THE NOTICE OF
AVAILABILITY APPEARS IN THE
FEDERAL REGISTER.

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 & Custom House
St. Paul, Minnesota 55101
Telephone (612) 725-7745

Note: Information, displays, maps, etc., discussed in the TH 169/60 Design Memorandum No. 8 and associated technical reports are incorporated by reference in this EIS Supplement.

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1.00 SUMMARY

Major Conclusions and Findings

1.01 Alternatives for altering the TH 169/60 bridges over the Blue Earth River to clear the standard project flood (SPF) were limited to use of a narrow corridor along the existing roadway. Study and evaluation produced two acceptable, similar alternatives (1B and 1C). Both would have roughly equal environmental impacts; however, Alternative 1C would provide better traffic operation and safety and would have a lower first cost. For these reasons, 1C is the recommended alternative.

1.02 The route that Alternative 1C would take begins at the existing grade at Hawley Street intersection in Le Hillier, crosses over the Blue Earth River slightly to the south (upstream) of the existing masonry arch bridge (southbound TH 169/60) 17 feet higher than the existing roadway, and then rejoins the existing road at its bridge over Sibley Street in Mankato. Parallel on- and off-ramps for traffic to and from the south and west on TH 169/60 would be provided from Minneopa Road just east of Woodlawn Avenue.

1.03 Alternative 1C would have a total first cost of \$11,362,000. It would displace 12 households and 2 businesses.

Areas of Controversy

1.04 Impacts from anticipated noise level increases represent the only area of controversy on this project to date. Noise barriers to mitigate these increases were considered during project planning. At a meeting held to determine the desirability of the barriers, affected property owners showed a divided opinion. Because there was no clear consensus, the issue was submitted to the Mankato City Council for resolution. The Council decided against use of the barriers, and they were then eliminated as a project feature (see Appendix C-13).

Unresolved Issues

1.05 The issues identified as unresolved in the Draft Supplement have been resolved. No new issues have arisen.

Relationship to Environmental Requirements

1.06 Table A presents the relationship of the alternatives studied in detail to the requirements of Federal environmental laws, executive orders and related policies; State and local laws and policies; local development plans; and permits and other entitlements needed for implementation.

Table A--Relationship of Plans to Environmental Requirements
(Recommended Plan is Alternative 1C)

	Alternative 1B	Alternative 1C
<u>Federal Policies</u>		
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 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
National Environmental Policy Act, as amended, 42 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 Comments requested from SHPO
Protection of Wetlands, EO. 11990*		Full Compliance
Uniform Relocation Act (P.L. 91-646)		Full Compliance
FHWA Design Noise Levels		Full Compliance ⁽¹⁾
Impacts on Prime and Unique Farmlands*		Full Compliance
Protection and Enhancement of Environmental Quality, EO. 11514		Full Compliance
Archaeological and Historic Preservation Act, as amended, 16 U.S.C. 469 <u>et seq.</u>		Full Compliance
River and Harbor Act		Full Compliance
<u>State and Local Policies</u>		
Minnesota Environmental Policy Act		Full Compliance
Mn/DOT Design Standards		Full Compliance
Municipal Zoning Ordinances		Full Compliance
NCP 2 Noise Standards		Full Compliance ⁽¹⁾
State Implementation Plan (Air Quality)		Full Compliance
<u>Entitlements</u>		
Coast Guard Bridge Permit		Not Required
DNR Work in Waters Permit (150)		Full Compliance
State Water Quality Certification (401)		Full Compliance

*Reference Main Report, p. 55.

(1) Mitigation and exceptions may be required.

Tiering

1.07 The Final Environmental Statement Minnesota River, Minnesota, Mankato-North Mankato-Le Hillier-Flood Control-Phase I (Amended December 1971) dealt with the overall flood protection project, including levees, floodwalls, road relocations, interior drainage, and intermittent ponding. Under the tiering concept, as described in 40 CFR 1502.20, this supplement deals with the specific issues related to relocation of the TH 169/60 bridges over the Blue Earth River. The referenced final environmental statement is available from:

St. Paul District, Corps of Engineers
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101

2.00 NEED FOR AND OBJECTIVES OF ACTION

Study Authority

2.01 This study was authorized by Public Law (P.L.) 85-500, 84th Congress, approved 3 July 1958. The study authority directed that standard project flood protection for the project area be provided. Section 104 of the 1976 Water Resources Development Act, P.L. 94-587, approved 22 October 1976, modified the project to provide that changes 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, changes to approaches, and relocations made necessary by the project and its present plan of protection, be accomplished at complete Federal expense.

2.02 The location and design of the bridge alterations were not discussed in the final environmental impact statement previously prepared for the project in January 1972.

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 TH 169/60 bridges, the following were stated:

1. Provide flood protection
2. Eliminate existing hazardous intersections
3. Keep trucks off local streets
4. Provide safety for pedestrians, particularly school children
5. Maintain integrity of neighborhoods
6. Reduce noise from roadway
7. Minimize property acquisition
8. Maintain good truck access to industries
9. Improve access to Park Lane/Front Street
10. Improve Northstar Bridge

Planning Objectives

2.04 Flood protection is the primary objective of the project, and will be achieved by removing the existing TH 169/60 bridges and replacing them with a new bridge above the design flood elevation. Modifications to the approaches will also be made to allow satisfactory highway operating conditions to the year 2000. Safety, neighborhood integrity, noise reduction, local truck routing, and industrial access will be maintained or enhanced wherever possible, consistent with the primary project objective. Minimizing property acquisition and displacement is a vital concern.

3.00 ALTERNATIVES

Plans Eliminated From Further Study

3.01 Reuse of Existing Bridges - The infeasibility of raising the downstream rigid, multi-span, reinforced concrete arch bridge (4952) was acknowledged early, and study centered on the possibility of raising and reusing or replacing bridge 9413, the continuous steel stringer bridge. Following a detailed inspection and structural analysis of bridge 9413, it was determined that this structure could not be reused because its foundations could not withstand the added forces imposed by a raise of 17 feet, because the deck width and alignment would have to be changed, and because the steel, although in generally good condition, would have to be refabricated to accommodate necessary revisions in span length.

3.02 Location of the River Bridge - Once the decision was made to build a new bridge, a location had to be chosen. Any site downstream of the arch bridge would infringe on Minneopa Road and the Honeymead plant. The existing bridges are too close together to permit construction of a new bridge between them without prior demolition of both bridges. Any site located an appreciable distance upstream from the steel bridge would seriously infringe on the West Mankato neighborhood.

3.03 Two general alignment plans were formulated. The concrete arch bridge can accommodate all existing traffic at reduced speeds, and should therefore be retained as long as possible to minimize traffic disruptions. One alignment, common to Alternatives 1A, 2A and 3A, would place the new bridge just upstream of, and partially overlapping, the existing concrete bridge. This would cause considerable disruption of service since the concrete bridge would have to be demolished midway through construction. The other alignment, common to Alternatives 1B, 1C, 2B and 3B, would place the new bridge far enough upstream so that the concrete bridge would be available to carry the traffic until construction is completed. Essentially on this basis, Alternatives 1A, 2A, and 3A were eliminated from further consideration.

3.04 Approach Alternatives - Under all alternatives, the existing Hawley Street Intersection would require little alteration. Thus, the Le Hillier approach design would be the same for all the alternatives.

3.05 Alternative 2B would introduce an off-ramp (northbound) into the West Mankato residential neighborhood at Sibley Street. The negative impacts of the intrusion of heavy trucking and other traffic into this neighborhood, coupled with the poor geometric conditions on Sibley Street, made this alternative unacceptable to the community and it was dropped from further consideration.

3.06 Alternative 3B, which consisted of major reconstruction of the Park Lane TH 169/60 interchange, was dropped from final consideration because the cost, property acquisition, and neighborhood disruption would be prohibitive. Also, the retention of connections from Minneopa Road to TH 169/60 postpones the reconstruction of the Park Lane interchange and reduces the scale of improvements ultimately needed. Further, the combination of the two interchanges would provide better overall travel service than the single interchange at Park Lane.

Without Conditions (No Action)

3.07 If the TH 169/60 bridge crossings are not modified, the flood control project, which is now largely completed, would protect against a flood having a frequency of occurrence of about once in 80 years. However, standard project flood (SPF) protection would be provided with appropriate bridge raises and alterations.

3.08 The standard project flood water surface elevation at the TH 169/60 crossing was determined assuming that the bridges would be raised. If they are not raised, the bridges would act as a dam, causing the water level to exceed the height of the upstream barriers as presently constructed. This would cause community disruption and would not comply with the legislation authorizing protection for the SPF. Thus, to achieve SPF protection, either the existing flood barriers and levees or the bridges would have to be raised. Raising or adding to the height of the flood barriers would require extensive reconstruction, would be extremely costly, and would also involve additional property acquisition and related problems. The collection of ice and debris would still remain a material hazard because of the present low and restrictive profiles of the bridges. Raising the bridges to complete the project is therefore considered essential.

Plans Considered in Detail

3.09 Alternative 1B - This plan would incorporate an alignment for a new bridge slightly upstream (south) of the existing bridges with provisions for parallel on- and off-ramps to Minneopa Road to and from the south.

The off-ramp would pass under TH 169/60 just before meeting Minneopa Road in a common intersection with the on-ramp just west of Woodland Avenue. The plan would provide good traffic service and adequate operating and safety conditions. Property acquisition would be relatively limited. Construction disruptions would not be severe and impacts on neighborhood cohesion would be minimal. Construction costs would be relatively high.

3.10 Alternative 1C - This plan would also incorporate an alignment for a new bridge upstream of the existing bridges with provisions for on- and off-ramps to Minneopa Road to and from the south. The ramps would meet Minneopa Road just east of Woodland Avenue. The plan would provide good traffic service and good operating and safety conditions. Property acquisition and construction costs would be moderate. Construction disruptions would not be severe and impacts on neighborhood cohesion would be minimal.

3.11 Implementation Responsibilities - Under the modifications to the 1976 Water Resources Development Act (P.L. 94-587) approved 22 October 1976, the TH 169/60 bridge replacement is to be done entirely at Federal expense, while betterments are a local responsibility. Two such betterments are anticipated: one for future water and the other for sewer lines, under either Alternative 1B or 1C. These betterments will not be part of the bridge relocation contract unless the local sponsor pays for these improvements. Financing and construction are a Corps of Engineers responsibility. Roadway and bridge design are the responsibility of the Minnesota Department of Transportation.

3.12 Mitigation Requirements - Public Law 91-646 provides for assistance to persons displaced by a Federally funded project. The Corps of Engineers would work with displaced persons to the greatest extent possible to ease the difficulties of displacement and relocation. Low income families and senior citizens would require special attention.

3.13 The larger size of the new highway and bridge would create the main aesthetic impact, which could be softened by careful design details. Also, the elevated TH 169/60 roadway might be visually objectionable from homes in Le Hillier and on the bluff in Mankato. The visual impacts on the bluff homes would be minimized in part by landscaping. Landscaping of the embankment in Le Hillier would also be helpful. The most significant mitigating effect would be the construction of an attractive, well-proportioned bridge and aesthetically pleasing retaining walls.

3.14 Construction of a noise abatement wall or combined wall/mound at the edge of the bluff line adjoining TH 169/60 between the new bridge and Sibley Street was considered to lessen noise in the West Mankato neighborhood. However, based on responses from the affected public and the Mankato City Council, it was decided to drop the idea from further planning.

3.15 To minimize disruptions during construction, specific requirements for performance of work directly affecting the public would be written into the construction specifications. Construction staging and temporary bypass roads would allow the river crossing to remain open throughout construction.

The impact of construction noise under either alternative would be minimized by restricting the hours of construction activity, using the quietest equipment available, constructing temporary barriers, and seeing that all equipment is properly muffled. Minnesota Standard Specifications for Highway Construction, Section 7, Subsection 17.C2, states in part that the contractor shall comply with all applicable laws, ordinances, regulations, orders, and decrees in the performance of construction. Special control of blasting for rock excavation would be required because of the proximity of residences. Water quality and aquatic life impacts would be mitigated by careful control of construction operations in the river and disposal of excavated sediments at approved disposal sites.

3.16 National Economic Development (NED) and Environmental Quality Objectives - Alternative 1C is selected as the NED plan because it meets the economic goal of flood protection at a lower cost than 1B and because its safer highway operating conditions should produce greater economic return over the long term.

3.17 Alternatives 1B and 1C are essentially equal in terms of impacts on environmental quality, and either can be considered the least environmentally damaging. Neither alternative was considered to have a net positive contribution to the EQ objective.

3.18 Selected Plan - Alternative 1C is recommended as the selected plan for the following reasons:

- a. It qualifies as one of two least environmentally damaging plans, and as the NED plan.
- b. It would provide greater traffic service and safety than Alternative 1B.
- c. It would have minimal adverse effects on neighborhood character and cohesion.
- d. Construction disruptions would not be severe.
- e. Construction costs would be moderate.

Comparative Impacts of Alternatives

3.19 The impacts of Alternatives 1B and 1C center on the following issues and concerns: project costs, neighborhoods, property acquisitions and displacements, historic properties, noise, air quality, water resources, and traffic service and safety. Significant impacts are summarized in Table B.

Table B - Comparative impacts of alternatives

Impact category	Alternative 1B	Alternative 1C
Project first cost	\$11,813,000	\$11,362,000
Neighborhoods	Minimal	Minimal
Property acquisitions and displacements	10 Households 3 Low income 1 Elderly 1 Business 3 full-time employees	12 Households 5 Low income 5 Elderly 2 Businesses 6 full-time employees 3 part-time employees
Cultural resources	No impacts	No impacts
Noise	-----Temporary Construction Noise Impact----- Small increase (0-4 dBA) in Le Hillier noise levels as a result of increased traffic with or without project. Increases of up to 4-7 dBA in West Mankato neighborhood. Slight noise increases along Minneopa Road.	
Air quality	---No significant adverse impact. Consistent with State plans.-----	
Water resources	-----No significant impacts, but construction precautions required.---	
Traffic service and safety	Good traffic service, but close spacing between Hawley Street and Minneopa Road ramps would result in barely acceptable design standards on this section of TH 169/60.	Good traffic service, maintain desirable minimum design standards throughout.

4.00 AFFECTED ENVIRONMENT

Environmental Conditions

4.01 Mankato and North Mankato dominate economically a fairly prosperous, agriculture-oriented area. The cities, together with the small unincorporated community of Le Hillier, provide employment and housing for a population of about 44,000 people. The economic activities of the metropolitan region consist of small industries, sales and service organizations, construction, manufacture of agricultural products, and related businesses and professions.

4.02 Adjoining the TH 169/60 bridges on the east bank of the Blue Earth River are the Sibley Park and West Mankato neighborhoods. The Sibley Park neighborhood is an older, fully-developed residential neighborhood which also contains concentrations of industrial and commercial activity. Sibley Park East, for which the area is named, is in the northeast quadrant. Residences are primarily single family, although conversions to multiple family dwellings have been common. The CNW railroad tracks split the residential area into north and south sections. Honeyamead Products, Inc., a large soybean processor and Mankato's largest employer, occupies a 24-acre site immediately adjoining the bridge terminus on the northeast. Extending east from Honeyamead along Minneopa Road and Park Lane, which form a northern frontage road for TH 169/60, is a commercially owned area used for a variety of commercial and residential purposes.

4.03 The West Mankato area is a high quality, fully developed neighborhood comprising mostly single family residences and related structures, including a public school, a parochial school, and two churches. In the vicinity of the bridges, a 20- to 40-foot-high bluff separates TH 169/60 from the adjoining residences overlooking it.

4.04 TH 169/60 bisects the Le Hillier area of single family homes, mobile homes, apartment conversions, and a variety of businesses and industries on the west bank of the Blue Earth River. The mixed pattern of development has contributed to the instability and low property values of the neighborhood. The TH 169/60 roadway embankment varies from 0 to 10 feet in height above the adjoining land.

4.05 The Blue Earth River has high total hardness and turbidity levels and is subject to periods of high siltation. However, the water quality study indicated no major toxic pollution or any heavy metal "hot spots" within the area of disturbed, urban habitat in southern Minnesota. No threatened or endangered flora or fauna are known to exist in the area. See Technical Report No. 6, Natural Resources.

4.06 A total of ten historic standing structures, including three structures listed on the National Register and seven potentially eligible structures, are located in the bridge relocation study area. There is also one potentially eligible prehistoric archaeological site in the bridge study area.

Significant Concerns

4.07 Impact categories identified as significant concerns on the basis of public interest, law standards and/or technical criteria were: neighborhoods, property acquisition and displacement, historic properties, noise, air quality, water resources, and traffic service and safety. Each of these concerns and its significance is summarized below. The remaining impact categories identified in Section 122 of P.L. 91-611 were evaluated, and no impacts are anticipated.

4.08 Neighborhoods - TH 169/60 is a significant feature bisecting the Le Hillier neighborhood and bordering Sibley Park and West Mankato. Changes to TH 169/60 present a concern with respect to the character and cohesion of these neighborhoods, including any potential related effects on land use, property values, and aesthetics.

4.09 Property Acquisitions and Displacements - Property acquisition and household or business displacement are a concern not only in terms of direct acquisition and relocation costs, but also because of potential social, psychological, and financial hardships placed on those involved, and because of the tax loss to the affected municipalities. Housing supply in the study area is adequate to meet both the needs of relocated individuals and any increased demand from construction personnel.

4.10 Cultural Resources - Of the ten historic structures in the bridge study area, four are in the potential impact area of both alternatives selected for detailed study. None of the four sites is currently listed on or eligible for inclusion on the National Register, although all four sites are potentially eligible. There is also one potentially eligible prehistoric archaeological site in the study area.

4.11 Noise - Present noise levels at the nearest row of residences adjoining TH 169/60 generally exceed State daytime and nighttime standards and Federal Highway Administration design noise levels. Therefore, any substantial increases that cannot be mitigated would be unacceptable. While noise impacts are neighborhood concerns, they have been considered separately because of the standards that exist. Mitigation of construction noise is also a significant concern. See Technical Report 3, "Preliminary Noise Analysis."

4.12 Air Quality - Transportation-related pollutants are not considered to be a problem in the Mankato area. Federal and State guidelines for highway projects require the evaluation of potential local "hot spots" to insure that ambient air quality standards are not exceeded. See Technical Report No. 6, "Natural Resources."

4.13 Water Resources - The Blue Earth River is the predominant natural resource in the study area. Its uses under State water pollution control regulations are classified as "2B fisheries and recreation" and "3B industrial consumption." The river is quite turbid and has high concentrations of calcium, magnesium, and nutrients. No evidence exists of any major toxic pollution or any heavy metal "hot spots" in the river near the TH 169/60 bridges, and no established aquatic community is intolerant of the high turbidity of the river. Ground water 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. Potential water resource impacts during construction were identified as the major water quality concern.

4.14 Traffic Service and Safety - Traffic service and safety concerns were major factors in the elimination of Alternatives 2 and 3 in the preliminary planning stages. Alternative 2 would have required unsafe and inefficient travel through a residential neighborhood and would have conflicted with a local school pedestrian route. Under Alternative 3, the Park Lane interchange would have been unable to accommodate added traffic demands, and truck access to the Honeymead plant would have been circuitous. For those alternatives selected for detailed study, the primary traffic service and safety concerns were to maintain safe and efficient traffic flow during construction, to provide suitable ramp connections to Minneopa Road, and to provide for pedestrian and bicycle traffic.

5.00 ENVIRONMENTAL EFFECTS

Neighborhoods

5.01 Acquisition of dwellings from Le Hillier (three under either 1B or 1C), the West Mankato bluff neighborhood (nine under 1C and seven under 1B), and the south Sibley Park neighborhood (one under 1C) would adversely affect the neighborhood character for the remaining adjoining residences. However, the basic neighborhoods would remain intact and would not be segmented by the proposed facilities. Thus, existing community cohesion should not be significantly affected. Under Alternative 1C, West Seventh Street would be relocated for a half block at the top of the excavated bluff to maintain the local street continuity. The relocation potential for residents of the structures to be acquired appears to be generally favorable. Estimates of the value of affected properties gathered during the 1978 residential surveys are consistent with the local housing market.

Therefore, no difficulty is expected in finding suitable and comparable replacement homes within the limits allowable under P.L. 91-646. Special assistance may be required for elderly and low income residents. One elderly, handicapped resident requested an early acquisition and has been relocated as a hardship case. For other residents, any special difficulties will be identified at the time of initial real estate contacts and special assistance requirements will be dealt with at that time. See Technical Report No. 4, "Social and Economic Resources," for an assessment of impacts on individuals or on the elderly in need of special services.

5.02 Improved access is expected to reinforce the current industrial trend in the south Sibley Park neighborhood. Under either alternative, values of commercial and industrial properties in this area could be expected to rise slightly. Under Alternative 1C, a slightly depressing effect on values of residential property on West Fifth Street between Woodland and Carney Avenues would be expected. Alternative 1B would have no significant effect on residential property values.

5.03 The higher, longer, and wider bridge and the elevated roadways, embankments, and retaining walls would increase the visual dominance of these features on the landscape under either alternative. This visual effect would be lessened by the replacement of two dissimilar structures (one steel and one concrete arch bridge) with one bridge that has a pleasing visual design.

Property Acquisition and Displacement

5.04 Alternative 1B would displace 10 households and acquire land from 6 others. Three low income families and one elderly person would be displaced. Alternative 1C would displace 12 households and take land from five others. Five low income families and 5 elderly people would be displaced. Special services and assistance may be required for the low income and elderly people displaced. See Technical Report No. 4, "Social and Economic Resources."

5.05 Alternative 1B would displace one business with three full-time employees and would partially encroach upon another. Alternative 1C would displace two businesses with six full-time and three part-time employees and would partially encroach upon another. Direct annual tax losses due to these property acquisitions are estimated as \$3,000 and \$6,000, respectively, for Alternatives 1B and 1C.

Cultural Resources

5.06 None of the four potentially eligible historic standing structures in the impact area of the two alternatives would be affected by selection of either alternative.

The potentially eligible prehistoric archaeological site will not be affected because of design changes that avoid impacts to the site.

Noise

5.07 Le Hillier - South Side of TH 169/60 (Unzoned) - State standards are currently exceeded at an estimated 28 residential sites. Slight increases of 0-3 dBA (units of sound pressure levels) can be expected as a result of projected traffic growth by the design year with either alternative or without the proposed project. Three of the affected sites would be displaced by the project. See Main Report, page 17, and Technical Report No. 3, "Preliminary Noise Analysis."

5.08 Le Hillier - North Side of TH 169/60 (Unzoned) - State standards are currently exceeded at an estimated 22 residential sites during daytime hours and 25 residential sites during nighttime hours. Despite normal traffic growth, noise levels east of Sturgis Street will be at or below current levels because of the increased elevation and slight relocation of the roadway section. West of Sturgis, projected design year traffic growth will produce a 3-4 dBA increase, with four additional sites exceeding the night standard. See Technical Report No. 3, "Preliminary Noise Analysis."

5.09 West Mankato - South Side of TH 169/60 (Zoned Residential) - State standards are currently exceeded at an estimated 18 residential sites during daytime hours and 34 sites during nighttime hours. Six of these sites would be displaced under either alternative. Daytime L₅₀ and nighttime L₁₀ and L₅₀ noise levels at most sites in the area are influenced by background noise from Honeymead (varies from 45-60 dBA depending on location). The combined effect of a new ramp, an elevated TH 169 and traffic growth will produce L₁₀ noise levels of 70+ dBA daytime and 63+ nighttime at sites near the proposed eastbound off-ramp, an increase of approximately 4-7 dBA above current levels. Near West Sixth Street and Carney, noise levels at the nearest receptor will increase about 2-3 dBA (L₁₀ daytime 72 to 74 dBA, L₁₀ nighttime 64 to 66 dBA) because of the raised profile and increased traffic on TH 169. Despite the displacement of six sites, the number of sites above State standards would increase under either alternative. See Technical Report No. 3, "Preliminary Noise Analysis."

5.10 West Mankato - North Side of TH 169/60 (Zoned Industrial and Business) - State standards are currently exceeded at an estimated 10 residential sites, with daytime standards exceeded also at three commercial sites. Relocation of Minneopa Road (Alternative 1C) will displace one commercial and two residential sites. Background noise from Honeymead is approximately 55 dBA. Slight noise increases of approximately 0-3 dBA are predicted by the design year, primarily attributable to normal traffic growth. State standards will be exceeded or approached at two to four additional sites along 5th Street. See Technical Report No. 3, "Preliminary Noise Analysis."

5.11 Mitigation does not appear practicable since Minneopa Road, a local access roadway, generally controls peak noise levels in the area.

5.12 Other - Typical construction noise disturbances (e.g., from trucking of construction materials, grading operations, and pile driving) can be expected in the adjoining residential areas under either of the alternatives. Such impacts can be minimized by restricting the hours of construction activity, using the quietest equipment available, constructing temporary barriers, and seeing that all equipment is properly muffled.

5.13 Some blasting may be required to excavate the rock in the bluff east of the river. Special precautions would be taken to minimize potential noise vibration impacts.

5.14 It should be noted that all predicted noise levels are, at best, an estimate of their magnitude for the design year. The model used for predicting noise assumed a truck fleet with noise characteristics similar to the existing "national mix" (Circa 1970) as determined by the FHWA. Existing State and Federal regulations will require newly-manufactured trucks to be quieter prior to the design year. However, no approved model is available at this time.

Air Quality

5.15 The air quality impacts of the proposed bridge relocation and raising have been analyzed. They are not anticipated to be significant and are considered consistent with the approved State Implementation Plan (SIP).

5.16 The project does not require an indirect source assessment and permit from the Minnesota Pollution Control Agency (MPCA) because it is not within a Standard Metropolitan Statistical Area (SMSA); and because it is a modification of an existing roadway with a projected traffic increase of less than 10,000 vehicles/day in the 10 years following construction, with or without the proposed modification. Prior consultation with MPCA is considered to be accomplished under a MPCA Memorandum of Understanding with the Minnesota Department of Transportation.

5.17 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 concentrations at the nearest critical 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" (neutral condition), and 10% cold starts at an ambient temperature of 20° F. The estimated 1985 (year of completion) and 1995 peak one-hour and eight-hour concentrations, including background, are well below the Federal standards of 35 ppm and 9 ppm and Minnesota standards of 30 ppm and 9 ppm, as shown below.

	<u>1985</u>	<u>1995</u>
Peak 1-Hour CO Concentration	4.3 ppm	2.7 ppm
Peak 8-Hour CO Concentration	2.0 ppm	1.7 ppm

5.18 An analysis of the 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 has been analyzed using a procedure based upon a 31 January 1978 Federal Highway Administration memorandum, "Proposed National Ambient Air Quality Standard for Lead." No violations of the lead standard (1.50 micrograms per cubic meter) were indicated. The highest concentration of lead after completion of construction is estimated at 0.2 micrograms per cubic meter.

Water Resources

5.19 No significant impact on ground water or surface water quality is anticipated under any of the alternatives. Impacts on the aquatic environment will be minimal, provided that appropriate construction precautions are taken to avoid potential oil spills and to minimize disruption of bottom sediments and increased turbidity. Sediments excavated from the river bottom must be disposed of at approved sites.

Traffic Service and Safety

5.20 Under either alternative, vehicle access would be significantly improved on the Mankato side of the river by the replacement of the at-grade intersection with the ramp system. Pedestrian access would be improved by the grade-separated crossing along the upstream (south) side of TH 169/60. Negligible changes in travel cost would be anticipated. Adequate capacity is provided to meet design year traffic demands on the bridge and at adjoining intersections. Either design would eliminate a hazardous at-grade intersection of TH 169/60 and Minneopa Road and would provide more pedestrian safety than present conditions. The Minneopa Road intersection would be closed to trips to and from the north on TH 169/60, but these trips would be served at the Park Lane interchange, thus maintaining full system service.

5.21 A system of detours and temporary bypasses will be coordinated and constructed to maintain full traffic and public services, particularly emergency services, during construction. This concern will be considered and developed in greater detail during the design studies.

5.22 Under Alternative 1B, the closeness of the Minneopa Road off- and on-ramps to the Hawley Street intersection is undesirable. There is only a 1,000-foot distance (which represents less than 14 seconds of travel time at 50 mph) from Hawley Street to the beginning of the northbound

off-ramp. The profile would provide only about 450 feet of visibility to the beginning of the off-ramp, or about 6 seconds travel time. This is barely adequate when compared to the 10 second "desirable" standard. Similarly, the merging and weaving movements from the southbound on-ramp to Hawley Street would be restricted by minimum conditions.

5.23 The Minneopa Road on- and off-ramps under Alternative 1C would be 1,500 feet, or 20 seconds of travel time at 50 mph, from the Hawley Street intersection. The profile would provide visibility of the beginning of the off-ramp from about 700 feet. At 50 mph, 700 feet is equal to almost 10 seconds of travel time, the "desirable" minimum. The 1,800 feet provided between the southbound on-ramp nose and Hawley Street, combined with the full additional lane provided in addition to the right turn lane at Hawley Street, would provide satisfactory weaving operation for that section of roadway.

5.24 Under either alternative, use of a temporary bypass road and the existing concrete arch bridge would permit continued two-way traffic, with traffic interference coming only from construction vehicles entering and leaving the construction site. Traffic would operate at reduced speeds throughout the bypass.

6.00 PUBLIC INVOLVEMENT

Public Involvement Program

6.01 This study has been conducted by the St. Paul District, Corps of Engineers, with the Minnesota Department of Transportation functioning as a cooperating agency for the TH 169/60 and Main Street bridges. As required by guidelines of the Council on Environmental Quality, scoping was conducted as a part of the ongoing coordination and public involvement process. A working cooperative arrangement has been maintained with the cities of Mankato and North Mankato. The Chicago and Northwestern Transportation Company and the Chicago, Milwaukee, St. Paul, and Pacific Railroad were contacted with reference to possible effects on railroad facilities and operations. Coordination with the other involved local, State, and Federal agencies was maintained by 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 were actively solicited throughout the course of the study. Individuals, groups, civic organizations, and government agencies were brought into the study process through a broadly-based public information program with regular communications on project matters.

6.03 Elements of the public information program included:

- a. A local public information office
- b. Periodic newsletters
- c. News media coverage
- d. Public information meetings
- e. Interviews with citizens directly affected by potential property acquisition
- f. City Council and staff workshops
- g. Presentations to interested civic organizations
- h. Circulation and review of Draft Supplement to the FEIS
- i. EIS Public Hearing
- j. Noise impact meeting with property owners in the West Mankato bluff area
- k. City Council meeting to determine desire for noise barriers

6.04 The overall public information program covered the entire project (all three affected bridge crossings). Specific public information releases were prepared to deal with the three separate bridge locations as appropriate.

Required Remaining Coordination

6.05 After completion of this Final Supplement to the FEIS, it will be necessary to obtain permits from the Minnesota Department of Natural Resources and to coordinate with the State Historic Preservation Office, following preparation of the Technical Report on Archaeological Resources.

6.06 Section 404 of the Clean Water Act will be complied with by obtaining a State Water Quality Certificate for the discharge of dredged or fill material into waters of the United States prior to project 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.

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

Recipients of EIS

6.08 The Draft Supplement EIS was sent to those listed below 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
Office of Archaeology and Historic Preservation
Interagency Archaeological Services

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
Economic Development Representative, Duluth, Minnesota
National Oceanic & 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 Historical Society
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 Economical 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

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

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
Midwestern Gas Transmission
National Wildlife Federation
Minnesota Futurists Chapter of World Future Environmental Resources
Water Resources Development Commission, River Bend Association

Individuals

H. Paul Friesma, Butler University
James Jack, Mankato State University
John Turtle, Route 1, Mankato
Thomas Severns - Mankato

Public Views and Responses

6.09 Prior to publication of the Draft Supplement to the FEIS, local interest groups and individuals and various government agencies expressed their views on the desired objectives of the project at the public meetings or through correspondence and their comments on reports. Summarized below are their views and Corps of Engineers responses.

<u>Views</u>	<u>Responses</u>
a. Provide flood protection.	Bridge alterations proposed herein will complete the flood control project, thus providing protection against the standard project flood.
b. Eliminate existing hazardous intersections.	This was given full consideration throughout the study. The selected alternative eliminates the most hazardous intersection.
c. Keep trucks off local streets.	The selected alternative accomplishes this to the fullest extent possible. Alternatives not meeting this goal were eliminated.
d. Provide safety for pedestrians, particularly school children.	All alternatives contained provisions for safety of pedestrians. Improved safety would result from the selected alternative.
e. Maintain integrity of neighborhoods.	The integrity of neighborhoods was a major consideration in the development, evaluation, and selection of the alternatives.
f. Reduce noise from roadway.	Every possible consideration was accorded this concern and will continue in greater detail during design studies.
g. Restrict property acquisition to a minimum.	The negative effects of possible residential and business displacement were investigated thoroughly.
h. Maintain good truck access to industries.	Consideration of all alternatives recognized the significant economic importance of the Honeymead plant and other industries and the need for efficient truck service thereto.

- i. Improve access to Park Lane/
Front Street.

Access to Park Lane/Front Street would be enhanced by maintenance or improvement of access between Minneopa Road and TH 169/60 near the present location.

- j. Improve North Star Bridge.

This was found to be unrelated to the TH 169/60 Blue Earth River Bridge.

- k. Maintain traffic services for emergency vehicles during construction.

All alternatives considered this concern, and the selected alternative will do so in greater detail during design studies.

6.10 Subsequent to publication of the Draft Supplement, additional issues were raised during the Draft Supplement review process and the EIS Public Hearing. A summary of these views and Corps of Engineers responses is presented below.

Views

Responses

- a. Reconsider the connection of Woodland Ave. and West 7th St.

Additional field reconnaissance work was done and meetings with city officials and staff were held to determine whether this plan component should be retained. It was decided that, to allow efficient city service delivery (fire, snow removal) to the area, the two streets must be connected.

- b. Provide adequate and safe transportation movement to and from the Hawley St.-TH 169 intersection.

The Corps project would not adversely affect existing traffic movement to and from this intersection. In addition, traffic studies indicate that, over the design period (year 2000), traffic levels would not reach the amount normally requiring a signal. However, during the design study, we will consider the possibility of placing conduits for a future signal system at Hawley St. should one become necessary at a later date.

- c. Reduce noise levels in the adjacent neighborhoods.

Noise studies indicate that a new TH 169 bridge would not substantially increase noise levels in the adjacent areas beyond what would occur without the bridge replacement. The present relatively high noise levels are a combination of noise generated by the existing roadway and the Honeyeater plant. Every effort will be made during design studies to mitigate impacts of noise increases in the several instances where they would occur as a result of bridge replacement. Attempts will also be made to minimize noise levels for the surrounding areas, to the extent possible, by employing special materials and noise abatement procedures.

LIST OF PREPARERS

The following people were primarily responsible for preparing this environmental impact statement.

<u>Name</u>	<u>Expertise</u>	<u>Experience</u>	<u>Role in Preparation of EIS</u>
Mr. Robert Anfang	Forest Ecology	2 years, Research Assistant, University of Minnesota; 1 1/2 years Forestry Technician and Biological Laboratory Technician; U.S. Forest Service; 6 years, Forester, St. Paul District, Corps of Engineers.	Biological evaluation, review documents prepared by contractor; prepared Section 404(b)(1) Evaluation.
Mr. Morlin 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 PREPAREKS (Continued)

<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 - 3 years Sociologist, St. Paul District, Corps of Engineers.	EIS Coordinator, reviewed contractors' documents, social/economic impacts, alternative evaluations.
Mr. Robert Penniman	Civil Engineer	10 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; 6 months, 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 Land Use Planning, 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.

INDEX REFERENCES AND APPENDIXES
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FINAL
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	176 tons
Selected Backfill - Piers	800 cubic yards
Steel H-Piling	8,380 linear feet
Concrete	2,460 yards
Riprap Slope Protection	3,930 cubic yards

The railroad bridge:

Steel Sheeting - Cofferdams	81	tons
Steel H-Piling	5,360	linear feet
Concrete - Piers	848	cubic yards
Concrete - Abutments	107	cubic yards
Riprap Slope Protection	180	cubic yards

The TH 169 and 60 bridge:

Steel Sheeting - Cofferdams	257	tons
Aggregate Backfill	70	cubic yards
Steel H-Piling	9,700	linear feet
Concrete - Piers	2,420	cubic yards
Concrete - Abutments	1,390	cubic yards
Riprap Slope Protection	330	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.

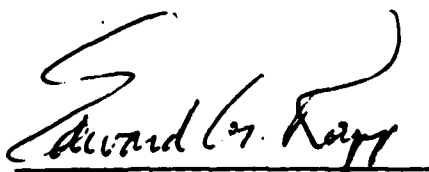
c. Consideration has been given to the need for the proposed activity, the availability of alternative sites and methods of disposal (see Section 6 of this evaluation) less damaging to the environment, and such water quality standards (see Section 5 of this evaluation) as are appropriate and applicable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

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

DESIGN MEMORANDUM NO. 8 - PART I (Location Study)

AND

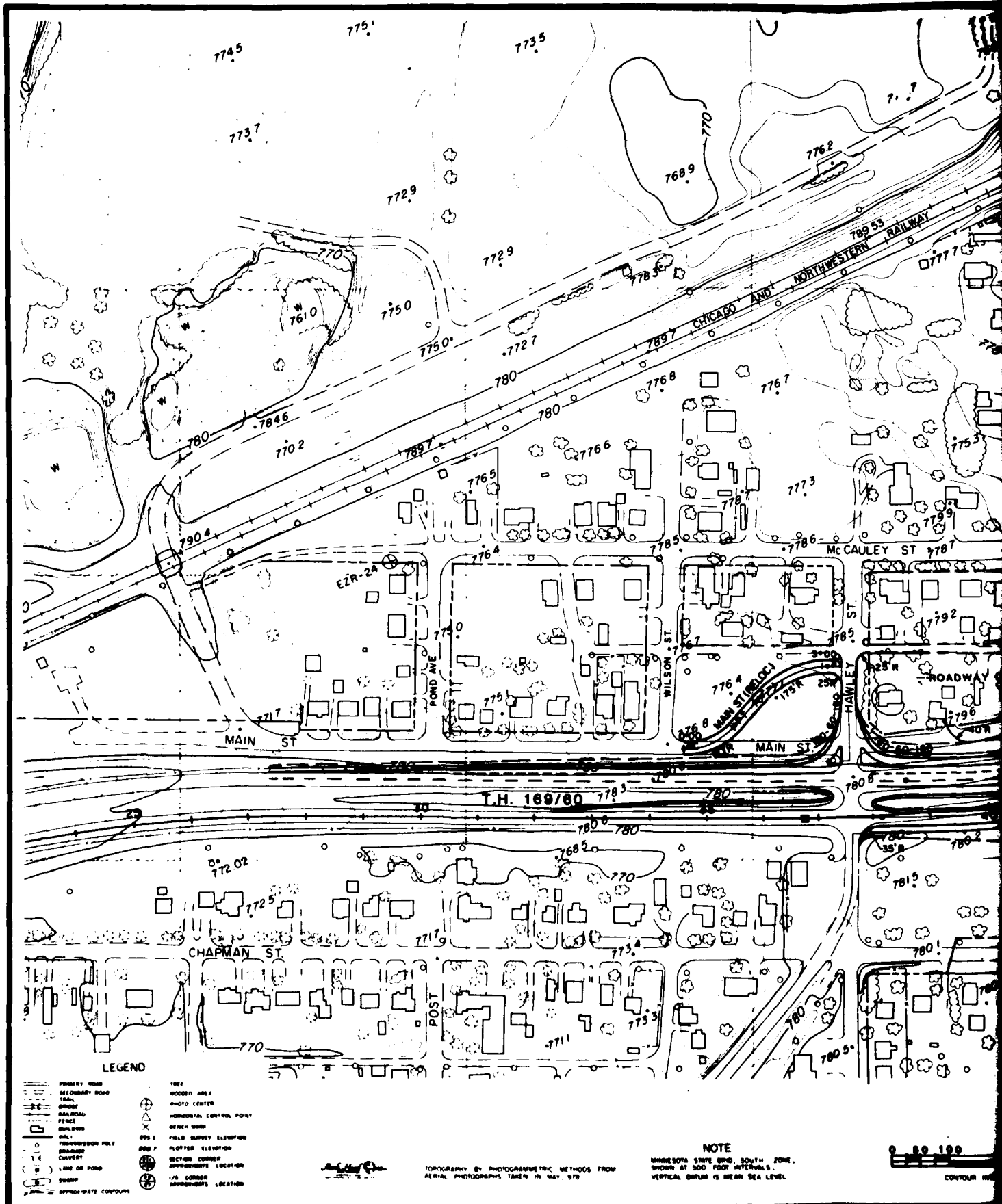
FINAL SUPPLEMENT II-A TO THE FINAL
ENVIRONMENTAL IMPACT STATEMENT

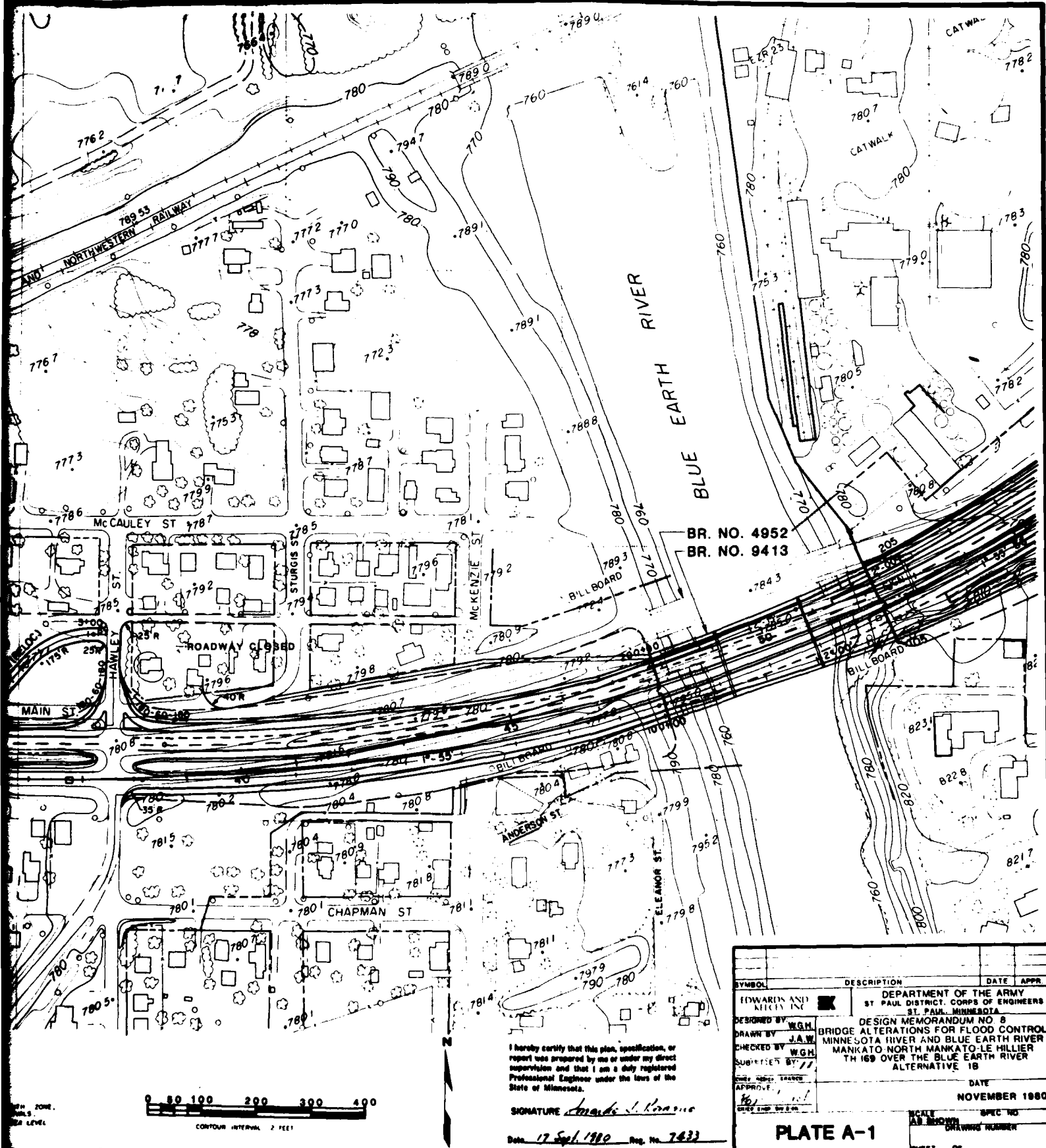
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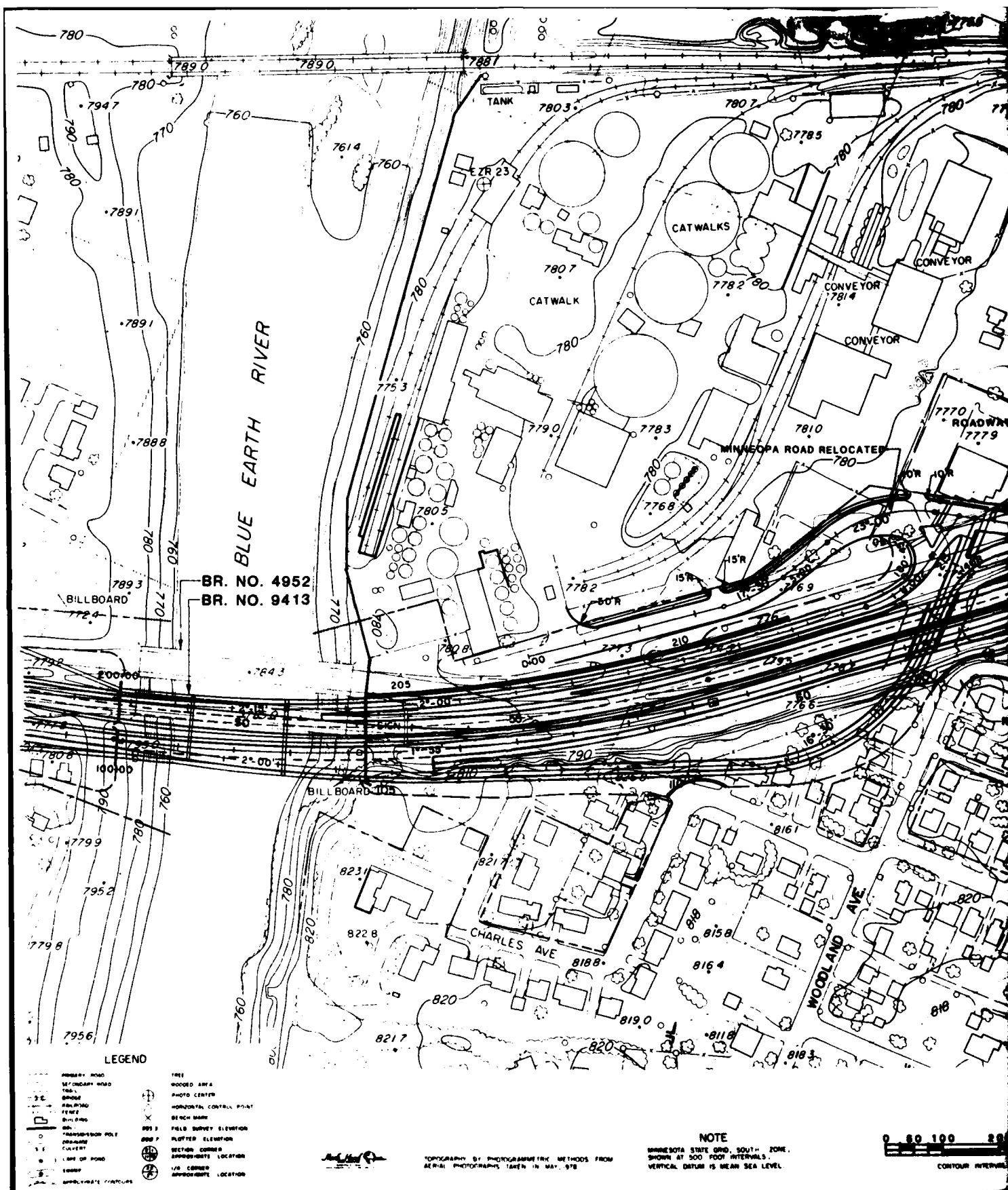
BRIDGE RELOCATIONS

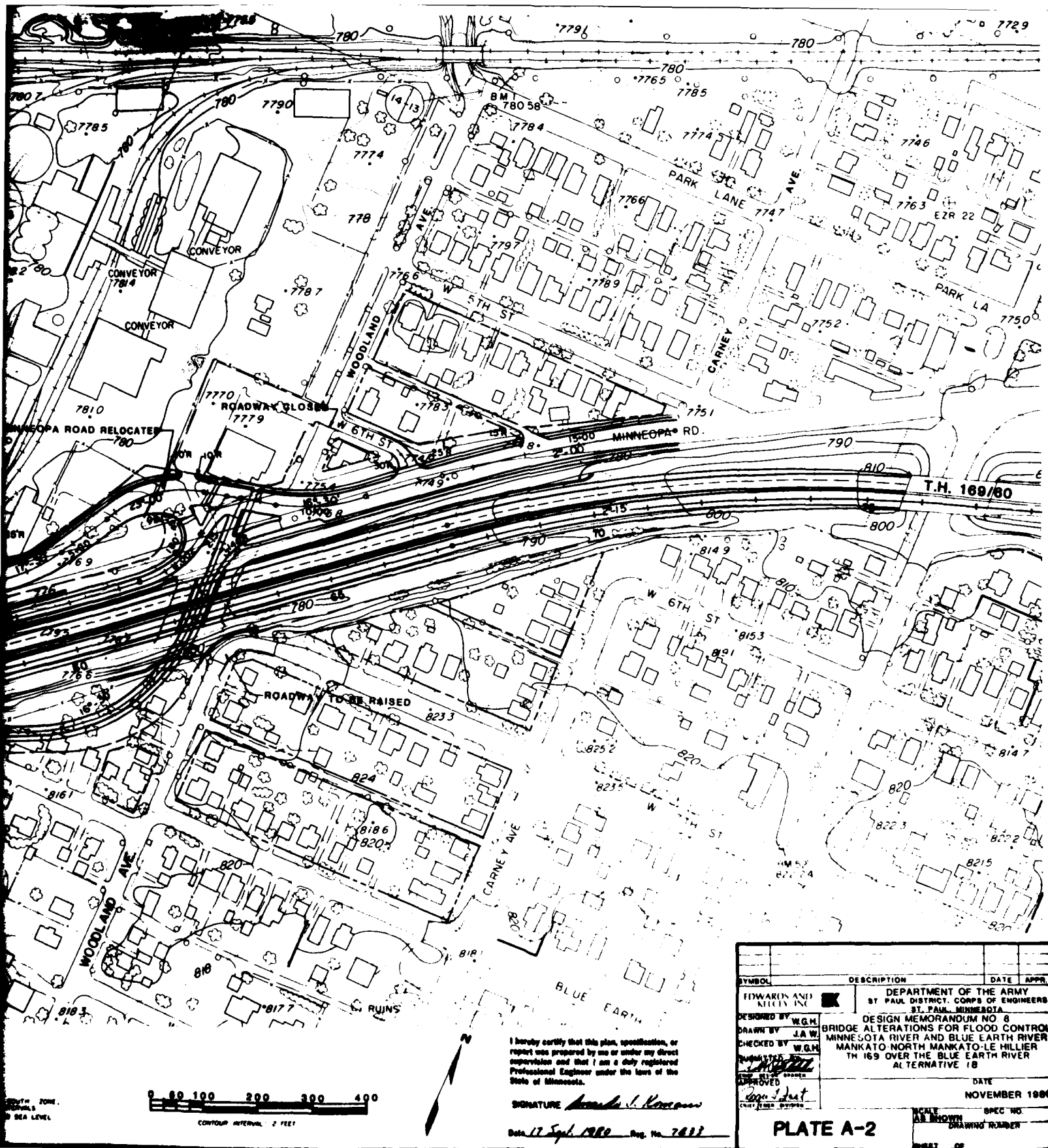
TRUNK HIGHWAY 169 AND 60
OVER THE BLUE EARTH RIVER BETWEEN
MANKATO AND LE HILLIER

APPENDIX A

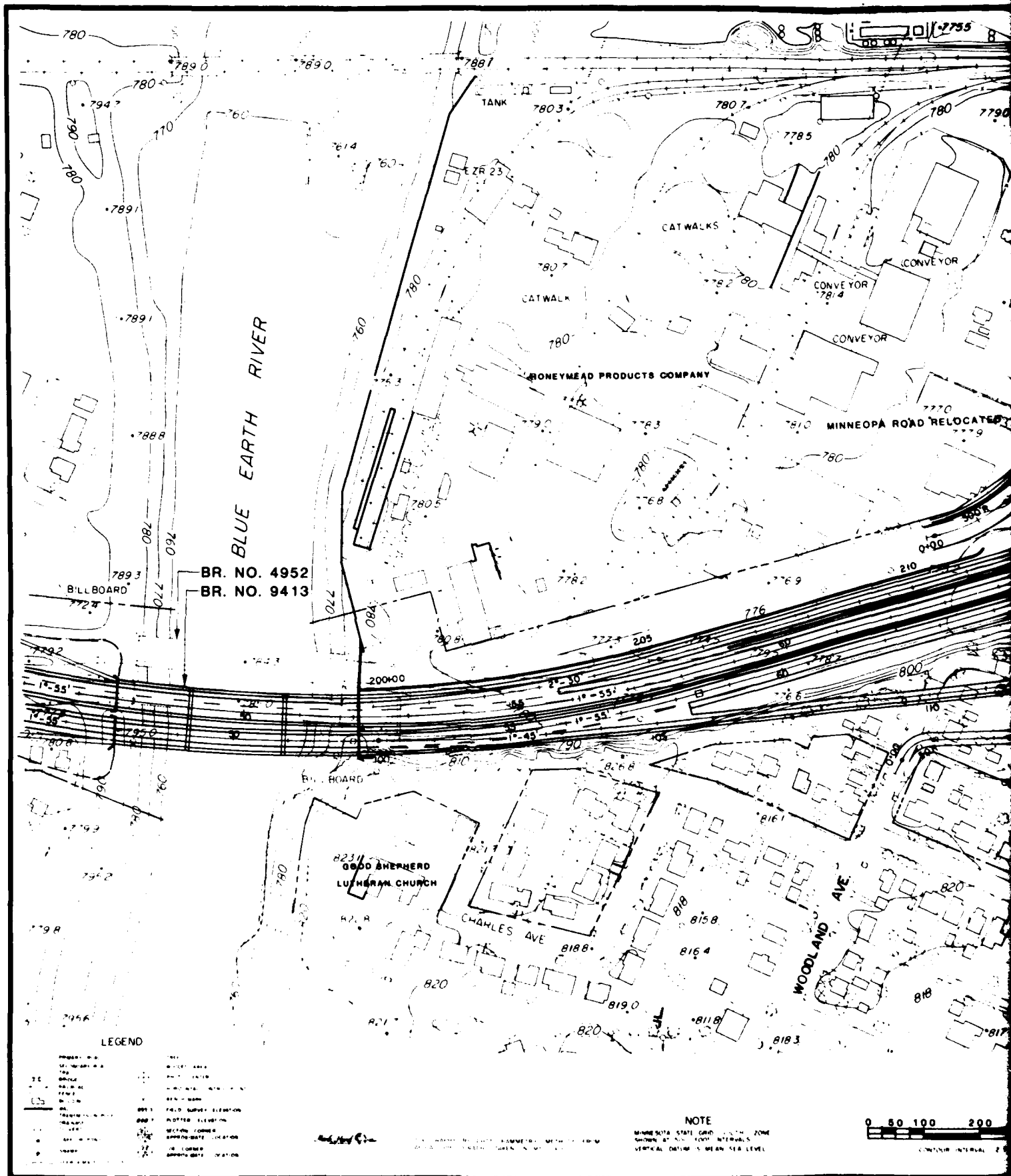


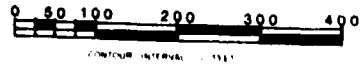
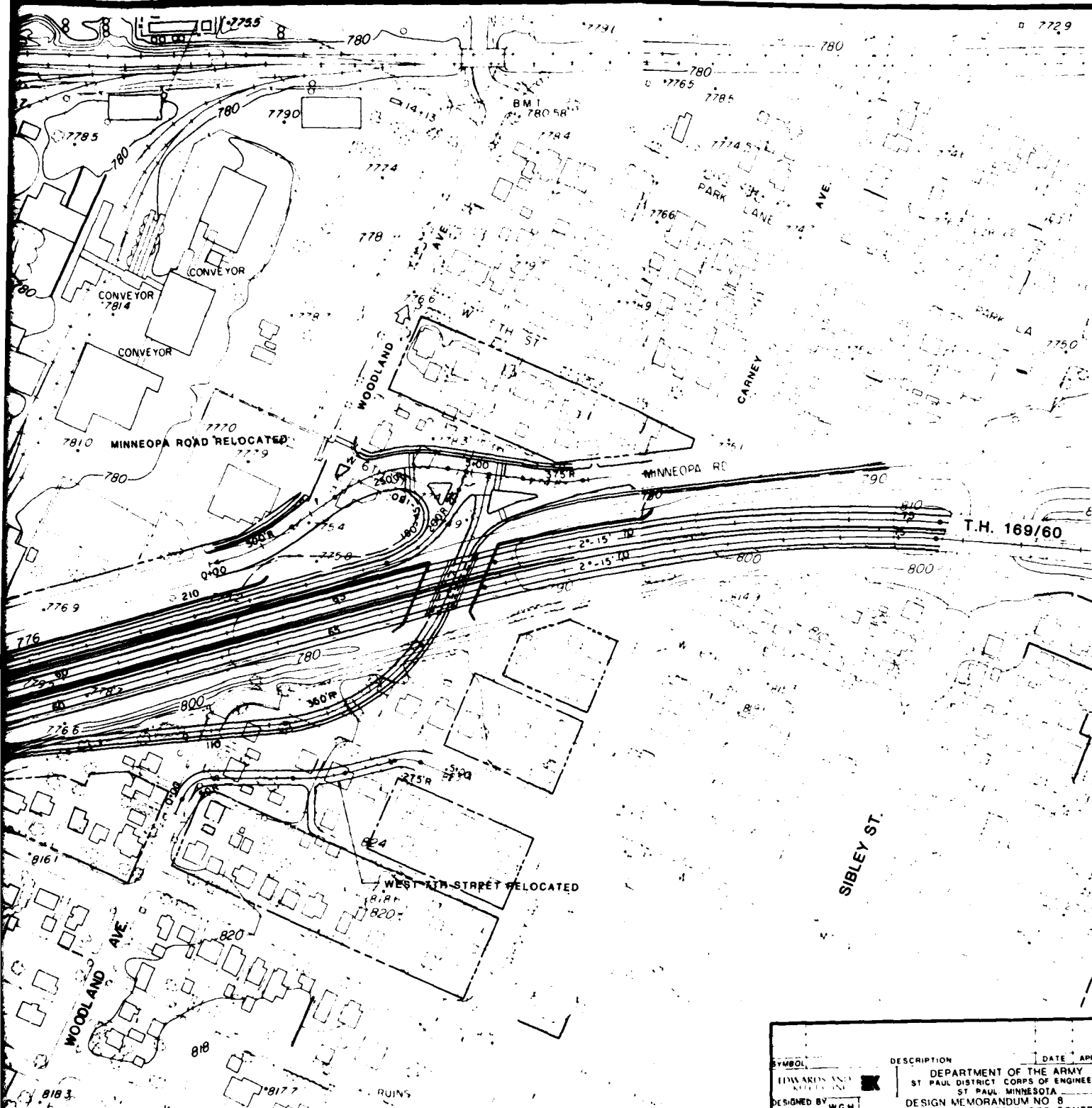






SYMBOL	DESCRIPTION	DATE	APPR.
EDWARDS AND KELLY INC.	DEPARTMENT OF THE ARMY ST. PAUL DISTRICT, CORPS OF ENGINEERS ST. PAUL, MINNESOTA		
DESIGNED BY W.G.H.	DESIGN MEMORANDUM NO. 8		
DRAWN BY J.A.W.	BRIDGE ALTERATIONS FOR FLOOD CONTROL		
CHECKED BY W.G.H.	MINNESOTA RIVER AND BLUE EARTH RIVER		
APPROVED	MANKATO-NORTH MANKATO-LE HILLIER		
	TH 169 OVER THE BLUE EARTH RIVER		
	ALTERNATIVE 1B		
	DATE	NOVEMBER 1980	
	SPEC. NO.		
	DRAWING BOARD		





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 Minnesota.

SIGNATURE _____

Date: 11/2/60 Reg. No. 1

SYMBOL	DESCRIPTION	DATE	APPR
EDWARDS AND SONS INC.	DEPARTMENT OF THE ARMY ST. PAUL DISTRICT CORPS OF ENGINEERS ST. PAUL, MINNESOTA		
DESIGNED BY WGH	DESIGN MEMORANDUM NO. 8		
DRAWN BY JAW	BRIDGE ALTERATIONS FOR FLOOD CONTROL		
CHECKED BY WGH	MINNEAPOLIS RIVER AND BLUE EARTH RIVER		
	MANKATO NORTH MANKATO LE HILLIER		
	TH 169 OVER THE BLUE EARTH RIVER		
	ALT 1C		
		DATE	
		NOVEMBER 1960	
		SCALE	SPEC NO
		AS SHOWN	DRAWING NUMBER
		SHEET	OF

PLATE A-6

2

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

DESIGN MEMORANDUM NO. 8 - PART I (Location Study)

AND

FINAL SUPPLEMENT II-A TO THE FINAL
ENVIRONMENTAL IMPACT STATEMENT

FOR

BRIDGE RELOCATIONS

TRUNK HIGHWAY 169 AND 60
OVER THE BLUE EARTH RIVER BETWEEN
MANKATO AND LE HILLIER

APPENDIX B
PUBLIC VIEWS AND RESPONSES

APPENDIX B
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APPENDIX B

PUBLIC VIEWS AND RESPONSES

INTRODUCTION

B.1 The views of the public were actively solicited throughout this 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 council and for other city government, Minnesota Department of Transportation (MN DOT) and Corps of Engineers (COE) staff
- h. Review and comment on the Draft Supplement to the FEIS
- i. Public hearing
- j. Noise impact meeting with affected property owners in the West Mankato bluff area
- k. City council meeting to determine desire for noise barrier

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 Trunk Highway 169/60 bridges over the Blue Earth River between Mankato and Le Hillier, 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 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 a period of 44 weeks from September 1978 through July 1979. The office opened again from February to March 1981 for the weeks prior to the 11 March 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 these 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 in all project-related phone calls and visits (a total of 87 telephone calls and 158 office visits). The most frequent inquiries were made by individuals who were directly affected by the proposed project. The log of these inquiries is on file at the Corps of Engineers, St. Paul District office. A summary of the issues raised during these contacts is also presented in the Comment/Response section of this appendix. Prior to the public hearing, the public information office distributed copies of the Draft EIS Supplement and Technical Report to a number of 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 am
	Mankato City Council Meeting	7:00 pm
	South Bend Township Board Meeting	8:00 pm
13	Coffee Break Program KEYC-TV	9:15 am
16	North Mankato City Council Meeting	7:00 pm
	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 am
<u>November</u>		
1	City of Mankato Personnel Meeting	9:00 am
6	South Bend Township Board Meeting	8:00 pm
13	Tape recording by KEEZ-FM radio	--
14	Tape recording by KYSM-AM radio	--
15	Public Information Meeting (Regional Library)	--
16	Reporter from Mankato Free Press	--
30	Reporter from KEYC-TV - taped	--

		<u>Time</u>
<u>December</u>		
6	Meeting with MNDOT (Mankato)	--
18	Meeting with MNDOT (St. Paul)	--
<u>January 1979</u>		
2	Interview with KEYC-TV	--
3	Information 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 St. 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>Time</u>
<u>March</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, MN DOT central and district offices, Cities of Mankato and North Mankato, Federal Highway Administration (FHWA), Chicago and Northwestern Transportation Co. (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 am
25	Chamber of Commerce Transportation Committee Meeting	10-12 am
30	Information Meeting (Roosevelt School)	--
31	Information Meeting (West High)	--
<u>June</u>		
15	Chamber of Commerce Transportation Committee Meeting	10-12 am
18	Kiwanis Club Meeting	12:00 noon
<u>July</u>		
20	Chamber of Commerce Transportation Committee Meeting	10-12 am

Newsletters

B.8 Five project newsletters were mailed to approximately 2,100 individuals, organizations, and agencies. Approximately 100 additional copies were distributed or made available at the information office, public libraries, and city halls. The first newsletter was mailed in November 1978, the second in December 1978, the third in May 1979, and the fourth in November 1979. A final, fifth project newsletter on the TH 169/60 bridges was sent in March 1981 in preparation for the public hearing. All were mailed or distributed at least one week in advance of the public information meeting dates. 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 to this project by the Mankato Free Press. The majority of the coverage, however, centered on the Main Street Bridge. Copies of the newspaper articles are included in the Communications section. A list of area-wide news media is given in Table B-2.

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)

Public Information Meetings

B.10 Three public information meetings 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 requirement for major alterations at the existing bridge sites. The initial concerns and attitudes of those attending were heard and recorded for later use. The dominant concern of this meeting had to do with the location of the Main Street Bridge replacement, and the corridor width to be studied at the TH 169/60 site over the Blue Earth River.

B.11 The second meeting on the TH 169/60 bridge across the Blue Earth River was held on 3 January 1979 at Roosevelt Elementary School, and was attended by about 80 people. At this meeting, all the alternatives that had been developed to date were presented and comments on each recorded. Concern was voiced about whether the bridges really had to be raised or whether they could be left as they are, and whether other parts of the flood control project would be finished before the bridge alterations were accomplished. Other issues and concerns by those in attendance included noise, pedestrian river crossing, property acquisitions, and loss of homes.

B.12 The third meeting, attended by about 80 people, was held at Roosevelt Elementary School on 30 May 1979. At the time of this meeting, the proposed alternatives had been narrowed down to two (1B and 1C). These were presented in detail along with summaries of the impacts of each. Concerns were voiced about noise coming from the proposed elevation and alterations of TH 169/60. Other issues raised were right-of-way acquisition and relocation procedures. Concern was also expressed about industrial expansion and trucking in the neighborhood. Copies of the transcripts of these meetings are on file in the Corps of Engineers, St. Paul District office. Copies of the information handouts for the 15 November 1978 and 3 January 1979 meetings are in the Communications section. Additional copies of the third newsletter were available for information at the 30 May meeting. A formal public hearing on the TH 169/60 bridge relocations was held on 11 March 1981 at Roosevelt Elementary School. At this hearing, Alternative 1C was presented as the tentatively selected plan. Major areas of concern raised at the hearing included: necessity/value of the plan component connecting Woodland Avenue and W. 7th Street; provision of safe traffic movement at the Hawley Street - TH 169/60 intersection; impacts on noise levels in the residential areas adjacent to the highway; and potential impacts on property values. The meeting was attended by approximately 100 people, although records are available only on the 58 (exclusive of agency representatives) who filled out attendance cards.

Noise Impact Meetings With Affected Property Owners & Mankato City Council

B.13 On 24 September 1981, a meeting was held with affected property owners in the West Mankato bluff area to present the findings of the noise analysis studies and to gather public input on possible noise mitigation techniques. The meeting began with a walking tour of the bluff area. The residents were shown existing noise levels along the bluff and projected future levels were discussed. They were also shown the possible location and length of a noise barrier. Following the walking tour, the meeting resumed with a discussion of additional information on noise levels and noise barrier characteristics. Major areas of concern expressed included: possible noise impacts on property values, potential for vandalism of a noise barrier, aesthetic impacts, potential for natural (e.g., plantings) barrier, and responsibility for noise barrier and landscaping maintenance. At the conclusion of the meeting, a ballot was taken to determine support for the noise barrier. The ballot showed no clear consensus for or against the barrier (60% for, 40% against). Because of the lack of accord among the affected property owners, the Corps decided to follow MNDOT procedures and refer the issue to the city of Mankato for resolution. On 9 November 1981, the Mankato City Council held a public hearing on the noise barrier issue as part of their normal city council meetings. Public testimony at the hearing again showed a split opinion on the barrier (3 for, 2 against). Based upon this testimony and briefings from city staff, the City Council voted 6 to 1 against construction of the barrier, with a stipulation that an attractive landscaping plan be developed. Because of the information gathered at the noise impact meeting and the Mankato City Council meeting, the Corps decided to remove the noise barrier from the final project plan.

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 course of 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 his log of contacts.

INTERAGENCY COORDINATION

B.16 The Minnesota Department of Transportation (MNDOT), the City of Mankato, the Minnesota Historical Society and the Chicago and North Western Transportation Company (CNW) were contributors and participants to this study. Coordination with other agencies is described below.

State and Federal Agencies

B.17 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.18 On 13 February 1979, the consultants' study team and the Corps staff presented two briefings to State and Federal agencies on project progress, project setting, environmental concerns, and the alternatives being considered for study. During these briefings, no State or Federal representative expressed any new concerns. Agencies represented at these briefings are listed in Table B-3. In addition to these direct contacts, all agencies were kept informed by the periodic newsletters.

Counties and South Bend Township

B.19 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.

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

Minnesota

- 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

United States

- 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

Others

B.20 All of the private utility companies in the area were informed of the project. They 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

NEWSLETTERS

B-11

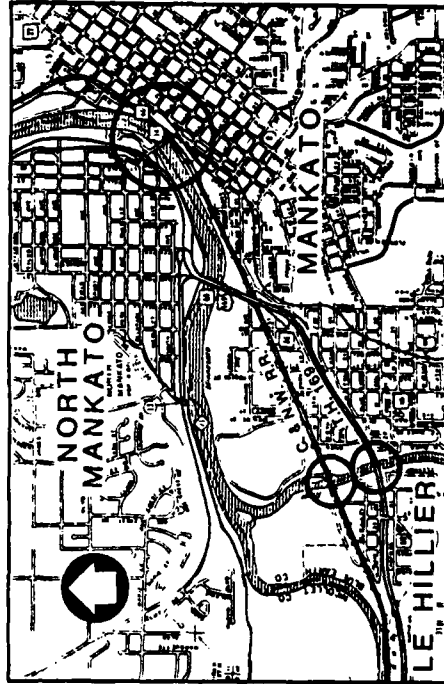
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Bridge Relocation

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.

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MANKATO, MN 56001

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.

SCOPE

Edwards and Kelcey, Inc. of Minneapolis, assisted by Riche 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.M. 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.

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.

INFORMATION OFFICE

As of October 2, 1978, 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-

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

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.M. 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.

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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 PHASES

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

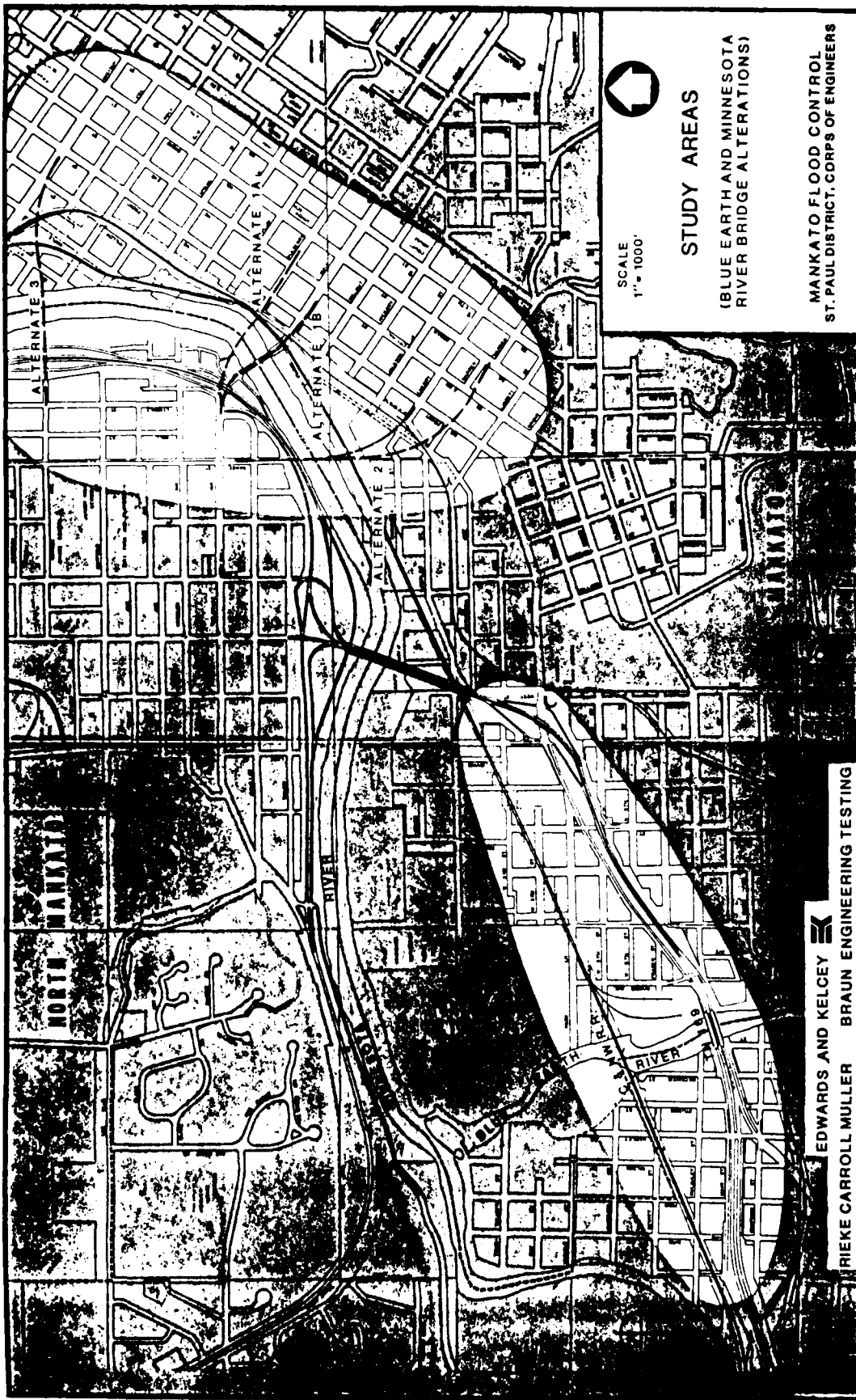
Phase I - Systems Planning
Phase II - Location Planning
Phase III - Project Development

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 FIS. 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 KELCHY, INC.



Bridge Relocation Newsletter

Mankato - N. Mankato - LeHillier

Number 2

December, 1978

Bridge Relocation Study



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

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, Mpls., 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.



During high water, ice and debris caught behind the Main Street Bridge dam up the Main Street River and create further flooding.

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 Le Hillier. Plan 2 involved the construction of flood barriers (retaining walls and levees) and the raising of

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 Quatema, Mankato

...

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

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

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.

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● 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.

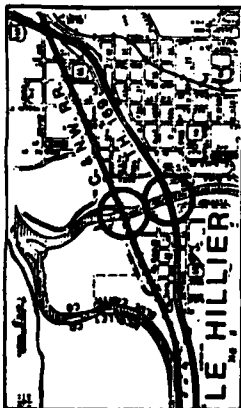
2.A. Raise Mainline north track, storage, and retain present Woodland Avenue entrance to Sibley Park.

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 Woodland 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.



ALTERNATIVES

● T.H. 169 OVER THE BLUE EARTH RIVER

The following alternatives have been selected for study with regard to raising or relocating the bridges and roadway 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 alignments 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.

● 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. Belgrade to Mulberry

1.B. Belgrade 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.

Bob 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 plantlife. Planners and engineers for the project will then use the findings to lessen impact to the river during construction phases.

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

The following alternatives have been selected for tonight's discussion with regard to raising or relocating the C & M.W. Railroad Bridges and tracks over the Blue Earth River. Alternatives also 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 Woodland 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.

COMMUNITY INVOLVEMENT

Extensive material has been and will continue to be collected and assembled regarding such items as property ownership, community

services, existing and proposed land use, recreational and aesthetic points of interest, ecology, population and economic data, soils information, and existing and projected traffic volumes.

Governmental agencies, civic organizations and people living within and near the study areas will be contacted and encouraged to express their view as to which option is best for the community.

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 is 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.

EDWARDS AND KELCEY, INC.

MANKATO, NORTH MANKATO, LE HILLIER BRIDGE RELOCATION PUBLIC INFORMATION MEETING

January 3, 1979

Roosevelt School, Mankato

The Corps of Engineers, in conjunction with the Minnesota Department of Transportation, has initiated the informational meetings to provide you the opportunity to participate in the process of determining the location of the proposed new Main Street Bridge, the T.H. 169 Bridges and the C & M.W. Bridges over the Blue Earth River.

Tonight's meeting is the second of a series of information meetings scheduled during the development of this study. The first meeting was used primarily to introduce and to inform you of the proposed study. At this meeting, the study corridors were defined and the goals and objectives explained: to provide flood protection and 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.

ALTERNATIVES

Tonight we will present and discuss alternatives for two sites: T.H. 169 over the Blue Earth River and C. & M.W. Railroad Bridges over the Blue Earth River. The alternatives to replace and relocate the present Main

Street Bridge will be presented at the January 24th meeting at North Mankato Jr. High School.

T.H. 169 OVER THE BLUE EARTH RIVER

The following alternatives have been selected for tonight's discussion with regard to raising or relocating the T.H. 169 Bridges and roadway 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 Street 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 alignments with modifications to the Park Lane Interchange.
- 3.B. River bridges on new alignments with modifications to the Park Lane Interchange.



Bridge Relocation

Mankato - N. Mankato - LeHillier

Number 8

May, 1979

Information Meetings Scheduled

REMINDER

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

On Wednesday, May 30, 1979 at 7:30 p.m. at Roosevelt School Gymnasium, W. 6th and Owatonna, Mankato, the C&NW Railroad and T.H. 169 bridges over the Blue Earth River will be discussed.

...

On Thursday, May 31, 1979 at 7:30 p.m. at Mankato West High School Cafeteria, the Main Street bridge relocation will be discussed.

Doors will be opened at 4:00 p.m. prior to each meeting to afford an opportunity to view the plans.

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Information Office Address:

Bridge Relocation - Information Office
Room 206, 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

Public Information meetings will be held on May 30 and 31 to present descriptive data and hear comments on the alternative bridge relocations which have been developed to meet the requirements of the ongoing flood control project. On Wednesday, May 30, at 7:30 p.m. at the Roosevelt School in West Mankato the T.H. 169 and C&NW R.R. bridges over the Blue Earth River will be discussed. On Thursday, May 31, at 7:30 p.m. in the Mankato West High School cafeteria, the discussion will deal with the Main St. bridge relocation. To afford more opportunity for studying the plans and asking questions, the doors will be opened at 4:00 p.m. prior to each meeting.

Since presenting the preliminary alternatives in January, data collection has been completed, alternative designs have been refined and impacts have been analyzed. Extensive data has been compiled and analyzed describing costs and social, economic and environmental impacts of each of the alternatives. These data are summarized in the following pages. Additional data of interest to the public will be discussed at the public meetings. To aid in the decision process the public is encouraged to offer its comments on the relative impacts and desirability of the various alternatives, as well as to supply additional factual information it considers important to the selection of the best alternatives.

PROJECT SCHEDULE

Following the information meetings all of the impacts and public comments will be evaluated. 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 early this autumn. During the period of this review, about mid autumn, a formal 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 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:

Public Information Mtgs. - May 30 & 31, 1979	September 1979
File Draft Environmental Impact Statement - September 1979	November 1979
Public Hearing - November 1979	January 1980
File Final Environmental Impact Statement (FEIS) - January 1980	Spring 1980
FEIS Approval - Spring 1980	Design Studies & Hearings - 1981-1982
Right of Way Acquisition and Construction Plans - 1981-1982	Start Construction - 1983

TH 169 OVER THE BLUE EARTH RIVER



NUMBER OF ALTERNATIVES REDUCED

At the public information meeting on Jan. 3, 1979 reconstruction of the Park Lane interchange with T.H. 169 was shown as an alternative for the bridge over the Blue Earth River. The ensuing study and evaluation has determined that the reconstruction of the Park Lane interchange would not provide the required traffic service. Therefore reconstruction of the Park Lane interchange is not an alternative under this project.

Alternative 2A and 2B, previously shown, included a northbound off ramp from T.H. 169 to Sibley Street. In spite of lower construction costs favoring these alternatives, the neighborhood impacts and traffic hazards associated with this ramp make these alternatives less desirable than others being studied.

Comparison of earlier Alternatives 1A and 1B indicates that 1B could be built in at least one construction season less time than 1A because the 1B river bridge could be built all at once, whereas, the 1A river bridge would have to be built sequentially one-half at a time. This savings in construction time reduces the traffic interruptions during construction significantly and produces the benefits of the improvements earlier. 1B would have slightly more right of way damage, but a lower total cost than 1A and it is felt that 1B is the more desirable alternative.

Refinement of Alternative 1B showed that operational and cost advantages could be obtained by locating the ramp intersection with Minnesota Rd. slightly easterly of the 1B location at the expense of additional right of way damages and neighborhood traffic impacts. This alternative is presented for consideration as Alternative 1C.

COMPARISON OF TH 169 ALTERNATIVES 1B AND 1C

	1B	1C
CONSTRUCTION COST	\$ 8,878,000	\$ 8,221,000
RIGHT OF WAY COST	\$ 460,000	\$ 655,000
TOTAL COST	\$ 9,338,000	\$ 8,876,000
HOUSEHOLDS DISPLACED	10	12
NUMBER OF BUSINESSES DISPLACED	0	1
NUMBER OF EMPLOYEES	0	4
OTHER IMPACTS	Both alternatives eliminate the existing hazardous intersection.	

Acceleration and deceleration lanes better located with respect to T.H. 169 profile, river bridge and Hawley St. than under 1B.

Both alternatives would produce a slight noise increase over levels that are currently above standard. Abatement appears practicable in W. Mankato, but not in Le Hillier.

Bridge Relocation

Mankato - N. Mankato - LeMillier

Number 4

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-LeMillier 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.

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Bridge Relocation

Mankato-N. Mankato-Lehillier

Newsletter

Number 5

March, 1981

TH169/60 HEARING SET

Project Schedule

The March 11, 1981 hearing on TH169/60 bridges is the first of three hearings on the bridge relocation for the Mankato-N. Mankato-Lehillier Flood Control Project. Subsequent hearings and draft Environmental Impact Statements (EIS) will deal separately with the Chicago and Northwestern Railroad bridges over the Blue Earth River and the Main Street Bridge over the Minnesota River. In each case the preferred alternative will be identified and presented for formal public and official comment in the EIS and at the hearing. Following each public hearing and statutory review period the Final Incremental Impact Statement (EIS) containing the recommended alternative will be filed. Upon approval of the EIS 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 EIS's	January-April 1981
Public Hearings	March-May 1981
File EIS's	Spring-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

The Location/EIS Public Hearing on the relocation of the TH169/60 bridges over the Blue Earth River has been scheduled for Wednesday March 11, 1981. The hearing will take place at 7:30 P.M. at the Roosevelt School in West Mankato. The doors will be open at 7:00 P.M. to provide opportunity for the public to view the proposed plans.

The Corps of Engineers has selected Alternative 1C as its preferred alternative and will present it for official comment at the hearing. Information on other alternatives studied will also be available. The official hearing record will be open to receive comments for 10 days following the hearing.

Draft EIS Filed

The Draft Environmental Impact Statement for the relocation of TH169/60 bridges over the Blue Earth River was filed on January 5, 1981 and notice appeared in the Federal Register on January 16, 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
Mankato District 7 Office, Mankato
In addition, the project information office at Rieke Carroll Miller, 209 South 2nd Street (tele. 625-4428) will be open weekdays between the hours of 8:00 A.M. and 5:00 P.M. from March 2 to March 13 to answer questions and receive comments.

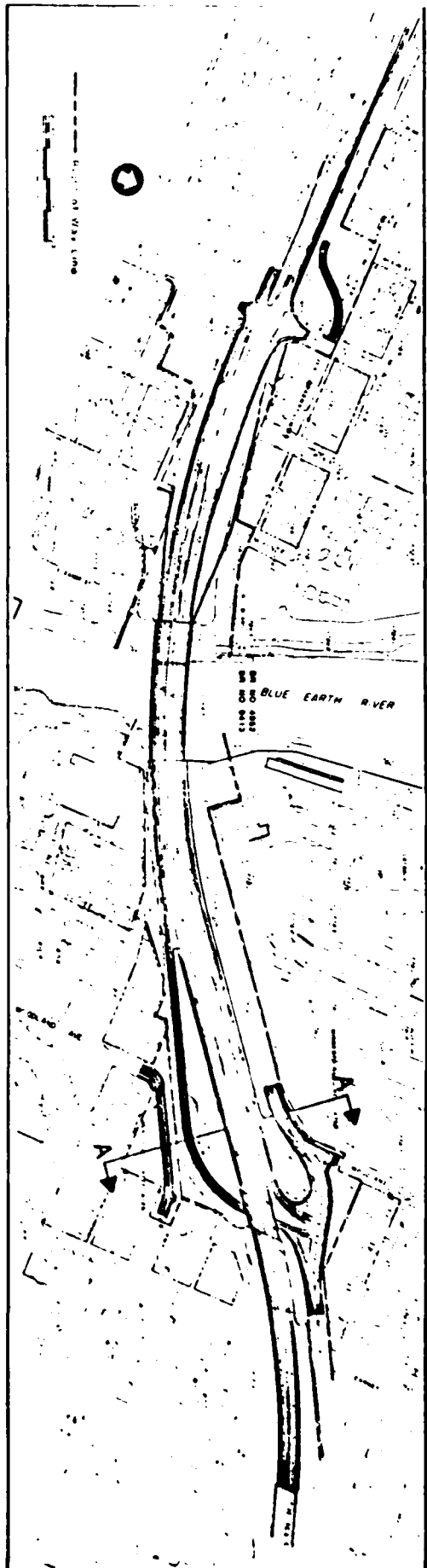
REMINDER

PUBLIC HEARING ON THE TH169/60
BRIDGES OVER THE BLUE EARTH RIVER.

On Wednesday March 11, 1981 at 7:30 P.M. at Roosevelt School Gymnasium, W. 6th and Watoma, Mankato. Doors open at 7:00 P.M. to afford an opportunity to view the plans.

The real content of the Community Newsletter is the responsibility of the staff of Edwards and Kelcey, Inc. (an Equal Opportunity Employer). 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.

FOR INFORMATION OFFICE ADDRESS:
March 2 to March 13, 1981
Bridge Relocation - Information Office
Rieke Carroll Miller
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



TH 169/60 OVER THE BLUE EARTH RIVER - PREFERRED ALTERNATIVE (1C)

The preferred alternative, 1C, shown above, would begin at the existing

Hamley Street intersection in Le Hillier, cross over the Blue Earth River 17 feet above and slightly to the south (upstream) of the existing concrete arch bridge (southbound TH 169/60) and then rejoin the existing road at the Sibley Street bridge in Mankato. Parallel on and off ramps for traffic to and from the south and west on TH 169/60 would be provided from Hinneoka Road just east of Woodland Avenue. The cross section below shows the horizontal and vertical relationships between the proposed design and existing features along the line A-A on the plan.

The major costs of Alternative 1C are:

Construction Cost (1980)	\$10,601,000
Right of Way Cost	158,000
Total Cost	\$11,762,000

Displacements:

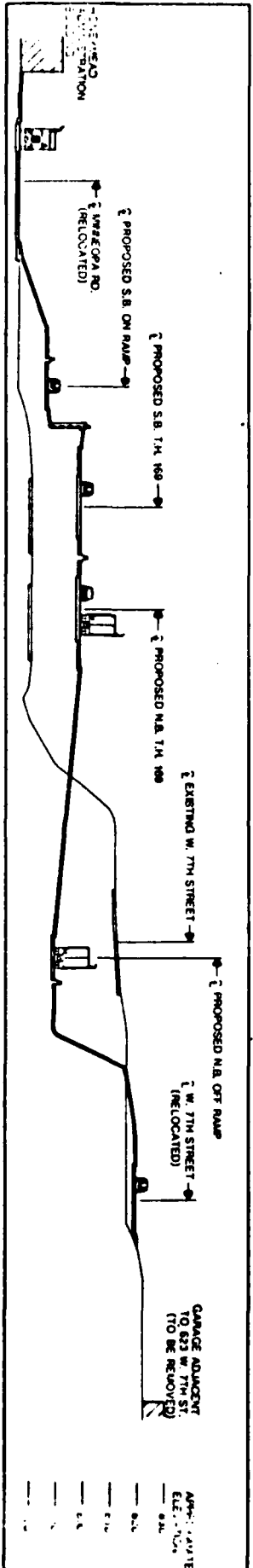
Total Households	12
Low Income Households	3
Minority Individuals	5
Businesses	1
Employees Displaced	4
Annual property tax loss	\$5,400

Potential adverse impacts of the project have been identified. Specific attention

will be required in the design of the project to mitigate these impacts to the fullest extent possible. The impacts of greatest concern are:

- In-place of households and businesses, especially the low income and minority.
- Construction - excavation and deep fill of river bottom sediments.
- Excavation of the 11 ft - maintenance of traffic.
- Noise level increases due to the raised road profile.

Provisions to address these concerns are outlined in the environmental impact statement.



CROSS SECTION AT A-A

CORRESPONDENCE

Bob Penland
Army Corps of Engineers
Post Office Building
St. Paul, Minn. 55101

877 Woodland Ave.
Mankato, Minn. 56001
May 18, 1979

Sir:

My home is one of the homes that will be "taken" with Plan 1-BB, on the Bridge elevation change across the Blue Earth River, near the Honeywood Plant in Mankato.

I attempted to see Mr. Odin Berge in the "Corps" Mankato Office. In our discussion of Corps Policies etc. we found there were some questions Mr. Berge was unable to answer questions that will quite probably come up at the meeting May 30th at the Roosevelt School.

It is my plan to attend the May 30th meeting, but I would wish to appreciate a reply letter concerning the following question:

Q: Your estimate of time before I can know whether my home will be taken; is a final decision on which Proposed Plan will be used.

A: After the FINAL decision is made concerning which Plan is going to be used, how long would you estimate before my home would be evaluated and a Purchase Offer made to me?

Three: Will the Evaluation of my home be on a free discussion basis with the Corps Evaluators? Will he be able to give me a First Offer at the end of the discussion, or will a recommendation go to the St. Paul Office and the Offer come to me by Mail?

Four: My wife's floating around here it that the Corps, by Law--gives a Hardship or Inconvenience Payment, and uses a guideline formula to arrive at this Hardship Payment. In some literature I have on Minn. Dept of Trans. relocation assistance, it discusses the D.O.F. approach to a Relocation Allowance over and above the Home Evaluation. I would surely appreciate any comments you could make concerning relocation.

Five: How long after a Purchase Offer has been made by the Corps--surrounding price agreement--would it be before Payments would be made?

Six: Referring to § 5: Could an Advance Draw be made on the Purchase Offer to assist the Homeowner in purchasing a different home?

Seven: Is the Original Homeowner authorized to buy the home back and have it be a new offer--if so -- how much time does he have?

That seems to be all of my specific questions. Please make any additional comments you feel are pertinent, and send me any informational material you feel could be helpful to me.

If it makes any difference, I am now 63 and a retiree.

Thank you very much for your time, your answers to the questions you are able to answer at this stage of "Plan Development", and any Informational Material you are able to send me.

Respectfully inquired

Dean L. Campbell
807 Woodland Ave.
Mankato, Minn. 56001

cc -- my file

TAK 612-725-7568

See response next page.

807 Woodland Ave.
Mankato, Minn. 56001
May 30, 1979

Bob Penland
Army Corps of Engineers
Post Office Building
St. Paul, Minn. 55101

Sir:

I recognize this May 30, 1979 meeting on the Bridge Relocation in Mankato, Minn. is an Informal Meeting -- not an official "hearing", but I feel we affected Property-Owners are deserving of answers to questions that will have a definite impact on our future.

Also, I feel this letter, and my letter of May 13, 1979, should be filed as a part of the Official Minutes of the meeting.

It was stated in the Bridge Location Newsletter, Number 3, May 1979 that the Projected Acquisition date was 1981-1982. Is there any possibility of the date being earlier? The fact that the possibly affected Hoses are in a Potential Acquisition Status puts them in a Status-Quo as far as any possible sale by anyone wishing to do so.

Now for a series of questions that need answering, as I see it.

1. Will the Evaluation (Appraisal) be on a free Market basis discussion basis?

A. Present projected costs for Right-of-Way acquisition for Alternative

LC is \$655,000 -- about \$40,000 each for the 12 properties involved. Does that include Hardship (Inconvenience) payments?

2. Regarding Man-to-Man discussion during Appraisal, will the Appraiser be authorized to give a "first offer", or must the Appraisal go to St. Paul?

A. Answering the Appraisal must go to St. Paul; does the Home-Owner really get a "Notice-of-Value" in the Mail, or can he have

further discussion --- in Mankato?

B. Is the Home-Owner authorized to purchase his own Hose from the Corps -- to possibly be moved to a new Site.

3. Concerning any Hardship (Inconvenience) Payments:

A. How does the Corps arrive at it?

B. What is the Corps' Policy on difference in Interest Rates on an old loan and a new loan?

C. What about Interest Costs if a Hose is paid for, and the Home-Owner has to borrow to Re-buy?

D. Does the fact a Home-Owner is Retired have any bearing on the determination of amount of Payment?

E. Is the 2-3 years (1981-82) time lapse till Acquisition Payment calculated into the amount of the "Hardship" Payment?

4. Does the Corps Policy permit an "Advance Draw" after Appraisal, assuming a payment agreement? If so, how soon can it be made?

I realize many of these questions are a repetition of questions in my May 13, 1979 letter, but I feel the Property-Owners need the answers at an Informal Meeting such as this meeting on May 30, 1979.

It is regrettable that you were unable to answer the questions of my May 13, 1979 letter, and could send only the Bridge Location Newsletter, Number 3, dated May, 1979.

Thank you for any information this letter can lead to.

Sincerely,
Dean T. Campbell
807 Woodland Ave.
Mankato, Minn. 56001

cc -- my file

The Dean Campbell property has been purchased as an advance hardship acquisition, and the relocation has been completed.



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: NCS-ED-ER

23 February 1981

NOTICE OF PUBLIC HEARING

1. A public hearing will be held by the District Engineer, Corps of Engineers, at 7:30 p.m., Wednesday, 11 March 1981, at the Roosevelt School in West Mankato, Minnesota, to receive oral and written comments concerning proposed alterations to Trunk Highway 169 and 60 bridges (9413 and 4952) over the Blue Earth River.

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 State bridges 9413 and 4952, and discusses the respective environmental impacts of those alternatives, was issued in January 1981. Copies of the following report are available at these locations: 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
TRUNK HIGHWAYS 169 and 60
OVER THE BLUE EARTH RIVER BETWEEN
MANKATO AND LE HILLIER

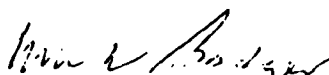
3. All interested individuals, groups and agencies are invited and urged to be present or represented at this hearing. Everyone will be given an opportunity to express his/her views and to furnish specific data on all aspects of the proposed project, including technical, economic, social, ecological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

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.

NCSSED-ER

SUBJECT: Notice of Public Hearing

5. All statements should be addressed to the District Engineer, 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
District Engineer

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

11 March 1981

DRAFT SUPPLEMENT II TO THE FINAL
ENVIRONMENTAL IMPACT STATEMENT
FOR
BRIDGE RELOCATIONS
TRUNK HIGHWAYS 169 AND 60 OVER
THE BLUE EARTH RIVER BETWEEN MANKATO AND LEHILLIER

- 7 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
 - Introduce study staff
 - Explain project background
 - Explain rules for Hearing
 - Introduce project engineer
- 7:40 p.m. Tom Wetmore, project manager of Edwards and Kelcey, Inc.
- Project Overview.
- 7:55 p.m. Colonel Badger
- Read 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

NEWS CLIPPINGS

1111 Remains / SHS / Wetmore / Kil
cc GLK, Livingston

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-Le 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 169 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 Amardo J. Romano, P.E., project director, Edwards and Kelcey, Inc., 4930 W. 77th St., Minneapolis, 55435.

Handwritten:
 10/16/79 5:25 PM
 J. J. Sullivan



Thursday, November 16, 1979-23

Choosing of site for new Main Street Bridge 1 1/2 years away

About 80 people turned out Wednesday night to hear from engineering firm representatives and the U.S. Army Corps of Engineers about the plans for a new bridge over the Blue Earth River. The Corps is planning to build a new bridge over the Blue Earth River south of Mankato. The Corps is planning to build a new bridge over the Blue Earth River south of Mankato. The Corps is planning to build a new bridge over the Blue Earth River south of Mankato.

Bridge traffic to be surveyed

Motorists crossing the Main Street, Highway 168 and Highway 14 bridges over the Blue Earth River, will be surveyed beginning next week to determine traffic patterns. The U.S. Army Corps of Engineers' food cooperative is conducting the survey. 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.

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.

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 in 1977 and four possible locations, including the Belgrade-to-Broad option and rebuilding at the current location.

In addition, the study considers altering the twin Highway 168 Bridges and Highway 14 bridges to meet 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 Penunyan and Corps and Army Engineers officials with Edwardus firm that performed the 1973 study and is overseeing the new study. 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 location 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 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 and to determine at least one location for final design. A new bridge is completed and probably four to five years away from being actually built, according to the project timetable. Another informational meeting will be scheduled in early December, Berge said.

Sibley Park-area residents disturbed over traffic, noise

By KEN BRADY

Free Press Staff Writer

Sibley Park is deteriorating at an alarming rate, according to seven residents of Mound Avenue near the park, who met at a public hearing Wednesday to discuss plans for park use.

The citizens complained to David Sears, superintendent of the City Parks and Forestry Department, of problems stemming from softball games and special events, such as outdoor concerts, at the park.

"It used to be a quiet family park," said June Leef, 601 Mound Ave., who has lived near the park for 35 years. "Now the kids go to North Mankato. I feel it's (Sibley Park) becoming

a college playground." She said it's impossible to enjoy a leisurely stroll through the park because in warmer months it is crowded with young people sunbathing, playing with dogs and throwing Frisbees.

Fifth Ward city councilman Bruce Paradis, who attended the meeting, said the continuing development of Hiniker Pond could relieve some of the problem from the other parks, especially Sibley. Hiniker Pond development is generally geared toward young people.

SEARS OUTLINED a number of planned improvements for the park, including resurfacing the road and walkways, which would reduce problems

from dust raised by vehicles. This would also include a number of additional speed bumps to ensure slower traffic flow. Resurfacing is expensive, Sears said, but the city feels it well worth the cost.

Sears said he expects development of the West Sibley Park area to be complete in 1981. This would be a camping and picnic area that would also alleviate some overcrowding. Development there is continuing with assistance from a small state grant, Sears said, and he is hoping for more state assistance before the project is complete.

One major complaint shared by all neighbors present at the meeting was the problem with excess traffic. Keith Petersen, administrator for the Mankato Lutheran Home, located next to the park, is particularly concerned for the 68 residents of the home.

"The big problem, as far as we're concerned, is the park department jokers (employees) who drive 40 miles per hour down Mound," he said. "We're concerned one of the residents will get killed. I have a couple of residents who don't see too well. I also have some who can get confused."

TRAFFIC PROBLEMS reportedly intensify during special events at the park that draw large crowds. Residents complained that traffic moves

slowly on Mound Avenue during special events such as outdoor concerts or the annual raft race. Some residents wondered out loud what would happen if an ambulance or fire truck were called to the Lutheran Home or the park, in such circumstances.

Residents said parking, noise, litter and people drinking to excess are all problems during special events. Petersen said litter was a major problem for the Lutheran Home, and that it is directly related to special events at the park.

During the last two years, only one of the special events presented any litter problem, Sears said. This is because

since then the city has required event sponsors to deposit money that will be returned only if the park is cleaned up after the event. Residents replied that this didn't stop people from littering on Mound Avenue.

Paul Horrisberger, administrator of Eclipse, a crisis intervention center, spoke out in favor of the special events.

Eclipse sponsors the annual People's Fair, a fundraiser for the organization. He said Eclipse is a community organization that helps between 800 and 1,000 people a month. He sees this as using a community facility, the park, to raise money for a community organization. He considers such activity as legitimate use of the park.

The People's Fair, which consists of music and crafts exhibits, is family entertainment, Horrisberger said, and is not just for college-aged people.

ECLIPSE HAS handled the fair more professionally every year, he said, and as a result, problems have lessened each year. Eclipse plans to again ask

ing speeds until late at night.

The noise is annoying and the traffic dangerous, the residents said. And like the special events, softball tournaments also bring litter with them, the residents said.

Sears said the situation will be somewhat better this year because some games and tournaments will be transferred to other softball diamonds in the city, particularly Jaycee Park near Balcerzak Drive.

PARADIS, HIMSELF a softball player, questioned whether there should be any softball diamonds at all at Sibley Park. There is plenty of land that could easily be turned into softball diamonds besides the scenic Minnesota River shoreline, he said.

"It seems to me to be a waste to put three softball diamonds on one of the most beautiful spots in the county," he 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 Owassee streets, to discuss the relocation and reconstruction of the twin-highway 169 bridges over the Blue Earth River near Honeywood, Inc., the U.S. Army Corps of Engineers said Friday.

The Corps and representatives from two private engineering firms will also discuss the state of the nearby Chicago and Lake of the North Channel. 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 interpreted.

It will be at least 1 1/2 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 anew at the current Main Street Bridge location.

For more information call the
bridge relocation information
office at 387.2860

Thursday Jan 4 1939-3

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 169 bridge near Honeymead Products Co.

- Maintain existing roadway alignment, with an on-and-off-ramp to Minnecepsa Road to and from the south. (Northbound traffic would exit over the freeway, emptying into Minnecepsa on the other side. A similar proposal would move the bridge and road alignment slightly south of the existing bridge

- **Keep the existing roadway alignment, with a northbound off-ramp to Sibley Street and a southbound on-ramp from Minneapolis Road.** A similar proposal would use the same on- and off-

Sibley Park One Mound Ave. resident said she feared that track additions would increase noise from the Honey-meale Products Co. plant 720 Munroe Road. A man said he wanted assurance that his children could safely cross the

Spokesmen responded that neighborhood concerns would be paramount in designing the reconstruction work and that access 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

...We will refine the alternatives and answer your points with changes in design. We will draw more added. We will draw them up and develop all of the impacts for the public to re-

Some houses in southwest Mankato would probably have to be demolished under bridge and street proposals explained Wednesday night by Mankato area flood control officials. The proposals would alter the Highway 168 Bridge over the Blue Earth River and renovate the Park Lane interchange to the north.

The twin highway bridge near Honeywood, Products Co. will have to be raised 14 feet to clear the flood wall planned for that stretch of the river. As part of the reconstruction, a Minneapolis engineering firm made three proposals with variations which would change the location of the current entrance to the Park Lane in the flood plain. Each of the proposals would claim some business and the third would take the lead. The VCA advocates the

Thomas Wetmore, manager of the highway project, and an engineer with Edwards and Kelly, Inc., said, however, that no estimate of cost or the amount of property taking has been prepared yet under the various

Representatives of Edwards and another engineering firm and the U.S. Army Corps of Engineers are among the firms that the city is considering. The city's needs include the following: a new \$50-million plus flood control project solicited comment from about 35 citizens who gathered at Roosevelt School. They are concerned that the city is not doing enough to protect the flood-prone areas of southeast Chicago, which are being badly 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 to construct a new bridge over the river at the same place likely will require some alterations, near and far.



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 169 twin-bridge over the Blue Earth River at 7:30 p.m., Wednesday, Roosevelt School Gymnasium, W. Sixth and Owatonna 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.

Citizens make noise over noise at bridge hearing

By NEAL ST. ANTHONY
Free Press Staff Writer

A bridge engineer was asked Wednesday night by a Mankato woman who lives near a bridge under construction if he would like to speed time in her bedroom.

Her intentions were far from serious.

In fact, she exhibited little affection for several representatives from the U.S. Army Corps of Engineers and contracting firms who held an information session at Roosevelt School in Mankato Wednesday night for the 186 bridge over the Blue River.

Mr. Norval Frenberg, 523 Mound Ave., was complaining about traffic noise from Highway 186 on one side of her home and from Lookout Drive, across the Minnesota River, on the other. She told Tom Wetmore, project manager for Edwards and Kelcey, Inc., consultant to the Corps on bridge relocation for its \$60 million flood control project, that the noise was particularly bad at night—when she was trying to sleep.

So the reengineered off-highway 186 Wetmore visit Wednesday night to appreciate the evening liability of which bridge relocation project. "Could the engineers use sound barriers or some other design plan to reduce the noise?" she asked, as Wetmore and several dozen neighbors gathered at the unintended implication of her remark.

"We have a provision in the (new) estimate to provide a noise wall" along sections of Highway 186, Wetmore said, which will be erected where it can be used effectively.

reconstruction, too. A Corps real estate expert explained that people will be compensated for the loss of their property should it be claimed. The Corps has been in touch with those residents for several months.

But most of the comments came from those who won't be directly affected by the bridge. "You're relocating those people," said one man. But there is no right in the "middle" of the highway noise, he said.

"We have 186 on one side and old Highway 14 (Lookout Drive) on the other," lamented Jerold Dick, 641 Mound Ave.

Concerns about noise from Sibley Park area residents dominated much of the meeting. Bill Hobbs, another Edwards and Kelcey engineer, said noise emanating from Honeynead Road, and the highway section, and noise standards. After explaining the intricacies of how sound travels, he agreed to make further tests for people in the Sibley Park neighborhood to determine if anything else could be done to alleviate the nuisance, in connection with the bridge project.

Concerns about noise from Sibley Park area residents dominated much of the meeting. Bill Hobbs, another Edwards and Kelcey engineer, said noise emanating from Honeynead Road, and the highway section, and noise standards. After explaining the intricacies of how sound travels, he agreed to make further tests for people

The experts could offer little recourse—other than to say they will consider noise barriers at strategic locations—and that the noise shouldn't get worse than it is now.

"How about a speed trap?" to slow traffic and reduce noise near Honeynead, asked one man.

"Establishing an arbitrary speed trap will mean nothing but accidents," Wetmore said, without significantly reducing noise.

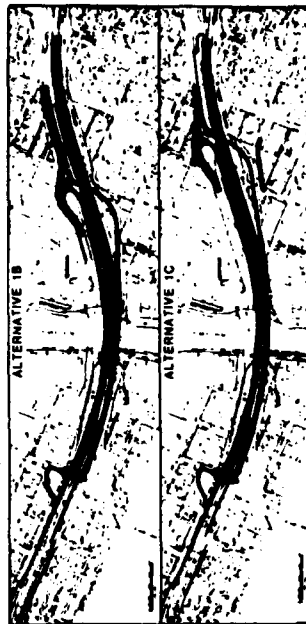
A meeting on relocation of the Main Street bridge will be held tonight at 7:30 at West High School.

In the Sibley Park neighborhood to determine if anything else could be done to alleviate the nuisance, in connection with the bridge project.

Initially it was thought that construction of a new bridge above the floodwalls might also entail reconstruction of the Park Lane interchange (to the northeast) to enhance traffic service. The consultant recommended, however, that that

Either 10 or 12 families would have to be relocated, depending upon which alternative—a \$9.3 million or an \$8.4 million proposal—for the 186 bridge. The Corps selects next year. The project will include some road

TH 186 OVER THE BLUE EARTH RIVER



2 options for twin-bridge

Two bridge alternatives have emerged from several that originally had been considered for replacement of the Highway 186 twin-bridge over the Blue Earth River at the southwest end of Mankato. The alternatives are: 1. A northbound off-ramp onto Sibley Street, which would be dropped to street level and then cross the river on a trestle. 2. A southbound off-ramp onto Sibley Street, which would be dropped to street level and then cross the river on a trestle.

Further plans which included a northbound off-ramp onto Sibley Street were also dropped because of cost and traffic impacts. That leaves two alternatives, which are fairly similar. Access on and off of Highway 186 would be by way of Minnesota Road to the north of the highway and provide ready access to the Honeynead plant for trucks.

Mankato Public Works Director Paul Baker said city staff prefers alternative 1C, but is amenable to 1B, as well.

According to Edwards and Kelcey, the estimated cost for 1B is \$9,300,000 and for 1C, \$8,400,000. Twelve houses would be taken under 1C and 10 under 1B. One business, Reliance Electric Co., 600 Minnesota Road, would have to be moved to make way for the access road under 1C, but not under the other option.



THE FREE PRESS

Vol. 94 No. 291 40 pages 4 sections
March 12, 1981 Mankato-North Mankato, Minn. 56001 25¢

Thursday

Officials explain twin-bridge plan for Highway 169

By HARVEY MEYER

Free Press Staff Writer

About 100 persons packed the Roosevelt 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 Honeymead 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 33,000 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 \$450,000 less than the alternate design.

THE PREFERRED design also would displace one business and 12 houses — three in Lehillier, two along Minneopa 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 rerouted to avoid displacement. They were told to talk with city officials about the idea.

In the meantime, their com-

See 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' concerns 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 Lehillier. 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 Minneopa 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

May. Property acquisition would begin in 1982 and construction would occur in 1983.

Plans for the twin bridge will be incorporated in the corps' overall flood control plan for Mankato-North Mankato-Lehillier. Included in the plan are the Chicago & North Western railroad bridges, Hiniker Pond and the Main Street bridge.

According to Bob Penniman, the corps' flood control project manager, the corps has "tentatively selected" a replacement for the Main Street bridge. It would consist of a Belgrade-Mulberry bridge that would arch over Highway 169. That selection, if it isn't changed, is certain to cause a furor at a public hearing tentatively set for June.

The Reagan administration has proposed cutbacks in some corps projects. But the flood control project for this area hasn't been put on the chopping block so far, according to corps officials.

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

COMMENTS AND RESPONSES

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**Advisory
Council On
Historic
Preservation**

1522 K Street NW
Washington, DC 20005

February 10, 1981

District Engineer, St. Paul District
U.S. Army Corps of Engineers
1135 U.S. Post Office and Custom House
St. Paul, MN 55101

Dear Sir:

The Council has reviewed your draft supplement II to the final environmental impact statement for flood control and related work on the Minnesota River, Mankato and Lehigh, Minnesota, circulated for comment pursuant to Section 102(2)(C) of the National Environmental Policy Act. We note that the various alternative courses of action will affect a number of properties included in, eligible for, and potentially eligible for the National Register of Historic Places. A statement is contained in the draft supplement that "all historic properties found to be listed on or eligible for inclusion on the National Register that would be impacted by the proposed project would be mitigated in accordance with the guidelines of the Advisory Council on Historic Preservation, 36 CFR Part 800," (p. EIS-7). A similar statement covers archeological sites (see p. EIS-7). As you are aware, however, circulation of this supplement to the final environmental impact statement does not fulfill your responsibilities under Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f, as amended, 90 Stat. 1320).

Prior to the approval of the expenditure of any Federal funds or prior to the granting of any license, permit, or other approval for an undertaking, Federal agencies must afford the Council an opportunity to comment on the effect of the undertaking on properties included in or eligible for inclusion in the National Register in accordance with the Council's regulations (no longer guidelines), "Protection of Historic and Cultural Properties" (36 CFR Part 800) (enclosed). Until these requirements are met, the Council considers the draft supplement II incomplete in its treatment of historic archeological, architectural, and cultural resources. You should obtain the Council's substantive comments through the process outlined in 36 CFR Sec. 800.9 as soon as possible. These comments should then be incorporated into any subsequent documents prepared to meet requirements under the National Environmental Policy Act.

CORPS RESPONSE TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION

It has been determined in consultation with the State Historic Preservation Office that the proposed project will not affect any properties listed on or eligible for inclusion on the National Register of Historic Places.

AD-A140 425

FINAL ENVIRONMENTAL IMPACT STATEMENT (AS AMENDED 18
JANUARY 1972) MINNESOTA (U) CORPS OF ENGINEERS ST PAUL
MN ST PAUL DISTRICT OCT 82

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INCLASSIFIED

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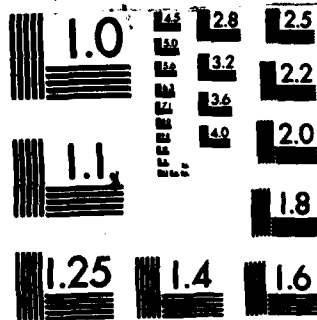
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DATE

FILED

NOTED



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

Please send us a copy of Technical Report no. 5, "Historic Resources," as well as a copy of Technical Report no. 7 on "Archeological Resources" when it is available. If you have any questions or require assistance, please contact Ronald Ansalone or Patrick Steele of our staff at FTS 254-3495.

Sincerely,

John E. Tannenbaum

John E. Tannenbaum
Chief, Eastern Division of
Project Review

Enclosure



UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Policy
Washington, D. C. 20230

No response required.

MAR 4 1961

Colonel William W. Badger
District Engineer
St. Paul District, Corps of
Engineers
U.S. Department of the Army
1135 U.S. Post Office & Custom House
St. Paul, Minnesota 55101

Dear Colonel Badger:

This is in reference to your "Design Memorandum No. 8 - Part I (Location Study) and Draft Supplement II to the Final Environmental Impact Statement for Bridge Relocations, Trunk Highways 169 and 60 Over the Blue Earth River between Mahabeta and La Millier." 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 five copies of the final statement.

Sincerely,

Robert J. Miki

Robert J. Miki
Deputy Assistant Secretary for
Regulatory Policy (Acting)

Enclosure Memo from Robert B. Ballias
National Ocean Survey
National Oceanic and Atmospheric
Administration

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
NATIONAL MONUMENTS SYSTEM

COMPS RESPONSE TO THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

Comment noted. This will be determined during the design study, and NOS will be notified prior to any action that would affect survey monuments.

04/CS2x6:JVZ

JAN 20 1981

TO: PP/EC - Thomas K. Sick

FROM: 04/CS - Robert B. Hollins

SUBJECT: BEIS #0101.02 - Flood Control--Minnesota River, Minnesota
(Mankato and Le Millier)

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 (04/C18), or Mr. Charles Novak, Chief, Network Maintenance Branch (04/C172), at 6001 Executive Boulevard, Rockville, Maryland 20852.

1312-01 Trans. Div. - Road 30 - St. Paul, Minn. 55101



UNITED STATES
ENVIRONMENTAL PROTECTION AGENCY

REGION 1
220 SOUTH OF ARDEN ST
CHICAGO, ILLINOIS 60604

REPLY TO ATTENTION OF

No response required.

8 MAR 1981

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

RE: 79-019-154

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 Section 404 (b)(3) Evaluation for Bridge Relocations on Trunk Highways 169 and 60 over the Blue Earth River between Mahan and Le Millier, Minnesota dated November 1980.

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 Rick Fitcher of my staff at 312/888-6489 for any further matters relevant to this project.

Sincerely yours,

Barbara J. Taylor
Barbara J. Taylor, Chief
Environmental Impact Review Staff
Office of Environmental Review



United States Department of the Interior

FISH AND WILDLIFE SERVICE
TWIN CITIES AREA OFFICE
530 Federal Building and U.S. Court House
316 North Robert Street
St. Paul, Minnesota 55101



United States Department of the Interior

FISH AND WILDLIFE SERVICE
TWIN CITIES AREA OFFICE
530 Federal Building and U.S. Court House
316 North Robert Street
St. Paul, Minnesota 55101

FEB 04 1981

MAR 17 1981

Colonel William W. Badger
District Engineer, St. Paul District
U.S. Army Corps of Engineers
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101

Colonel William W. Badger
District Engineer, St. Paul District
U.S. Army Corps of Engineers
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101

Dear Colonel Badger:

This provides continuing coordination regarding the Minnesota River Flood Control Study for Mankato-North Mankato-Le Hillier. We have reviewed the Design Memorandum No. 8 - Part I (Location Study) and Draft Supplement II to the Final Environmental Impact Statement for Bridge Relocations, Trunk Highways 169 and 60 over the Blue Earth River between Mankato and Le Hillier, and do not believe that impacts to fish and wildlife resources resulting from the proposed work will require mitigation beyond that proposed in the draft supplement.

Sincerely yours,

James L. Smith
Acting Area Manager

Sincerely yours,

James L. Smith
Acting Area Manager

Dear Colonel Badger:

This letter supplements the Fish and Wildlife Service's February 4, 1981, comments on the Design Memorandum No. 8 - Part I (Location Study) and Draft Supplement to the Final Environmental Impact Statement for Bridge Relocations, Trunk Highways 169 and 60 over the Blue Earth River between Mankato and Le Hillier. We wish to clarify that our February 4 comments on this project are part of the continuing coordination process between our agencies mandated by the Fish and Wildlife Coordination Act (48 Stat., 401, as amended; 16 U.S.C. 661 et. seq.). We have also been consulted on all previous aspects of this project, and through that consultation and prior letters, compliance with the act has occurred for the total project to date.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ROOM 8
1400 DIXIE HIGHWAY
HOMERIDGE, ILLINOIS 60430

January 21, 1981

IN REPLY REFER TO
MEP-05

Colonel William W. Redger
St. Paul District, Corps of Engineers
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101

Dear Sir:

The draft supplement II to the FHS for the flood control, Minnesota River, Mankato - North Mankato, LeMillier, Minnesota has been reviewed and we have no comments.

Sincerely yours,

James A. Walsh

FOR
James A. Walsh
Associate Regional Administrator
for Planning and Program Development

cc: MEP-10
P-20
Reg. Rep. for Sect.
RFA - W/O (5 copies)
RFO - Minnesota



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (CBT)
SECOND COAST GUARD DISTRICT
1400 OLIVE STREET
ST. LOUIS, MO 63103

Tel. 314-425-4607
FIS 279-4607
16390/Minnesota
17 July 1981

From: Commander, Second Coast Guard District
To: District Engineer, U. S. Army Corps of Engineers
St. Paul District, St. Paul, Minnesota Attn: MCSB-D

Subj: Proposed bridge relocation over the Minnesota River between
Mankato and North Mankato, Minnesota

1. Thank you for your letter of 26 June 1981 forwarding a copy of the Draft Supplement II to the Final Environmental Impact Statement for the proposed Main Street bridge replacement across the Minnesota River.
2. The Commandant, U. S. Coast Guard has placed the Minnesota River in the advance approval category from Mile 29.6 to Big Stone Lake for bridge administration purposes. A Coast Guard Bridge Permit would not be required for the proposed work.
3. Thank you for the opportunity to comment on this project.

[Signature]

Chief, Bridge Branch
Second Coast Guard District
By direction of the District Commander

Copy to:
COMD2(dpl)



STATE OF MINNESOTA DEPARTMENT OF NATURAL RESOURCES

CENTENNIAL OFFICE BUILDING • ST. PAUL, MINNESOTA • 55155

March 12, 1981

Colonel William M. Badger
District Engineer
U.S. Army Corps of Engineers
St. Paul District
1135 U.S. Post Office & Custom House
St. Paul, MN 55101

RE: Location Study and Draft Supplement II to
Final EIS for T.M. 169 and 60 Bridge Relocations,
Hankato, Minnesota

Dear Colonel Badger:

The Department of Natural Resources (DNR) has reviewed the above referenced documents and offers the following comments for your consideration.

DNR does not foresee any serious problems with the project as described in the documents.

We do have some comments regarding the fishery in the Blue Earth and Minnesota Rivers. The general description of existing river conditions suggests that because of previous channelization, high turbidity levels and poor water quality, the aquatic habitat characteristics and fishery values of the Blue Earth and the nearby Minnesota Rivers are of generally low quality. Undoubtedly, habitat characteristics of these river areas are of less than exceptional quality, but the value of the fishery described in the document seems to underrate the actual conditions. Electro-fishing data from 1975 and 1980 for the mouth of the Blue Earth River and nearby Minnesota River areas does indicate a predominance of rough fish present (a situation not abnormal for larger rivers). However, the data also indicate good numbers of game fishes present, primarily walleye, sauger, northern pike, flathead and channel catfishes. Three sturgeon were also observed during the 1975 survey and several sturgeon caught, both upstream and downstream of Hankato, during the 1980 survey.

The project impact evaluation concerning water quality and aquatic habitats appears adequate, provided the mitigative measures listed in the document (p. EIS-24) to minimize potential impacts are implemented, and there are no changes in channel or base flow characteristics. The placement of riprap over sand and gravel at pier locations of all structures (p. EIS-31) is preferable to retention of just the steel sheeting cofferdams in terms of suitability as aquatic organism substrate.

AN EQUAL OPPORTUNITY EMPLOYER

CORPS RESPONSES TO THE MINNESOTA DEPARTMENT OF NATURAL RESOURCES

1. The fishery, water quality, benthic studies, clam surveys, and sediment analyses are described in more detail on pages 25-59 of the Natural Resources Technical Report No. 6. This discussion also includes a species list of fish present in the area. Although the Minnesota River is not a high quality fishery, it does have considerable local importance.
2. The bridge modifications would not have significant long-term water quality or fishery impacts, although short-term increases in turbidity are expected as a result of the construction activities. The channel or base flow characteristics would not be affected by the project. Flood flows would be reduced as described in the Design Memorandum. Riprap or gabion baskets would be placed around the bridge piers for erosion control purposes, also providing substrate for aquatic organisms. Excavated material would be disposed of in approved upland sites.

Colson, William M. Badger
March 12, 1981
Page Two

If you have any questions regarding these comments, please call Ken
Wald, 250-4794. Thank you for the opportunity to comment.

Sincerely,

Thomas W. Badger
Thomas W. Badger
Environmental Review Coordinator

TWB:dlm/np

cc: Ben Harbeck
Earl Badger
John Chell



MINNESOTA HISTORICAL SOCIETY

FOUNDED IN 1849

650 Cedar Street St. Paul, Minnesota 55101 • (612) 296-6115

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
MHS 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 Mill (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 Gimstad, Acting Assistant State Historic Preservation Officer, State Historic Preservation Office, 240 Summit Avenue, St. Paul, MN 55102, 298-9070.

Thank you for your attention to this matter.

MSD-ER

William H. 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 (MHS Referral File Number K320). We appreciate your concerns about possible direct or indirect impacts to National Register sites from the proposed T.H. 169 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 Mill, 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 enclosed drawings of the proposed alignments for the Main Street Bridge (Plate A-8) and the T.H. 169 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 Mill (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-9), 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 T.H. 169 Bridges will have no effect, either direct or indirect, on any National Register site or district in Mankato.

Mr. Robert F. Post
16 December 1961
Page 2 of 2
K 100

HCSED-LR
Mr. Russell W. Fridley

10 February 1962

If you have any questions, please do not hesitate to contact Mr. Terry Pfettersmeyer at 725-7834. Thank you again for your concern in this matter.

Sincerely,

Sincerely,

Dennis A. Ginn

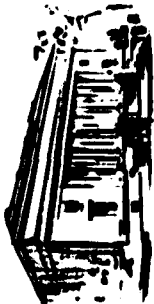
Mr. Russell W. Fridley
State Historic Preservation Officer

1 Incl
As stated

ROBERT F. POST
Chief, Environmental Resources Branch
Engineering Division

RMF/ol

YANTA ED-EP
PFUTZINGER ED-EP
RENNICK ED-EP
MULLER ED-EP
POST ED-EP
PLATON ED-EP
FENNIMAN ED-EP



MINNESOTA HISTORICAL SOCIETY

600 Cedar Street, St. Paul, Minnesota 55101 • 612-296-2707

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: MCHSD-EX
Flood Control Project
Mankato and North Mankato
Blue Earth and Nicollet Counties, MN

NES 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 (YMCA), 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.

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CORPS RESPONSES TO THE MINNESOTA HISTORICAL SOCIETY

Impacts to these 3 properties will be addressed in the Main St. EIS.

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

RMW/fr

cc: C.P. Kachelayer
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) 294-1126

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 Mankato, North Mankato, 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.

After careful review of the recommendations on pp. 66-68 has been undertaken. We concur with the recommendations relating to site 21 BE 63. 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. Givens

Russell W. Fridley
State Historic Preservation Officer

RWF/fr

10 June 1982

No response required.

Route 6, Box 440
Mankato, Minn. 56001
March 18, 1981

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

Re: TH 169/60 Bridge Relocation Project,
Preferred Alternative 1C

Dear Sir:

I attended the public hearing March 11, 1981 at Mankato, on the above-named project.

Having studied the plans exhibited and discussed at the hearing, I wish to express my agreement with comments (criticisms) made by some of the citizens who spoke at the hearing.

Specifically, the relocation of West 7th Street, as shown on the diagrams of Alternative 1C appears to be an unnecessary feature, which could be eliminated without detriment to the design of the highway as a whole. This would do away with the need to acquire right-of-way for the relocation of the street; and thus save costs of such acquisition and costs of construction. It would also avoid the need to dispossess several resident householders and their families. From the comments made at the hearing, it seems that the residents do not regard the rebuilding of the street as either necessary or desirable, and that they would prefer to have West 7th Street made a dead-end street.

I think that this is a sensible modification of the planned design, and I request that my opinion be included in the record of the hearing.

Sincerely yours,

Jeanne D. Kress
Jeanne D. Kress

CORPS RESPONSE TO MS. JEANNE D. KRESS

The connection of Woodland Avenue and West 7th Street could be eliminated without detriment to highway operations. However, because the existing connection of these roads would be severed by the project, we were obliged to consider alternatives to maintain traffic service to these areas. In response to your letter and comments received at the Public Hearing, we conducted an additional site investigation and meeting with city officials on this issue. Alternatives to the proposed roadway connection include dead-ending West 7th St. and Woodland Ave., and constructing cul-de-sacs for the City and the Corps because of problems with snow removal, road maintenance, and delivery of fire protection services. Cul-de-sacs would resolve these problems; however, because of the limited area available, they would require as many relocations as the proposed street connection. Therefore, it was the combined decision of the Corps and the City to retain this plan component. If design studies identify a bluff cut significantly different from what is currently anticipated, however, we will reconsider this plan component again.

CORPS RESPONSES TO COMMENTS MADE IN OTHER THAN WRITTEN FORM

Comments

Provide some method to minimize noise impacts on the adjacent neighborhoods.

Noise studies indicate that a new TH 169 bridge would not substantially increase noise levels in the adjacent areas beyond what would occur in the absence of bridge replacement. The relatively high present noise levels occur as a combination of noise generated by the existing roadway and the Hwy 169 plant. All efforts will be made during design studies to mitigate impacts of noise increases in the several instances where they would occur as a result of bridge replacement. Attempts will also be made to minimize noise levels for the surrounding areas to the extent possible by employing special materials and noise abatement procedures.

Opposed to eliminating parking along Minnesota Road, due to resultant parking shortages for retail business now using street parking.

Further discussions were held with the city on this issue. In the case of the particular business raising this issue, it was believed that adequate parking was available on side streets (within a half block). Also, the city owns a vacant parcel near the business that they would consider selling. In general, the city believes that the benefits of providing additional service capacity on Minnesota Road outweigh inconveniences to the individuals and businesses now using it for parking.

Comments

Eliminate Woodland Avenue - West 7th St.

Responses

The connection of Woodland Avenue and West 7th Street could be eliminated without detriment to highway operations. However, because the existing connection of these roads would be severed by the project, we were obliged to consider alternatives to maintain traffic service to these areas. In response to yours and other comments received at the Public Hearing, we conducted an additional site investigation and meeting with city officials on this issue. Alternatives to the proposed roadway connection include dead-ending West 7th St. and Woodland Ave. and constructing cul-de-sacs for vehicle turnings. Dead-ending the roads is considered unacceptable by the City and the Corps because of problems with snow removal, road maintenance, and delivery of fire protection services. Cul-de-sacs would resolve these problems; however, because of the limited area available, they would require as many relocations as the proposed street connection. Therefore, it was the combined decision of the Corps and the City to retain this plan component. If design studies identify a bluff cut significantly different from what is currently anticipated, however, we will reconsider this plan component again.

Provide some type of traffic control (e.g., signals) for the Hawley St. - Th 169 intersection.

The Corps project would not adversely affect traffic movements to and from this intersection beyond existing conditions. In addition, traffic studies indicate that over the design period (year 2000), traffic levels would not reach the amount normally requiring a signal. However, during the design study we will consider the possibility of placing conduits for a future signal system at Hawley St. should one become necessary at a later date.

Prefers Alternative 1B.

See paragraph 3.18 in the Final EIS Supplement for discussion of why Alternative 1C was preferred.

Prefers Alternative 1C.

Comment noted. Alternative 1C is the recommended plan.