



INTERSTATE 35E STUDY

Phase 1 Report

Incorporating the Project Development Report and Preliminary
Location Report Required by the Mn/DOT Action Plan

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Phase I Report**

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Project Development Report
and
Preliminary Location Report
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TABLE OF CONTENTS

	Page		
ABOUT THIS REPORT	iii	FOOTNOTES	83
1. INTRODUCTION.	1	APPENDICES	
Purpose of Report	1	A. Position Statements and Resolutions Regarding the	
Purpose of Project	1	Nature, Routing and Completion of I-35E.	85
Proposed Improvement.	1	B. Statements of Transportation Goals, Objectives	
Need for Project.	3	and Concerns Relating to the Nature, Routing and	
Historical Highlights of Project	3	Completion of I-35E	120
2. CURRENT I-35E STUDY	5	C. First-Level Evaluation of Potential I-35E Corridors.	128
Study Authorization	5	D. Project Development Report and Preliminary	
Study Management and Coordination	5	Location Report for I-35E — Signatures of	
Principal Study Objective	6	Approval.	128
Project Development Process and Path	6	LIST OF FIGURES	
Project Timetable.	6	1 Project Location Map.	iv
Public and Agency Involvement.	6	2 Location of I-35E and I-35W in the Twin Cities	
Highlights of Project Related Resolutions and		Metropolitan Area	2
Position Statements.	9	3 Status of I-35E Development in the Pleasant	
3. TRANSPORTATION GOALS AND POLICIES.	11	Avenue Corridor, 1976.	4
Federal Goals	11	4 I-35E Project Development Path	7
State Goals.	11	5 Project Development Timetable.	8
Metropolitan Goals	12	6 Study Termini Map.	16
Local Goals	13	7 Procedure for Identifying, Evaluating and	
4. IDENTIFICATION, EVALUATION AND SELECTION		Selecting I-35E Alternates for Detailed Study	
OF POTENTIAL I-35E CORRIDORS	15	in the Draft EIS (Phase II)	18
Study Termini.	15	8 I-35E Alternate Corridors Identified for "First-	
Rationale and Procedure.	15	Level" Evaluation.	19
Public and Agency Involvement.	17	9 I-35E Corridor Evaluation Criteria	20
Potential I-35E Corridors Identified for		10 Potential I-35E Corridors: Summary of "First-	
"First-Level" Evaluation	17	Level" Evaluation.	20
Potential for Exclusive Transit Facility to		11 Potential I-35E Corridors Evaluation Pleasant	
Replace the I-35E Corridor	17	Avenue Corridor	21
Corridor Evaluation Criteria	17	12 Potential I-35E Corridors Evaluation Shepard	
Evaluation of Identified Potential I-35E Corridors	20	Road Corridor.	22
Potential I-35E Corridors Selected for Detailed		13 Potential I-35E Corridors Evaluation Lafayette	
Study in Draft EIS	20	Freeway (TH3) Corridor.	23
5. IDENTIFICATION OF ADDITIONAL PROJECT		14 Potential I-35E Corridors Evaluation Short Line/	
ALTERNATES BASED UPON MAJOR		I-94 Corridor	24
TRANSPORTATION-RELATED CONCERNS	31	15 Potential I-35E Corridors Evaluation Concord	
Identification of Major Transportation-Related		Corridor	25
Concerns	31	16 Potential I-35E Corridors Evaluation TH61	
Additional Project Alternates Based Upon Identified		Corridor	26
Major Transportation-Related Concerns	31	17 Potential I-35E Corridors Evaluation I-494/I-694	
"No-Build" Alternate.	33	Corridor	27
6. PUBLIC AND AGENCY CONCERNS RELATING		18 Alternate "A" (Pleasant Avenue Corridor).	28
TO IDENTIFIED PROJECT ALTERNATES	41	19 Alternate "B" (Shepard Road Corridor)	29
Concerns: Historical Perspective (Butler Report)	41	20 Two Basic Types of Interstate Freeway Connections.	32
Current Public Concerns	42	21 Alternate "C"	34
Current Agency Concerns	44	22 Alternate "D"	35
7. GEOGRAPHIC FRAMEWORK FOR DRAFT EIS	47	23 Alternate "E"	36
Draft EIS Study Area.	47	24 Alternate "F"	37
Corridor Analysis Concept.	49	25 Alternate "G"	38
Data Analysis "Cells" Concept	49	26 Alternate "H"	39
8. ENVIRONMENTAL AND PLANNING		27 "No-Build" Alternate.	40
CONSIDERATIONS	53	28 Questionnaire Used for Public Response to	
Environmental Setting	53	Selected Project Alternates	43
Potential Major Impacts	61	29 Draft EIS Study Area Map.	48
Current Planning Activities	61	30 Corridor Analysis Concept Map	50
Coordination	64	31 Data Analysis "Cells" Framework	51
Project Construction, Operation and Maintenance		32 Soil Map of St. Paul.	55
Permits	70	33 Steep Slopes in St. Paul	56
9. PROJECT DESIGN CONSIDERATIONS TO BE		34 Surface Water in St. Paul.	57
ADDRESSED IN THE DRAFT EIS	71	35 Potential Remnant Native Plant Community	
Types and Capacities of Alternate Roadway		Locations in St. Paul	58
Facilities	71	36 Potentially High Traffic Noise Areas in St. Paul.	59
Alternate Corridor Access/Egress Points	72	37 Potentially High Railroad Noise Areas in St. Paul.	60
Alternate Corridor Sections Requiring Special		38 St. Paul Flood Plain Demarcation.	62
Design Considerations	72	39 Wetlands and Ponding Areas in St. Paul	63
10. CONCLUSIONS AND RECOMMENDATIONS	75	40 Citizen Participation Planning Districts.	65
Potential I-35E Corridors Not Recommended for		41 Mississippi River Corridor Critical Area, St. Paul	66
Detailed EIS Evaluation	75	42 Relationship of "Shepard Road Corridor" to	
Potential I-35E Corridors Recommended as Project		Mississippi River Corridor Critical Area	67
Alternates for Detailed EIS Evaluation.	75	43 St. Paul Mississippi River Corridor Plan	68
Additional Project Alternates Recommended		44 Relationship of I-35E Corridor to Local Units of	
for Detailed EIS Evaluation	76	Government with Adopted Comprehensive Plans,	
Required "No-Build" Alternate.	76	1978	69
Consultant to Prepare Draft and Final EIS.	76	45 I-35E Corridor Access/Egress Assumption in	
Special Studies	76	Pleasant Avenue, Shepard Road, and Short Line	
		Corridors for Draft EIS Evaluation	73
		46 Corridor Segments Requiring Special Design	
		Considerations.	74

ABOUT THIS REPORT

BACKGROUND

One of the few uncompleted parts of the interstate highway system in Minnesota is the St. Paul link, a five-mile segment between the I-35E (Lexington) bridge and downtown St. Paul. Construction of the I-35E link in the Pleasant Avenue Corridor began in the mid-1960s, but was halted in 1972 in legal action brought by the City of St. Paul, neighborhood organizations and individuals. A consultant was retained in 1972 to conduct an environmental evaluation study. The resulting *Butler I-35E Report*⁽¹⁾ issued in 1975 reaffirmed the Pleasant Avenue Corridor for a freeway with recommended design modifications.

The 1975 State Legislature placed a moratorium on construction of anything more than a four-lane limited access parkway in the Pleasant Avenue Corridor, and directed the State Department of Transportation to prepare several reports on the Pleasant Avenue Corridor and all feasible alternative routes and corridors.

1978 STATE LAW (M.S. 1978, SECTIONS 161.117, 161.12, 161.123 AND 161.124)

The 1978 State Legislature directed the Metropolitan Council to prepare an environmental impact statement (EIS) analyzing all the options for the Pleasant Avenue Corridor in St. Paul and the uncompleted portion of I-35E in the Metropolitan Area. Federal law requires that an EIS be done for all proposed major highways.

The 1978 law authorized the state to construct a four-lane limited access parkway in the Pleasant Avenue Corridor between West Seventh Street and Kellogg Boulevard, with a connecting roadway to I-94. The law said the Pleasant Avenue Corridor and the Lafayette Freeway can be added to the state trunk highway system, but cannot be part of I-35E. It also allowed trunk highway status to Shepard Road and said the state could provide a connector route along Shepard Road between I-35E (Lexington Bridge), Lafayette Freeway and I-94.

I-35E STUDY PHASE I REPORT

This report is the first of three steps the Metropolitan Council will go through in preparing the environmental impact statement (EIS) on all options for the Pleasant Avenue Corridor and the uncompleted portion of I-35E. The Council adopted the report August 10, 1978. Phase II, a Draft EIS eval-

uating project alternates, and Phase III, a Final EIS to identify a "preferred alternative," are to be completed in 1980. The state Commissioner of Transportation will select the preferred alternative, but the Council and the Federal Highway Administration (FHWA) must approve it. A study management team with staff representatives from the Council, State Department of Transportation and FHWA has been formed to monitor study progress. Additionally, the City of St. Paul has provided for staff liaison throughout Phase I.

The Phase I report defines the scope of the Draft EIS project, and identifies study parameters and procedures. It says that the Draft EIS will evaluate regional growth impacts that would result from completing the total I-35E segment as a freeway, or not completing it as a freeway. Regional need for the St. Paul I-35E link will be determined on the basis of the Draft EIS evaluation.

The Phase I report recommends nine project alternates for detailed EIS evaluation. Seven alternates involve the Pleasant Avenue Corridor; one alternate as a potential I-35E corridor, and six alternates as a parkway with variances in the type of interstate freeway connection and the way trucks are routed. The eighth alternate involves the Shepard Road Corridor as a potential I-35E corridor. The ninth "no-build" alternate is required by law.

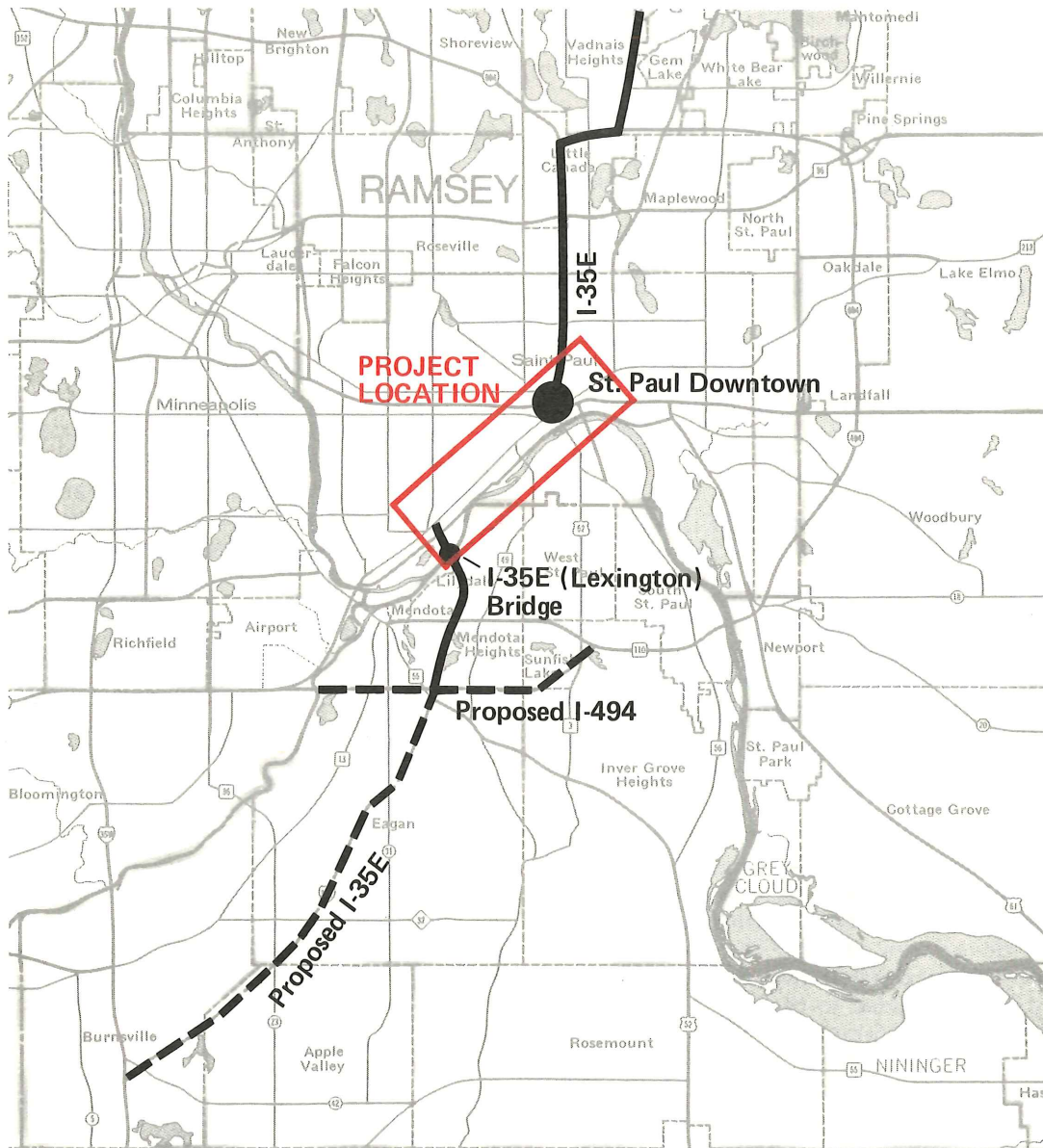
The report lists five other potential I-35E corridors which were considered, but are not recommended for detailed I-35E evaluation. The five considered were the Lafayette Freeway, Concord, Trunk Highway 61, I-494/I-694, and Short Line/I-94 corridors. This decision involved use of a point system based on how closely each potential corridor met established federal, state and metropolitan transportation policies for completion of the St. Paul I-35E link in addition to meeting local transportation needs.

The Phase II Draft EIS is to include a minimum of 11 special studies, which will estimate impact of each of the nine project alternates on water quality, air quality, noise, the St. Paul business district economy, historic sites and parklands (2 types of studies), neighborhoods, traffic, river flooding, wetlands and wildlife, city landscapes, and vibrations.

PUBLIC AND AGENCY RESPONSE

Responses received through the Phase I study are incorporated throughout this report. Written comments are on file at the Metropolitan Council offices.

Figure 1
PROJECT LOCATION MAP



CHAPTER 1. INTRODUCTION

PURPOSE OF REPORT

The purpose of this report is to describe the nature of the proposed St. Paul Interstate 35E link and to document all alternatives identified for possible detailed study in the draft I-35E Environmental Impact Statement (EIS). The report also recommends alternates which should be given further consideration in the Draft EIS and explains why they were chosen.

This report incorporates the Project Development Report (PDR) and the Preliminary Location Report (PLR) required by the Minnesota Department of Transportation (Mn/DOT) Action Plan.⁽²⁾ The Mn/DOT Action Plan states: "The purpose of the Action Plan is to assure that adequate consideration be given to possible social, economic and environmental effects of proposed highway projects and that the decisions on such projects are made in the best overall public interest . . ."⁽³⁾ The PDR identifies the nature of the proposed project, and time and resources required to complete the project. The PDR includes project background information, a project development path, a statement on the selection process of the development proposal and the identification of the potential for significant environmental impacts. The PLR explains how recommended alternates were selected for detailed social, economic and environmental evaluation in the Draft EIS.

PURPOSE OF THE PROJECT

The purpose of Interstate 35E is to provide a north-south high volume highway for the regional movement of people and goods. In addition to fulfilling federal and state transportation objectives, this highway will provide regional accessibility to downtown St. Paul and will serve the subregional and local travel demands of Dakota and Ramsey Counties — particularly needs of those cities on and adjacent to the I-35E segment in the Metropolitan Area.

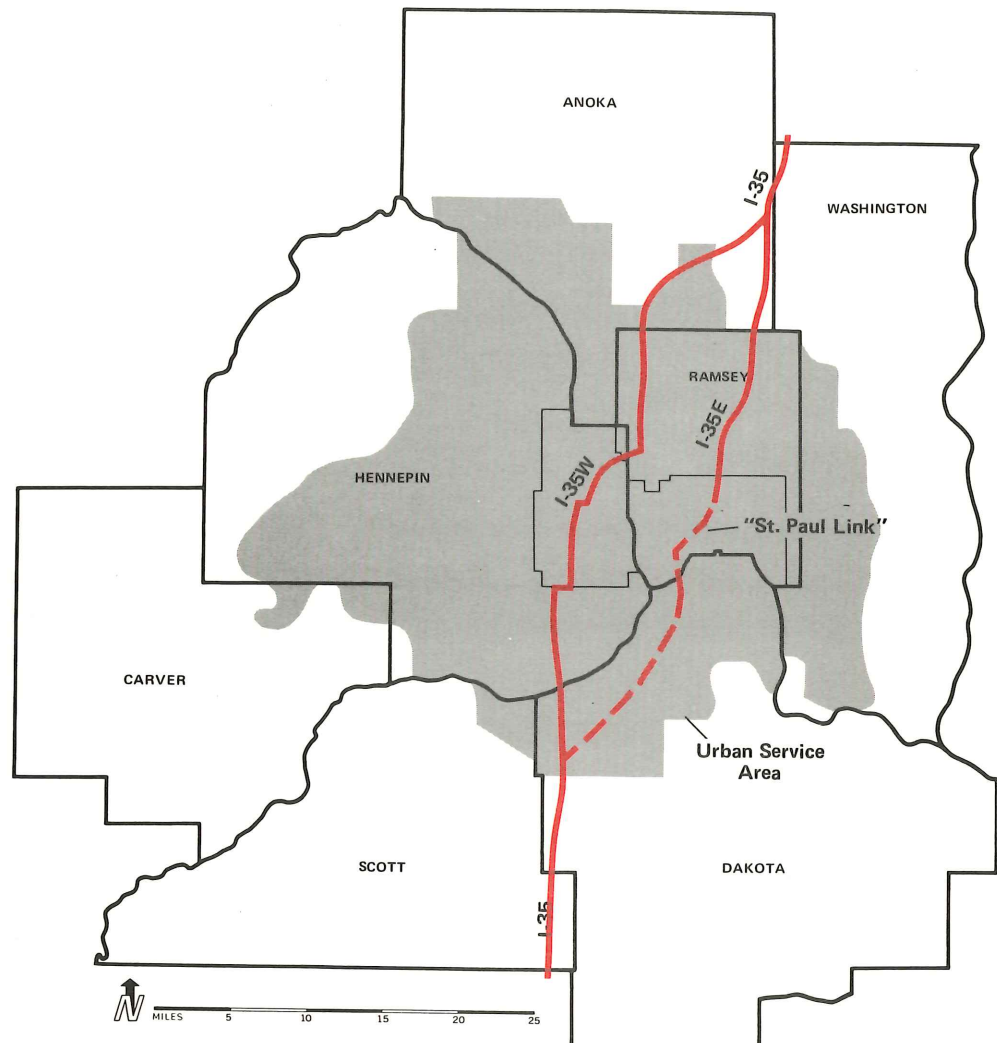
PROPOSED IMPROVEMENT

The proposed project involves completing the uncompleted section of I-35E located in the City of St. Paul, which extends from the existing I-35E bridge over the Mississippi River

(the Lexington Bridge) to the St. Paul downtown area. The project area is called the "St. Paul I-35E Link." This link is approximately five miles long. The entire I-35E lies within the Seven-County Metropolitan Area, and represents the eastern corridor of the I-35 split through the Metropolitan Area, as shown in Figure 2.

The total planned length of I-35E is approximately 38 miles. Approximately 22 miles north of St. Paul have been completed and are open for travel, and 11.6 miles south of St. Paul in Dakota County are planned to be opened for travel in 1982. Upon completion of the Dakota County segment, approximately 90 percent of I-35E will be completed. The timely completion of I-35E has been considered in the development of federal, state

Figure 2
LOCATION OF I-35E AND I-35W IN THE
TWIN CITIES METROPOLITAN AREA



and regional transportation and local comprehensive development plans.

I-35E is an important element in the Twin Cities Metropolitan Area highway system. The Metropolitan Council has developed plans for the orderly growth of the Seven-County Area, which are detailed in the Metropolitan Development Framework. In preparing the Development Framework, the Council examined the existing and programmed highway network as one of nine essential urban services. The Development Framework states that Area growth should provide residents with convenience and choice in acquiring goods and services. If accessibility and mobility are withheld from an area that is programmed for urban services, the probable result would be to shift growth to another area. Such potential shifts would be contrary to basic Development Framework goals and objectives. The completion of the total I-35E segment within the Metropolitan Area supports the intent of the Metropolitan Development Framework.

NEED FOR PROJECT

The need for completion of I-35E in the Metropolitan Area, previously identified in the *Butler Report*, remains valid. The principal reasons are:

- To relieve the expected levels of vehicular congestion in Dakota and Ramsey Counties by the year 2000.
- To provide for safer travel.
- To provide efficient transportation services for the residents located in the southwest of St. Paul and in northern Dakota County.
- To provide the accessibility required by the new and programmed development in downtown St. Paul.
- To provide a balanced regional interstate system.

HISTORICAL HIGHLIGHTS OF PROJECT

Interstate 35E was planned to serve St. Paul and its suburbs in much the same way that I-35W serves Minneapolis and its northern and southern suburbs. Both I-35E and I-35W were proposed in the September 1955 report,

"General Locations of National System of Interstate Highways."

The history of the proposed St. Paul I-35E Link has been inextricably associated with the highway studies, proposals and planning for what is known as the Pleasant Avenue Corridor.⁽⁴⁾

- 1920s: City of St. Paul identifies Pleasant Avenue as a potential major roadway.
- 1945: City of St. Paul identifies Pleasant Avenue Corridor as a route for an interstate freeway.
- 1956: Minnesota Highway Department conducts a public hearing on the proposed project.
- 1957: City of St. Paul approves preliminary plan for interstate routes within the city, including Pleasant Avenue Corridor.
- 1957: Federal Highway Administration approves Pleasant Avenue Corridor.
- 1964: Construction of I-35E in Pleasant Avenue Corridor commences.
- 1969: Metropolitan Council approves I-35E in Pleasant Avenue Corridor.
- 1970: State Planning Agency approves I-35E in Pleasant Avenue Corridor.
- 1972: City of St. Paul passes a resolution requesting an in-depth study of alternate routes for I-35E.
- 1972: Construction of I-35E in Pleasant Avenue Corridor is stopped by a joint lawsuit involving the City of St. Paul and other plaintiffs; stipulation of settlement calls for Environmental Impact Statement to be prepared.
- 1972: Consultant (Walter Butler Engineering Co., Inc.) retained to conduct Environmental Impact Statement on Pleasant Avenue Corridor and other feasible alternative corridors.
- 1975: Public hearing held on Environmental Impact Statement.
- 1975: St. Paul passes resolution for the completion of a roadway in the Pleasant

- Avenue Corridor with restrictions regarding facility connections and truck use.
- 1975: State Legislature directs Metropolitan Council to study incomplete segments of Metropolitan interstate system.
- 1975: Interstate Study Committee established by Metropolitan Council and Transportation Advisory Board in compliance with 1975 legislative directive cited above.
- 1975: State Legislature places a moratorium on further freeway construction in the Pleasant Avenue Corridor.
- 1975: State Legislature directs Commissioner of Highways to prepare an in-depth environmental impact statement on the Pleasant Avenue Corridor and feasible alternatives.
- 1976: Metropolitan Council adopts Transportation Policy Plan for the Region.
- 1977: St. Paul passes resolution reaffirming the 1975 resolution (highlighted above), and further resolving that an EIS immediately commence to resolve the several outstanding issues regarding the uncompleted St. Paul I-35E Link, and that the St. Paul I-35E Link be withdrawn from the National System of Interstate and Defense Highways.
- 1977: State Legislature debates content of new I-35E legislation.
- 1978: State Legislature directs Metropolitan Council to prepare an in-depth EIS on the Pleasant Avenue Corridor and feasible alternatives.
- 1978: Current I-35E Study commences.

Most of the right-of-way for the Pleasant Avenue Corridor project was acquired prior to 1967. Residents were relocated and properties were cleared. Construction began in 1964. Grading and paving of street connections as well as bridges began in 1966. Mainline grading construction began in 1971. Work in the categories of right-of-way acquisition, clearing and grubbing, excavation and earth moving, grading, construction, drainage tunnels and structures, and bridge construction are

from 40 percent to 90 percent completed. Nine of the 15 highway bridges and the one railroad bridge on the project have been constructed. Grading work is complete from West 7th Street to St. Clair Avenue, three-quarters of the total length. Slope stability structures in the vicinity of St. Clair Avenue and Kellogg Boulevard are in place.

There has been essentially no construction on I-35E in St. Paul since August 1972. The recent status of I-35E development in the Pleasant Avenue Corridor is shown in Figure 3.

Figure 3
STATUS OF I-35E DEVELOPMENT IN THE PLEASANT AVENUE CORRIDOR, 1976

Project Limits	West Seventh Street through Capitol Approach
Project Length	4.7 miles
Costs Remaining	\$31 million (excludes \$23.6 million already spent)
Costs per Mile	\$5.9 million/mile (1974 basis) (\$10.4 million/mile if \$23.6 million included)
Right-of-way Acquired	95%-100%
Homes Acquired	302

Source: Metropolitan Council

CHAPTER 2. CURRENT I-35E STUDY

STUDY AUTHORIZATION

The present I-35E Study has been mandated by the State Legislature (M.S. 1978, Section 161.124). The current law states in part:

"The completion of an environmental impact statement analyzing all options for Route No. 382 (Pleasant Avenue Corridor) and for the uncompleted portion of Route No. 390 (I-35E) in the Metropolitan Area shall be the responsibility of the Metropolitan Council. The Metropolitan Council shall, pursuant to agreement with the commissioner of transportation, complete the draft environmental impact statement with all reasonable speed and in conformance with all legal requirements but in any event no later than September 1, 1979.* The commissioner of transportation and the City of St. Paul shall cooperate fully with and provide all necessary technical assistance to the Metropolitan Council."

This directive has received the support of the City of St. Paul and the Minnesota Department of Transportation. An environmental impact statement (EIS) is required before any further improvements can be made to the I-35E segment (the Pleasant Avenue Corridor) in St. Paul or any other alternate route.

STUDY MANAGEMENT AND COORDINATION

The Metropolitan Council has been designated lead agency responsible for preparation of the I-35E Draft EIS and Final EIS reports. Because of the complex technical nature of this study and the need for constant communication between the Metropolitan Council, the Minnesota Department of Transportation (Mn/DOT) and the Federal Highway Administration (FHWA), the three agencies agreed to form a study management team to monitor and critique study progress. This management team is made up of staff from each of the three agencies. During Phase I of this study, the study management team met weekly. Coordination between the study management team and the City of St. Paul was established through the appointment of city planning staff by the mayor's office as liaison between the study team and city departments.

*(Currently being revised)

PRINCIPAL STUDY OBJECTIVE

The principal objective of the present I-35E Study is to provide the information required to make the most prudent decision regarding the uncompleted segment of I-35E in St. Paul. The selected alternative will be identified in the final EIS. The selection of an alternative is the responsibility of the Commissioner of Transportation, Minnesota Department of Transportation (Mn/DOT). The commissioner's selection must be reviewed and approved by the Metropolitan Council and the Federal Highway Administration (FHWA).

PROJECT DEVELOPMENT PROCESS AND PATH

As stated in the Mn/DOT Action Plan, "The project development process is separated into four major steps:

1. "Project Path Selection" determines the scope of the project, considering potential social, economic and environmental effects; public and agency interests; specific criteria applicable to the project; identification of resources needed; and estimated time required to accomplish all activities and prepare for the awarding of a construction contract.
2. "Location Study" selects the highway route location based on extensive consideration of the social, economic, environmental and engineering facets of alternate routes.
3. "Design Study" defines the geometric shape of the highway in terms of roadway width and alignment and includes access controls, right of way requirements, and structure locations.
4. "Construction Plans and Right-of-Way" develops detailed plans for the construction of the highway, acquires the right-of-way property on which to build the facility, obtains all necessary approvals and permits required to implement the project, and leads to the awarding of construction contracts.

The application of the last three development steps depends on the nature of the proposed project. This includes the objectives, complexity, and potential social, economic and environmental effects as determined in the first step. The principal actions of the Minnesota

Department of Transportation are described in three general levels of impact, i.e., minimal, moderate and major.⁽⁵⁾

Phase I of the I-35E Study identifies the I-35E project as a "major action" involving a new roadway with the possibility of a new location and right-of-way acquisition. The Mn/DOT Action Plan states that a "major level project is the construction of a new roadway facility on a new location or the major expansion or realignment of an existing facility having potential for altering the environment over a geographical area larger than the immediate project area (e.g., bypassing a community)."⁽⁶⁾

The potential for significant environmental impact resulting from completing I-35E in St. Paul has been identified in this report. The analysis, evaluation and documentation of this identified potential follow the requirements of the Mn/DOT Action Plan.

The events and documentation in the four project development phases, as required by the Mn/DOT Action Plan, are identified in sequence in Figure 4. Although the diagram shows four phases, the current study involves only Phases I, II and III.

PROJECT TIMETABLE

Figure 5 gives the time schedule for Phase I through Phase IV of the required project development process. Due to the wide range of alternates recommended for evaluation, the probable completion date for the proposed I-35E project is still uncertain. Project completion dates for the various alternates will be addressed in the Draft EIS.

PUBLIC AND AGENCY INVOLVEMENT

To establish a sound basis for the identification of alternate projects for detailed study in the Draft EIS, it was necessary to obtain continual input and response from the public and agencies directly involved in the proposed project. The "public" included local units of government, the citizenry and special interest groups.

Local units of government contacted in Phase I were: Dakota and Ramsey Counties and the cities of St. Paul, Mendota Heights, Mendota, Lilydale, West St. Paul, Sunfish Lake, Eagan, Inver Grove Heights and South St. Paul.

Figure 4. I-35E PROJECT DEVELOPMENT PATH

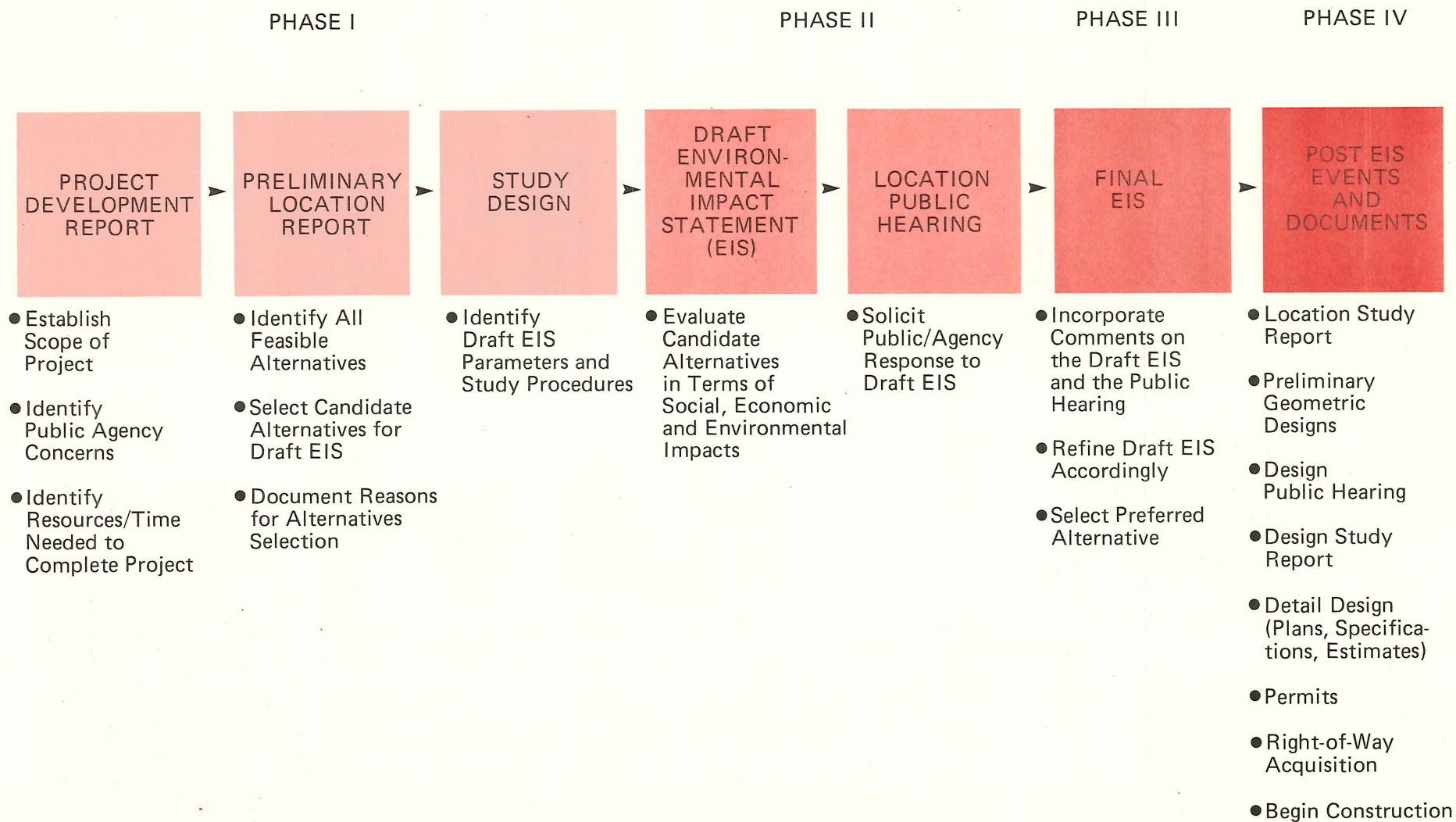
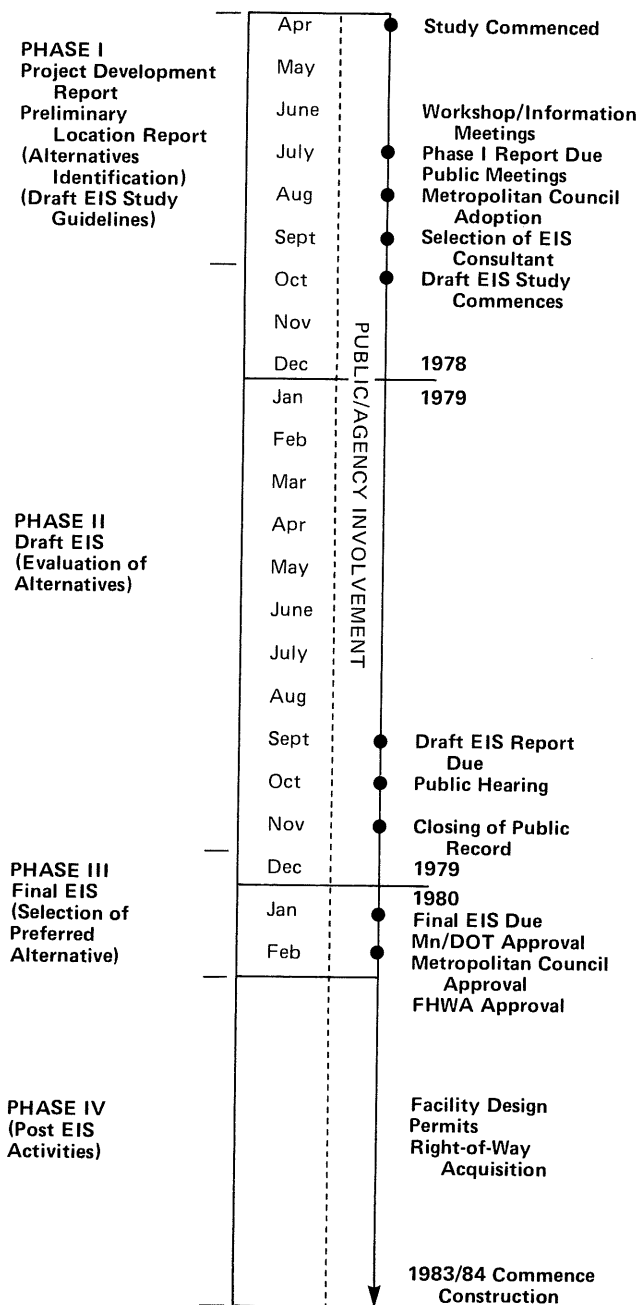


Figure 5.
PROJECT DEVELOPMENT TIMETABLE*



*Currently being revised.

The agencies contacted in Phase I were: the Federal Highway Administration, U.S. Corps of Engineers, Minnesota Department of Transportation, Minnesota Environmental Quality Board (through its Technical Representatives Group), the Minnesota Pollution Control Agency, the Minnesota Department of Natural Resources, State Planning Agency, Minnesota Health Department, State Pollution Control Agency, State Energy Agency, State Department of Agriculture, the Minnesota

Historical Society, State Historical Preservation Office, Ramsey County Historical Society, Metropolitan Council and the Metropolitan Transit Commission. Additional agencies with EIS review and/or permit authority also will be invited to participate in the preparation of the draft and final EIS phases of this study.

The local units of government, general citizenry, special interest groups and agencies participated in Phase I through workshops/information meetings and direct communication with the I-35E study management team and consultant.

The following workshops and information meetings were held during Phase I:

- Northern Dakota County Municipalities
Wednesday, June 14, 1978
Mendota Heights City Hall
Mendota Heights
- Operation 85
Tuesday, June 20, 1978
First National Bank Building, St. Paul
- Environmental Quality Board (EQB)
Technical Representatives Group
Wednesday, June 21, 1978
Capitol Square Building, St. Paul
- St. Paul Neighborhoods
Wednesday, June 22, 1978
Ramsey Jr. High School, St. Paul
- Minnesota Transport Services Assn.
Tuesday, June 27, 1978
Griggs-Midway Building, St. Paul
- St. Paul City Council
Tuesday, July 24, 1978
St. Paul City Council Chambers
St. Paul

In addition, a public meeting to discuss the findings and recommendations made in this report was held by the Transportation Subcommittee of the Metropolitan Council on August 2, 1978.

The public and agency comments received are documented in Chapters 5 – 8.

HIGHLIGHTS OF PROJECT-RELATED RESOLUTIONS AND POSITION STATEMENTS

The extended history of the uncompleted St. Paul I-35E Link between the existing I-35E Mississippi River bridge and downtown St. Paul has resulted in several significant resolutions and position statements by local units of government that will be significantly affected by either completion or noncompletion of the St. Paul I-35E Link. Highlights of these resolutions follow (see Appendix A for complete statements).

Transportation Advisory Board

January 1976, for the completion of I-35E in the Pleasant Avenue Corridor with a direct connection to I-94 and additional design considerations.

Interstate Study Committee of Metropolitan Council

January 1976, for the completion of I-35E in the Pleasant Avenue Corridor with a direct connection to I-94 and additional design considerations.

Dakota County

Aug. 16, 1977, affirming support for completion of I-35E in Dakota County.

Ramsey County

No official position taken on locating the uncompleted I-35E segment in St. Paul.

St. Paul

Dec. 18, 1975, for the completion of a roadway in the Pleasant Avenue Corridor with restrictions regarding facility connections and truck use.

Dec. 27, 1977, reaffirming December 1975 resolution and further resolving that an EIS immediately commence to resolve the several outstanding issues regarding the uncompleted St. Paul I-35E Link and that the St. Paul I-35E Link be withdrawn from the National System of Interstate and Defense Highways.

Mendota Heights

Dec. 2, 1975, endorsing the recommendations of the Interstate Study Committee (see previous listing).

June 3, 1975, urging the completion of I-35E in St. Paul in the Pleasant Avenue Corridor, but with construction modifications; and further states that the city is opposed to any changes in the basic alignment to I-35E as planned.

Aug. 16, 1977, supporting the findings and conclusion of the Interstate Study Committee which included the provision for a full interchange between I-494 and I-35E. This resolution further supports the proposed construction of I-35E in Dakota County.

Sept. 20, 1977, expressing a "fair-share" concern regarding the nature of the design features of the proposed I-35E links in St. Paul and Mendota Heights; i.e., that the city intends "... to pursue a parkway concept for the Mendota Heights portion of I-35E north of I-494, considered with, and similar in nature to, that which may be adopted by the City of St. Paul ... (and) that the current I-35E facilities in Mendota Heights be modified to reflect the same characteristics. . ."

Jan. 3, 1978, requesting that the Metropolitan Council attempt to resolve the issue of completing I-35E and that if delay in completing I-35E between Mendota Heights and downtown St. Paul continues, the City shall seek legal action regarding "... the adverse impacts of traffic diversions caused by the City of St. Paul's decision to limit the function of Interstate 35E from Seventh Street to Interstate 94. . ."

Feb. 7, 1978, expressing the difficulty to plan for the comprehensive development of the City in relation to "... major metropolitan facilities plans that are currently being considered for withdrawal. . ." This resolution applies specifically to I-35E.

Mendota

No resolution/position statement on file.

Lilydale

No resolution/position statement on file.

West St. Paul

Aug. 9, 1976, opposing the routing of I-35E on I-494 and Lafayette Freeway.

Aug. 22, 1977, opposing the use of the Lafayette Freeway (T.H. 3) Corridor for I-35E.

Jan. 3, 1977, requesting the completion of I-35E (and I-494) within the near future.

Sept. 14, 1977, opposing the routing of I-35E on the Lafayette Freeway.

Sept. 27, 1977, opposing any relocation of I-35E.

Nov. 12, 1973, restating the resolution noted above.

June 23, 1975, favoring the routing of I-35E in the Pleasant Avenue Corridor but with design modifications.

South St. Paul

Oct. 1, 1973, opposing any proposals "to alter the uses, functions and classifications" of Lafayette Freeway and further resolving to take action in this regard as needed.

Aug. 16, 1976, reaffirming (in effect) resolution dated Oct. 1, 1973.

March 7, 1977, reaffirming the resolution adopted on Aug. 16, 1976.

Sept. 6, 1977, requesting the Mn/DOT to complete I-35E as previously approved.

Sunfish Lake

May 9, 1978, statement from the Mayor's office requesting that the City of Mendota Heights "receive equal treatment" regarding the nature of the I-35E facility to be constructed eventually in St. Paul.

Eagan

June 6, 1978, regarding a preferred I-35E corridor within the City of Eagan.

Inver Grove Heights

Aug. 28, 1972, opposing the Lafayette-Waterloo Freeway Corridor for I-35E.

Dec. 11, 1972, position statement inferring that I-35E should not be routed in the Lafayette-Waterloo Freeway Corridor.

CHAPTER 3. TRANSPORTATION GOALS AND POLICIES

Proposed major transportation projects such as I-35E should be developed to achieve specified transportation goals. Transportation goals can reflect national security at the federal level, accessibility between regions at the state level, and general land use development and quality of life objectives at the metropolitan and local levels. Therefore, the first step in understanding the "need" for the proposed I-35E project is to identify pertinent transportation goals and related policies.

The Federal Highway Administration, Minnesota Department of Transportation, Metropolitan Council, and the local units of government have made statements on their transportation goals and policies (objectives) that could affect the completion of I-35E. These statements are highlighted below (see Appendices A and B for complete statements).

FEDERAL GOALS

The Federal Highway Administration's position statement emphasized the following objectives:

1. "To complete the interstate system. This can be done by either building the remaining segments of the interstate system or in the case of noncritical segments, dropping them from the system. It is, therefore, essential that state, regional and local interests reach a decision on I-35E in a timely manner in order to meet this goal."
2. "To connect, as directly as possible, the principal metropolitan areas, cities, industrial centers, and to serve the national defense. The national objective for penetrating routes such as I-35E is to provide good internal regional circulation for interstate traffic to reach concentrations of population, commerce and industry."⁽⁷⁾

STATE GOALS

The Mn/DOT highway development policies (objectives) are contained in the draft Mn/DOT/PLAN⁽⁸⁾ under the Position Statement Segment. Policies affecting I-35E are:

1. Establish as a high priority in the highway development program the completion of the interstate system or the withdrawal of

interstate segments and development of substitution projects. This is to be accomplished in conjunction with local units of government and metropolitan and/or regional planning organizations.

2. Review all highway development proposals for opportunities to provide preferential treatment for multi-occupancy vehicles in urban areas and for other activities which will lead to better management of Minnesota's transportation system. (Target date: July 1979)
3. Continue the policy of maximizing the use of federal funds.

The Mn/DOT/PLAN also contains land use and development policies affecting transportation. General guidance on transportation is provided by the following statement:

"Base transportation investments on regional land use and transportation policies and plans to the extent that they are consistent with inter-regional and statewide needs and objectives." (9)

METROPOLITAN GOALS

The Metropolitan Council's Transportation Policy Plan, adopted in 1976, reflects the direction that transportation decisions should take in the Twin Cities Metropolitan Area. Goals and policies relating to regional transportation facilities such as I-35E follow:

Metropolitan Council Transportation Goals

1. Provide metropolitan residents with good accessibility to subregional and regional opportunities.
2. Provide residents of the Urban Service Area, as defined in the Development Framework, with efficient, convenient and attractive alternative choices of transportation to both subregional and regional opportunities.
3. Utilize transportation to strengthen the two Metro Centers as the major employment, financial, institutional, retail, cultural, entertainment, medical and service centers for the Metropolitan Area, the State of Minnesota and the Upper Midwest area of the United States.
4. Coordinate metropolitan transportation services and investments with the other metropolitan services and investments; determine priorities on the basis of overall metropolitan needs and the ability of the Metropolitan Area to support the needed services and investments over time.
5. Provide transportation facilities and services that produce positive impacts upon the social, economic and physical environment, and will conserve the supply of metropolitan energy resources.
6. Attain a regional transportation planning and programming process that is responsive to the needs and interests of metropolitan residents, groups, counties, municipalities and affected agencies — with sufficient opportunity provided for them to participate in policy and implementation decisions.

Selected Metropolitan Council Transportation Policies

2. Transportation investments should be made on the basis of need and the ability of the Metropolitan Area to support these investments in relation to other metropolitan system needs and investments over time.
6. Transportation planning and investment should provide for the efficient movement of goods — including consideration of truck routes, intermodal terminals, efficient distribution systems, and the incorporation of goods movement systems into the design of major activity centers.
12. Transportation facilities should be planned and designed to promote and serve land-use and development that is consistent with the Development Framework chapter of the Metropolitan Development Guide.
13. Transportation facilities should be planned and designed in a scale or perspective compatible with the area through which they pass.
15. Neighborhoods should be planned and designed to limit or discourage through traffic.
17. Transportation facilities should be planned to function in a manner compatible with adjacent land-use. In those instances

where the function of a facility has changed over time to become incompatible with adjacent land use, affected jurisdictions should establish a program to eliminate this incompatibility.

31. The transportation system should provide a travel time of no more than 60 minutes in the off-peak periods from any part of the Rural Service Area to one or the other of the Metro Centers for 90 percent of the residents of the Rural Service Area and Freestanding Growth Centers. This policy applies to transit service only from the Freestanding Growth Centers.
34. Provide good accessibility to and within the Metro Centers for both public and private transportation vehicles.
36. Emphasize pedestrian movement in the Metro Centers by:
 - a) concentrating parking facilities on the fringe of the core areas;
 - b) linking the parking facilities to the core area with skyways and a downtown circulation system;
 - c) completing the planned skyway system and clearly identifying pedestrian access to this system, and movement along it;
 - d) minimizing conflicts with bicycles and the movement and delivery of goods.
38. Provide for goods movement with an efficient and effective distribution system.

Discussion: The thrust of Policies 34 through 38 is to provide transportation services that will encourage and promote people living, working and shopping in the Metro Centers of Minneapolis and St. Paul. Good circulation and pedestrian systems are necessary for this to happen. An automated small vehicle fixed-guideway system within each Metro Center would underscore the Metropolitan Area's commitment to the Metro Centers and strengthen the planning currently underway. The Metro Centers must also be accessible from the entire Metropolitan Area (and the state). Transit vehicles should receive priority treatment within the Metro Centers when congestion impedes the movement of these vehicles.

39. Provide high quality, convenient multi-passenger transportation service to community and employment centers.

45. Highways that interconnect the Metropolitan Area with outstate communities may be improved to accommodate projected intrastate travel but access should only be provided to Freestanding Growth Centers and Rural Town Centers.

Metropolitan Transit Commission Role

The Metropolitan Transit Commission (MTC) has the responsibility for implementation of the transit elements of transportation plans in the Twin Cities Region. The effective functioning of the transit system depends on the character of the street and highway system.

The MTC has been charged by law with the tasks of reviewing highway construction proposals to assure that appropriate facilities for multi-occupancy vehicles are provided, and of determining the appropriate transit mode for individual situations. These tasks are a part of the MTC's obligation to seek improvements in the regional transportation system which will maintain and improve the efficiency, the effectiveness, and the quality of service of the Region's transit system.

LOCAL GOALS

Generally, local units of government directly affected by the project have expressed their transportation goals and policies relating to the completion of I-35E in the form of resolutions or position statements. These statements are highlighted in Chapter 2 and given in total in Appendix A.

CHAPTER 4. IDENTIFICATION, EVALUATION AND SELECTION OF POTENTIAL I-35E CORRIDORS

This section of the study documents the basis for the identification, evaluation and selection of potential I-35E corridors between two points (i.e., termini) in the Metropolitan Area.

STUDY TERMINI

Two points in the metropolitan interstate freeway system have been established as limits for the identification of potential I-35E corridors. These termini represent the logical "tie-in" points in the interstate system for purposes of this study. The south terminus (A) is located at the proposed I-35E/I-494 interchange in Dakota County. The north terminus (B) is located at the existing I-35E/I-694 interchange in Ramsey County.

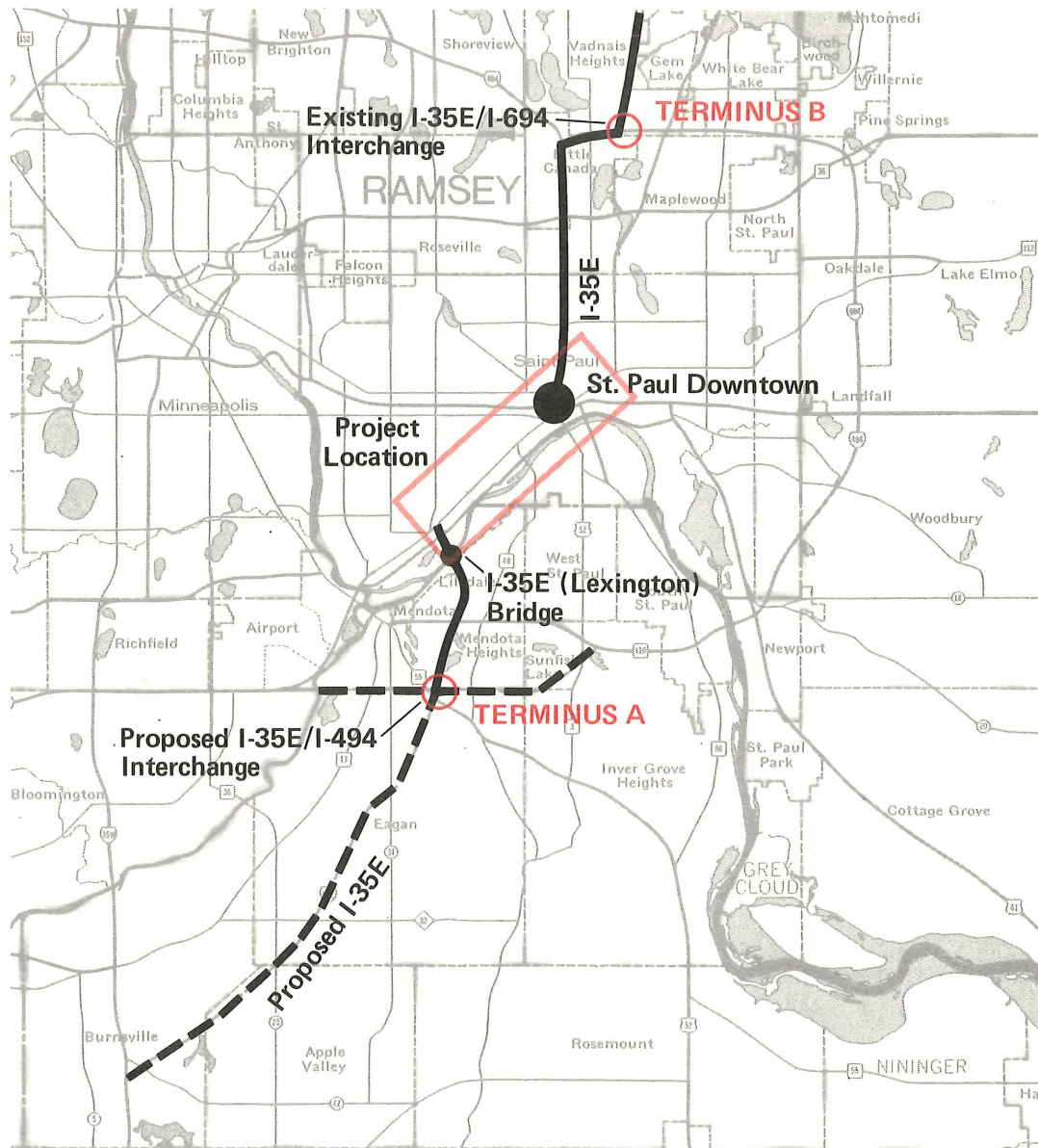
Study termini are shown in Figure 6. Study termini have been located at points beyond the immediate project area for two reasons: (1) to allow investigation into more alternatives than possible if only the project area were studied, and (2) to permit consideration of social, economic and environmental aspects in a broad scope.

RATIONALE AND PROCEDURE

Because I-35E is considered primarily a regional transportation facility, the study management team and consultant concluded that potential I-35E corridors should extend between the project area termini, for the two reasons stated above. They also decided that identified corridors should be evaluated initially from a transportation perspective. This conclusion was based upon the premise that potential I-35E corridors, to be valid, *must* respond to a "high degree" to the federal, state, regional and local goals, objectives and policies relating to I-35E.

The "first-level" evaluation of potential I-35E corridors identified in this report considered construction of I-35E as a freeway to full interstate design standards, in terms of established federal, state, metropolitan and local goals and policies (Chapter 3). Corridors that met these goals and policies to a "high degree" were recommended for detailed social, economic and environmental analysis and evaluation in the draft Environmental Impact Statement (EIS).

Figure 6
STUDY TERMINI MAP



Steps used for identifying, evaluating and selecting potential I-35E corridors for detailed study in the Draft EIS are shown in Figure 7.

PUBLIC AND AGENCY INVOLVEMENT

The public and agencies were involved in the identification and evaluation of potential I-35E corridors by submitting relevant transportation goals, objectives and concerns about the routing of I-35E to the study management team (see Appendices A and B). Opportunity for public and agency critique of the corridors has been provided through the workshops and information meetings listed in Chapter 2. Additional opportunity for public and agency critique was provided at the "Phase I Public Meeting" sponsored by the Transportation Subcommittee of the Metropolitan Council. This meeting was held on August 2, 1978. Comments received have been incorporated into this report and are on file at the Metropolitan Council offices.

POTENTIAL I-35E CORRIDORS IDENTIFIED FOR "FIRST-LEVEL" EVALUATION

Seven potential I-35E corridors were identified, reflecting the basic routing options for I-35E between study termini (A) and (B). These seven corridors are depicted in Figure 8. The potential I-35E corridors have been labeled:

- (A) Pleasant Avenue
- (B) Shepard Road
- (C) Lafayette Freeway (Trunk Highway 3)
- (D) Concord
- (E) Trunk Highway 61
- (F) I-494/I-694
- (G) Short Line/I-94

POTENTIAL FOR EXCLUSIVE TRANSIT FACILITY TO REPLACE THE I-35E CORRIDOR

Consideration was given to the feasibility of providing an exclusive fixed guideway transit facility between study terminus A and downtown St. Paul. However, the Metropolitan Council in its Transportation Policy Plan "... has determined that there should be no regional or subregional deployment of exclusive fixed-guideway transit for buses, automated, and semi-automated technologies in

the Metropolitan Area, except for circulation systems within the two Metro Centers as stated in the Council's report to the 1975 State Legislature on the Automated Small Vehicle Fixed Guideway Study, April 1975. Therefore, the express service options to the Metro Centers in the Plan do not include busways, rail or other fixed guideway technologies."⁽¹⁰⁾

In 1973, the 1973-1990 Transit Development Program of the Metropolitan Transit Commission "identified where rapid transit appears to be needed most" within the Region up to 1990.⁽¹¹⁾ The commission's plan (Plan A) proposed no fixed guideway/busway corridors extending from Study Terminus A to the St. Paul downtown area. However, a busway was proposed in the Lafayette Freeway Corridor with a fixed guideway connection between the St. Paul/South St. Paul city boundary and downtown St. Paul. This "alternate" was evaluated in conjunction with the Lafayette Freeway Corridor alternate identified in Figure 8.

Since 1973, no studies or plans proposed either by the commission or the Metropolitan Council have identified the need for an exclusive transit facility to serve the southwest portion of St. Paul. However, the Transportation Policy Plan calls for preferential treatment for buses in major traffic corridors under policy 3C: ("... providing preferential treatment in major traffic corridors for multi-passenger vehicles during peak hours and for special major events") and policy 22: ("Provide all-day express transit service to the Metro Centers from the sub-regional major activity centers with priority access and movement along the freeways, expressways and other major traffic corridors.") Therefore, the detailed evaluation of the recommended alternates will consider reserved lanes for high occupancy vehicles such as buses, vans and carpools.

CORRIDOR EVALUATION CRITERIA

A set of "first-level" evaluation criteria was developed in response to the goals and policies of the Metropolitan Council's Regional Transportation Policy Plan. These specific goals and policies are listed in Chapter 3. The study management team consulted federal, state and metropolitan agencies and local units of government directly affected by issues related to the proposed I-35E. Responses indicated generally that the Regional Transportation Policy

Figure 7
PROCEDURE FOR IDENTIFYING, EVALUATING AND SELECTING I-35E ALTERNATES
FOR DETAILED STUDY IN THE DRAFT EIS (PHASE II)

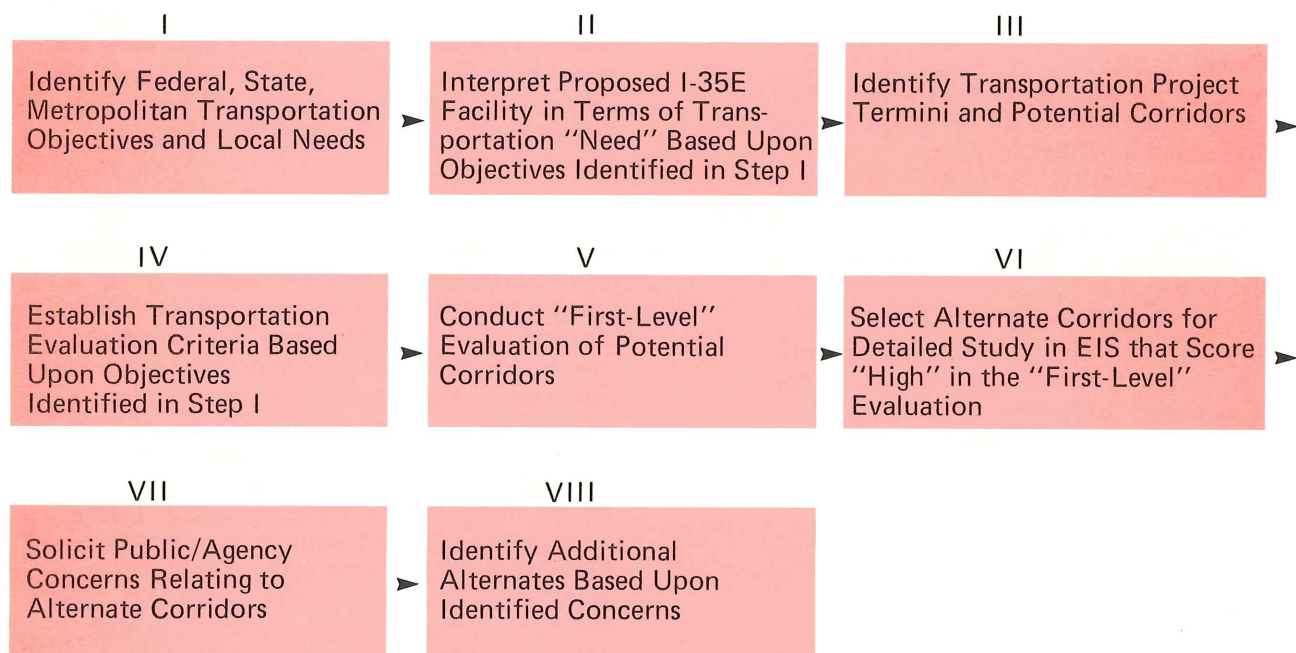
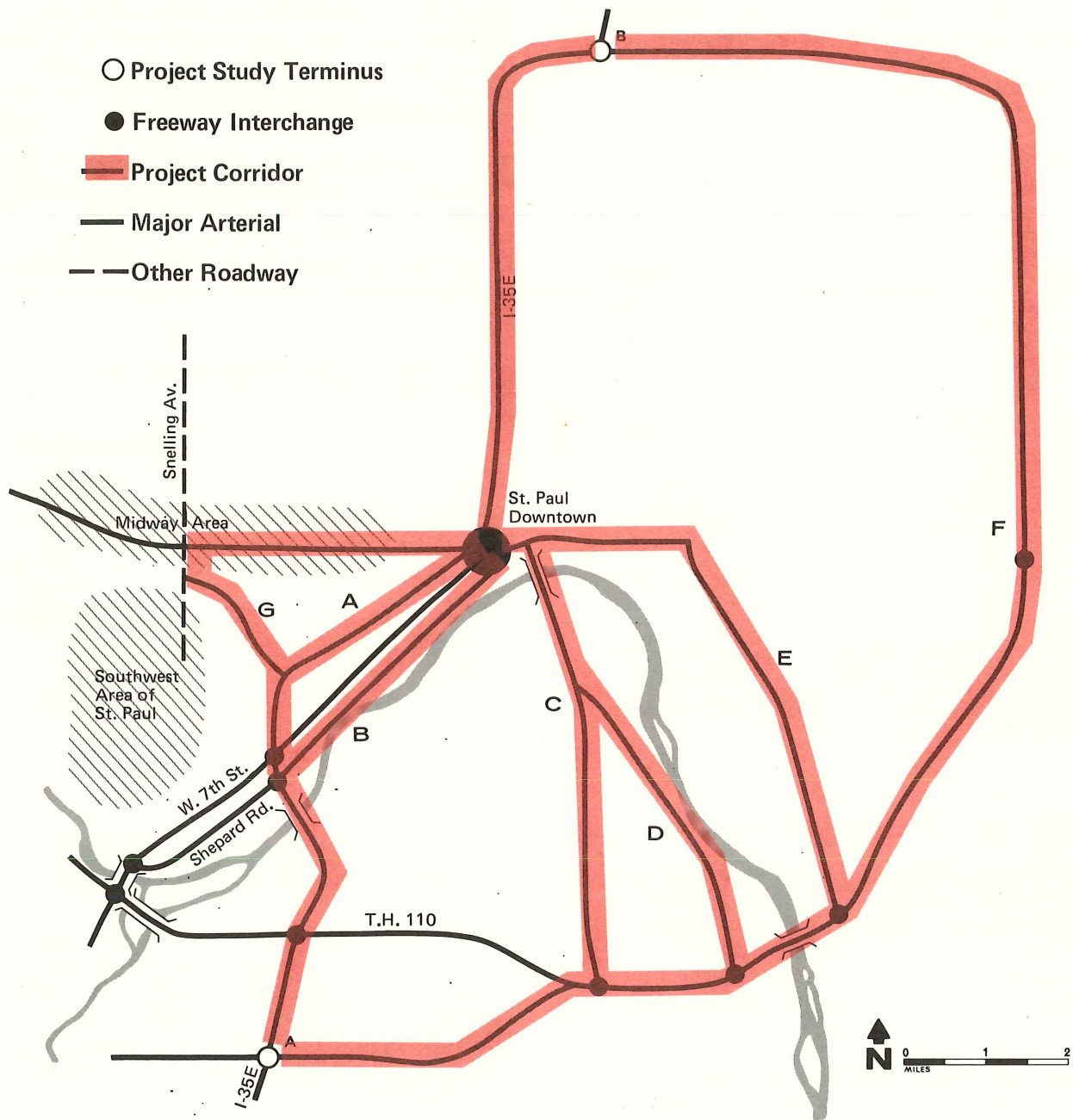


Figure 8
POTENTIAL I-35E CORRIDORS IDENTIFIED
FOR "FIRST-LEVEL" EVALUATION



I-35E CORRIDORS IDENTIFIED

- (A) Pleasant Avenue
- (B) Shepard Road
- (C) T.H. 3 - Lafayette Freeway
- (D) Concord
- (E) T.H. 61
- (F) I-494/I-694
- (G) Short Line/I-94

Plan's goals and policies are appropriate to judge the merits of the seven potential corridors for routing I-35E. These evaluation criteria are listed in Figure 9. Evaluation assumes construction of a freeway to full interstate design standards with direct connections to the regional interstate system.

Figure 9
I-35E CORRIDOR EVALUATION CRITERIA

1. Relative cost to design and construct facility on proposed alignment.
2. Degree of truck accessibility within subregions provided by the proposed alignment.
3. Degree of interregional truck accessibility between regions provided by the proposed alignment.
4. Degree of support provided by the proposed alignment to land use development of Metropolitan Significance.
5. Degree of compatibility within one-half mile of the proposed alignment with existing and planned land-use development.
6. Extent to which the proposed alignment would limit or discourage through traffic in neighborhoods.
7. Degree to which the proposed alignment would provide a reduced travel time for public and multi-passenger transit from any part of the Urban Service Area of (a) Subregion 1 (City of St. Paul), (b) Subregion 11 (northern Dakota County), and (c) Subregion 12 (northwestern Dakota County), to the St. Paul Central Business District (CBD). (See Metropolitan Council Transportation Policy Plan for exact subregional boundaries.)
8. Degree to which the proposed alignment would provide a reduced travel time from any part of the Rural Service Area of (a) Subregion 11 and (b) Subregion 12 to the St. Paul CBD.
9. Extent of probable design and right-of-way problems of proposed alignment to ensure adequate accessibility to St. Paul CBD and adjacent fringe parking.
10. Degree to which the proposed alignment could efficiently accommodate project intrastate travel.

EVALUATION OF IDENTIFIED POTENTIAL I-35E CORRIDORS

A point range of one to five for each criterion listed in Figure 9 was used in the evaluation of the potential I-35E corridors. The better a corridor complied with a specific criterion, the higher the number of points assigned. Weights reflecting the relative importance of each criterion were not applied as such. Selective testing of the sensitivity of the results found that changes in point assignments did not alter the final rankings. Scores for each potential corridor were totaled. The final scores were then grouped as "high," "medium" or "low" to indicate the degree of general compliance with the regional transportation policies identified in Section 3. The groupings were determined by assigning approximately one-third of the range of scores to each group of potential corridors. The scores ranged from 24 to 66 so that the groupings were 24-38 ("low"), 39-53 ("medium") and 54-66 ("high").

Evaluation results were that Pleasant Avenue and Shepard Road had scores in the "high" range, with 66 and 55 points respectively. Lafayette Freeway (T.H. 3) and Short Line/I-94 had "medium range" scores of 42 and 39 respectively. Concord Corridor, Trunk Highway 61 and I-494/694 had "low range" scores of 32, 28 and 24 respectively.

Evaluation results are summarized in Figure 10. The detailed first-level evaluation of the seven potential I-35E corridors is contained in Appendix C. Brief discussions of the evaluation of the potential I-35E corridors are given in Figures 11-17.

Figure 10
**POTENTIAL I-35E CORRIDORS SUMMARY OF
"FIRST-LEVEL" EVALUATION**

Corridor	Evaluation Score	
PLEASANT AVENUE	66	High
SHEPARD ROAD	55	
Lafayette Freeway (T.H. 3)	42	Medium
Short Line/I-94	39	
Concord	32	Low
TH 61	28	
I-494/694	24	

POTENTIAL I-35E CORRIDORS SELECTED FOR DETAILED STUDY IN DRAFT EIS

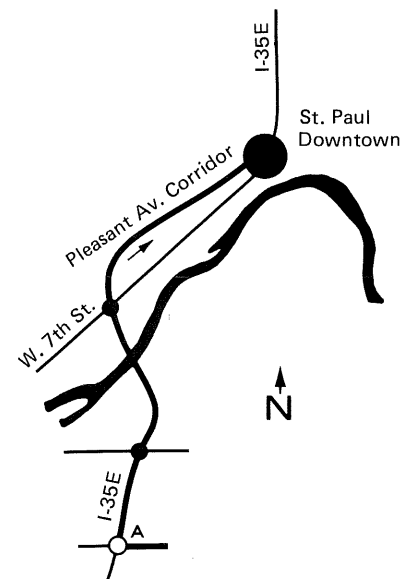
Based on evaluation results, it was concluded that only two of the seven corridors merited more detailed evaluation from a transportation point of view. These are the Pleasant Avenue Corridor (Alternate A) and the Shepard Road Corridor (Alternate B). They are illustrated in Figures 18 and 19.

Figure 11
POTENTIAL I-35E CORRIDORS EVALUATION
PLEASANT AVENUE CORRIDOR



Aerial view of the Pleasant Avenue Corridor at the completed Randolph Avenue overpass within St. Paul.

Historically, the Pleasant Avenue Corridor has been officially designated for the location of I-35E. Substantial impact resulting from partial construction of the I-35E facility has already occurred within this corridor. The *Butler Report* of I-35E alternatives concluded that the Pleasant Avenue Corridor "... represents an acceptable transportation corridor (for I-35E)."



The "first-level" evaluation of alternate I-35E corridors indicates that the Pleasant Avenue Corridor meets the Area's transportation goals and policies as they relate to I-35E, to a greater degree than any other identified potential corridor.

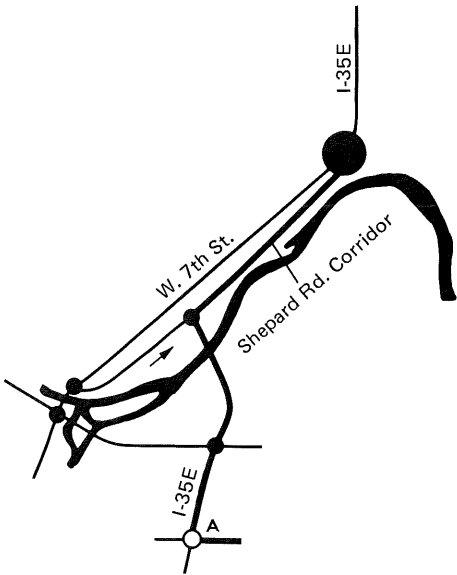
Figure 11
POTENTIAL I-35E CORRIDORS SUMMARY OF
"FIRST-LEVEL" EVALUATION

Corridor	Evaluation Score	
PLEASANT AVENUE	66	High
Shepard Road	55	
Lafayette Freeway (T.H. 3)	42	Medium
Short Line/I-94	39	
Concord	32	Low
TH 61	28	
I-494/694	24	

Figure 12
 POTENTIAL I-35E CORRIDORS EVALUATION
 SHEPARD ROAD CORRIDOR



View of the Shepard Road Corridor showing the concentration of industrial development that extends along the Mississippi River for the entire length of the corridor.



Historically, the Shepard Road Corridor has been considered a plausible route for I-35E. However, the *Butler Report* of I-35E alternatives said this corridor presents significant “natural topographic and man-made physical constraints” that would require expensive design solutions. The report concluded that this corridor could not meet the transportation objectives for I-35E.

The “first-level” evaluation of possible alternate I-35E corridors indicates that the Shepard Road Corridor can potentially fulfill to a high degree the Area’s transportation goals and policies as they relate to I-35E. This is because of its close geographic relationship to the Pleasant Avenue Corridor.

Figure 12
 POTENTIAL I-35E CORRIDORS SUMMARY OF
 “FIRST-LEVEL” EVALUATION

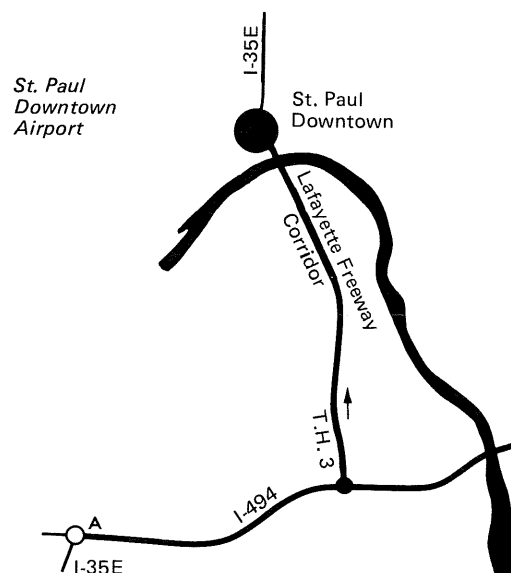
Corridor	Evaluation Score	
Pleasant Avenue	66	High
SHEPARD ROAD	55	
Lafayette Freeway (T.H. 3)	42	Medium
Short Line/I-94	39	
Concord	32	Low
TH 61	28	
I-494/694	24	

Figure 13
POTENTIAL I-35E CORRIDORS EVALUATION
LAFAYETTE FREEWAY (T.H. 3) CORRIDOR

St. Paul
Downtown



Aerial view of the Lafayette Freeway (T.H. 3) Corridor near the Thompson Avenue overpass in West St. Paul, looking toward downtown St. Paul.



Historically, the Lafayette Freeway (T.H. 3) Corridor has been considered as a potential route for I-35E. However, as noted in the *Butler Report* of I-35E alternatives, this corridor "... would not provide St. Paul residents situated to the southwest of the city's central business district with improved levels of mobility."

This "first-level" evaluation of alternate I-35E

corridors concluded that the Lafayette Freeway (T.H. 3) Corridor cannot satisfactorily meet the Area's transportation goals and policies as they relate to I-35E. In addition to the limitation noted in the *Butler Report*, use of this corridor would encourage through traffic in neighborhoods located west of the corridor. It also would significantly increase truck travel time between Terminus A and the St. Paul midway and downtown areas.

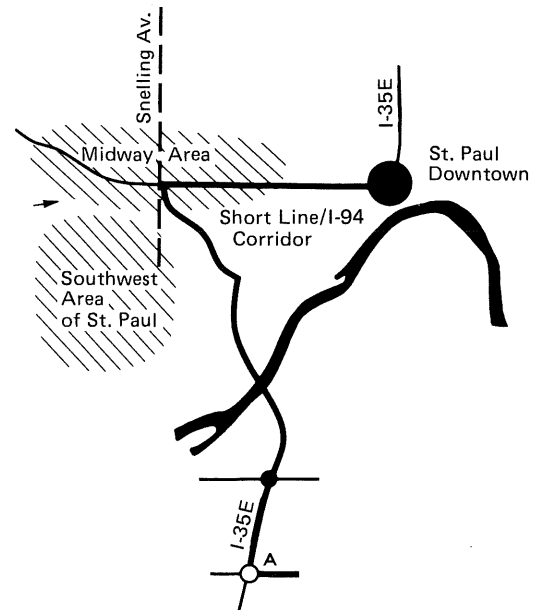
Figure 13
POTENTIAL I-35E CORRIDORS SUMMARY OF
"FIRST-LEVEL" EVALUATION

Corridor	Evaluation Score	
Pleasant Avenue	66	High
Shepard Road	55	
LAFAYETTE FREEWAY (T.H. 3)	42	Medium
Short Line/I-94	39	
Concord	32	Low
TH 61	28	
I-494/694	24	

Figure 14
POTENTIAL I-35E CORRIDORS EVALUATION
SHORT LINE/I-94 CORRIDOR



Aerial view of a portion (dashed line) of the Pleasant Avenue Corridor that would be used in the potential Short Line/I-94 Corridor.



The "Short Line/I-94 Corridor" would use part of the "Pleasant Avenue Corridor" and some existing roadways — the Short Line Road, Snelling or Hamline Avenue, and I-94. This corridor was not identified in the *Butler Report* on I-35E alternatives.

The "first-level" evaluation of alternate I-35E corridors concluded that the "Short Line/I-

I-94 Corridor" cannot satisfactorily meet the Area's transportation goals and policies as they relate to I-35E. Especially, this corridor does not enhance interregional truck accessibility, would encourage through traffic in neighborhoods, would increase travel time to downtown St. Paul over various other alternatives, and poses severe design and right-of-way problems in the Short Line Corridor.

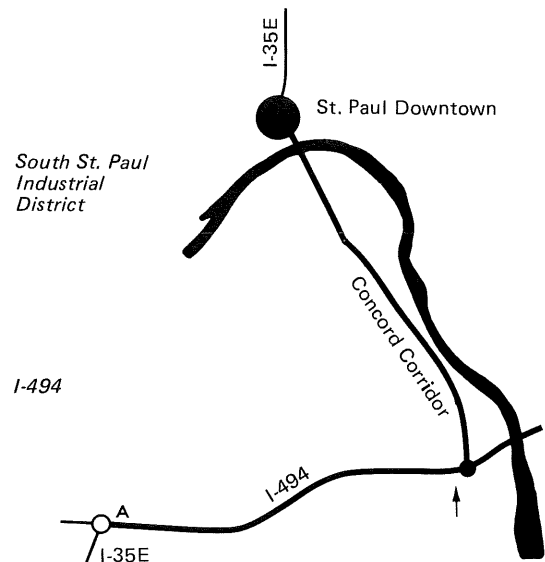
Figure 14
POTENTIAL I-35E CORRIDORS SUMMARY OF
"FIRST-LEVEL" EVALUATION

Corridor	Evaluation Score	
Pleasant Avenue	66	High
Shepard Road	55	
Lafayette Freeway (T.H. 3)	42	Medium
SHORT LINE/I-94	39	
Concord	32	Low
TH 61	28	
I-494/694	24	

Figure 15
POTENTIAL I-35E CORRIDORS EVALUATION
CONCORD CORRIDOR



Aerial view of the Concord Corridor looking north toward downtown St. Paul from I-494.



The Concord Corridor, one of the Region's most significant industrial concentrations, could potentially be compatible with an interstate freeway. This corridor was not identified in the *Butler Report* of I-35E alternatives.

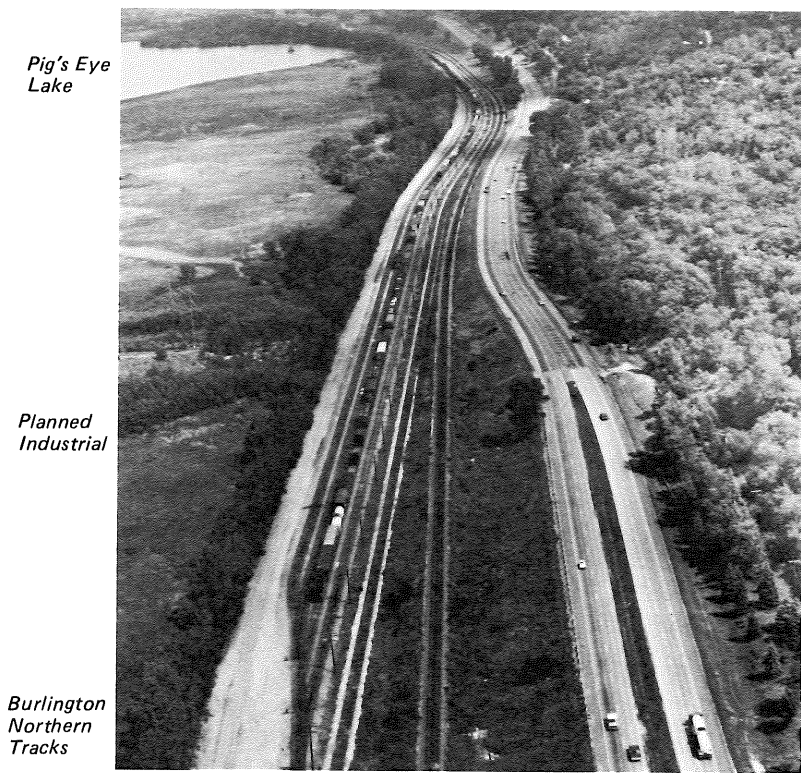
The "first-level" evaluation of alternate I-35E

corridors indicates that the Concord Corridor cannot satisfactorily meet the Area's transportation goals and policies as they relate to I-35E. Especially, this corridor does not enhance interregional truck accessibility, and would encourage increased through traffic in neighborhoods west of the corridor.

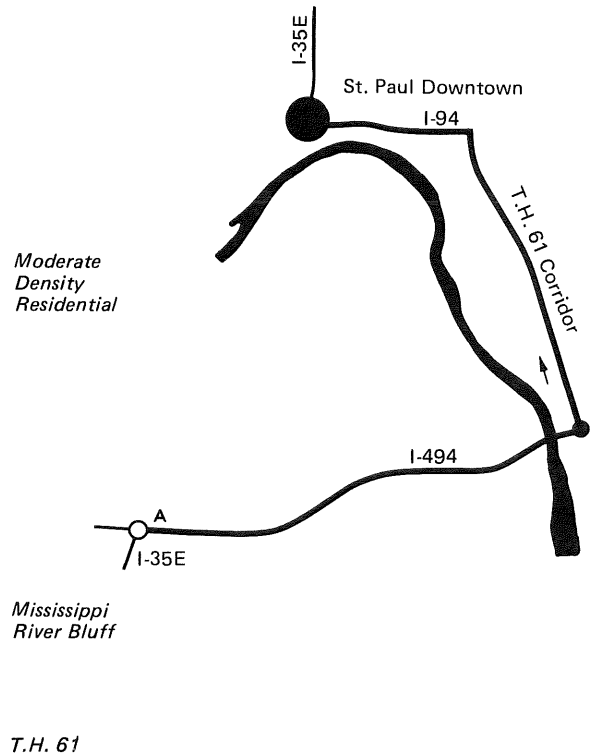
Figure 15
POTENTIAL I-35E CORRIDORS SUMMARY OF
"FIRST-LEVEL" EVALUATION

Corridor	Evaluation Score	
Pleasant Avenue	66	High
Shepard Road	55	
Lafayette Freeway (T.H. 3)	42	Medium
Short Line/I-94	39	
CONCORD	32	
TH 61	28	Low
I-494/694	24	

Figure 16
POTENTIAL I-35E CORRIDORS EVALUATION
T.H. 61 CORRIDOR



Aerial view of the T.H. 61 Corridor looking north from the North Star Steel complex (off of photo to left) toward Pig's Eye Lake.



The significant attributes of the T.H. 61 Corridor are low density, urban development and an existing four-lane arterial (i.e., T.H. 61), allowing for minimal disruption of urban land uses. This corridor was not identified in the *Butler Report* of I-35E alternatives.

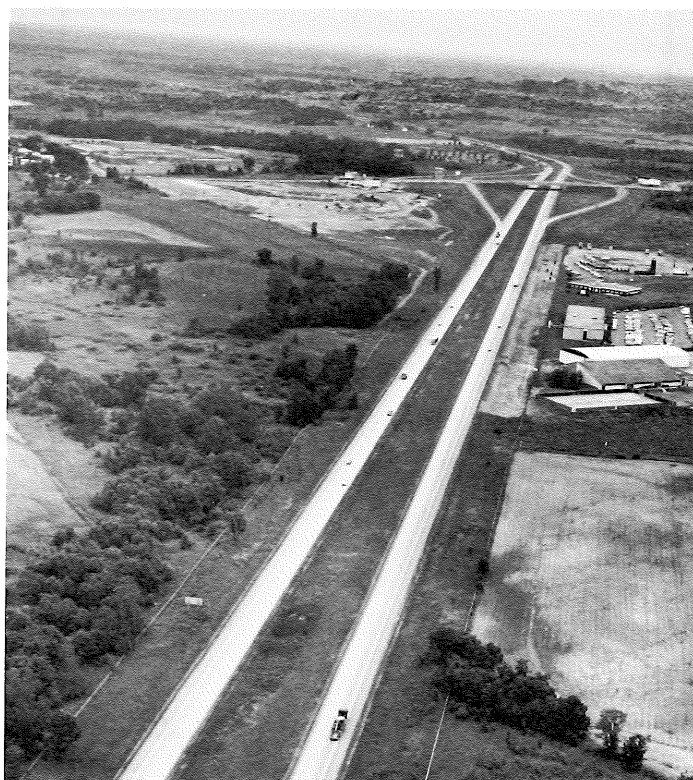
The "first-level" evaluation of alternate I-35E

corridors concluded that this corridor cannot satisfactorily meet the Area's transportation goals and policies as they relate to I-35E. Especially, this corridor does not enhance inter-regional truck accessibility nor connect land-use development of Metropolitan Significance. It would encourage increased through traffic in neighborhoods west of the corridor.

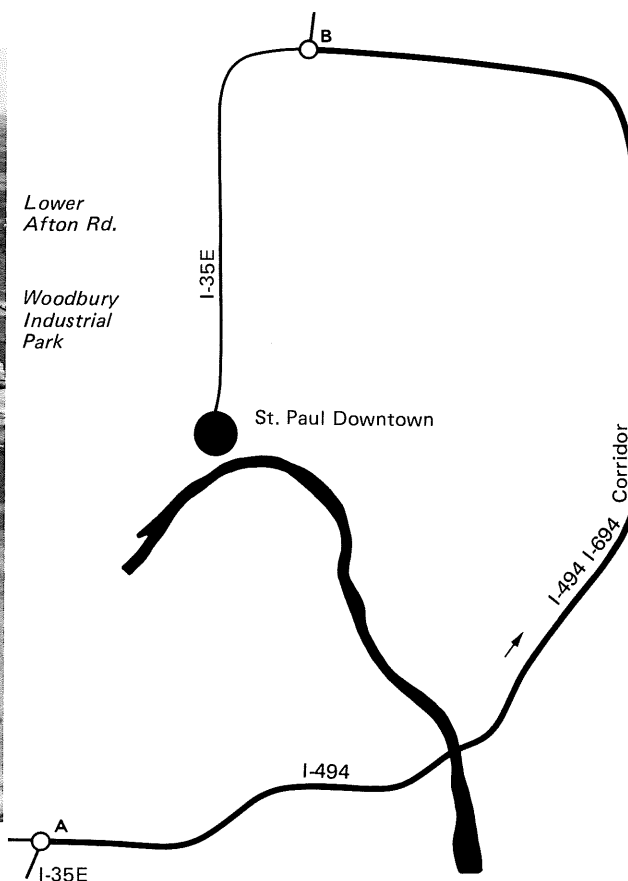
Figure 16
POTENTIAL I-35E CORRIDORS SUMMARY OF
"FIRST-LEVEL" EVALUATION

Corridor	Evaluation Score	
Pleasant Avenue	66	High
Shepard Road	55	
Lafayette Freeway (T.H. 3)	42	Medium
Short Line/I-94	39	
Concord	32	Low
TH 61	28	
I-494/694	24	

Figure 17
POTENTIAL I-35E CORRIDORS EVALUATION
I-494/I-694 CORRIDOR



Aerial view of the I-494/I-694 Corridor looking north from the Newport Grade toward Lower Afton Road overpass.



The I-494/I-694 Corridor possesses the advantage of an existing interstate freeway through a relatively undeveloped portion of the Metropolitan Area. This corridor was not identified in the *Butler Report* of I-35E alternatives.

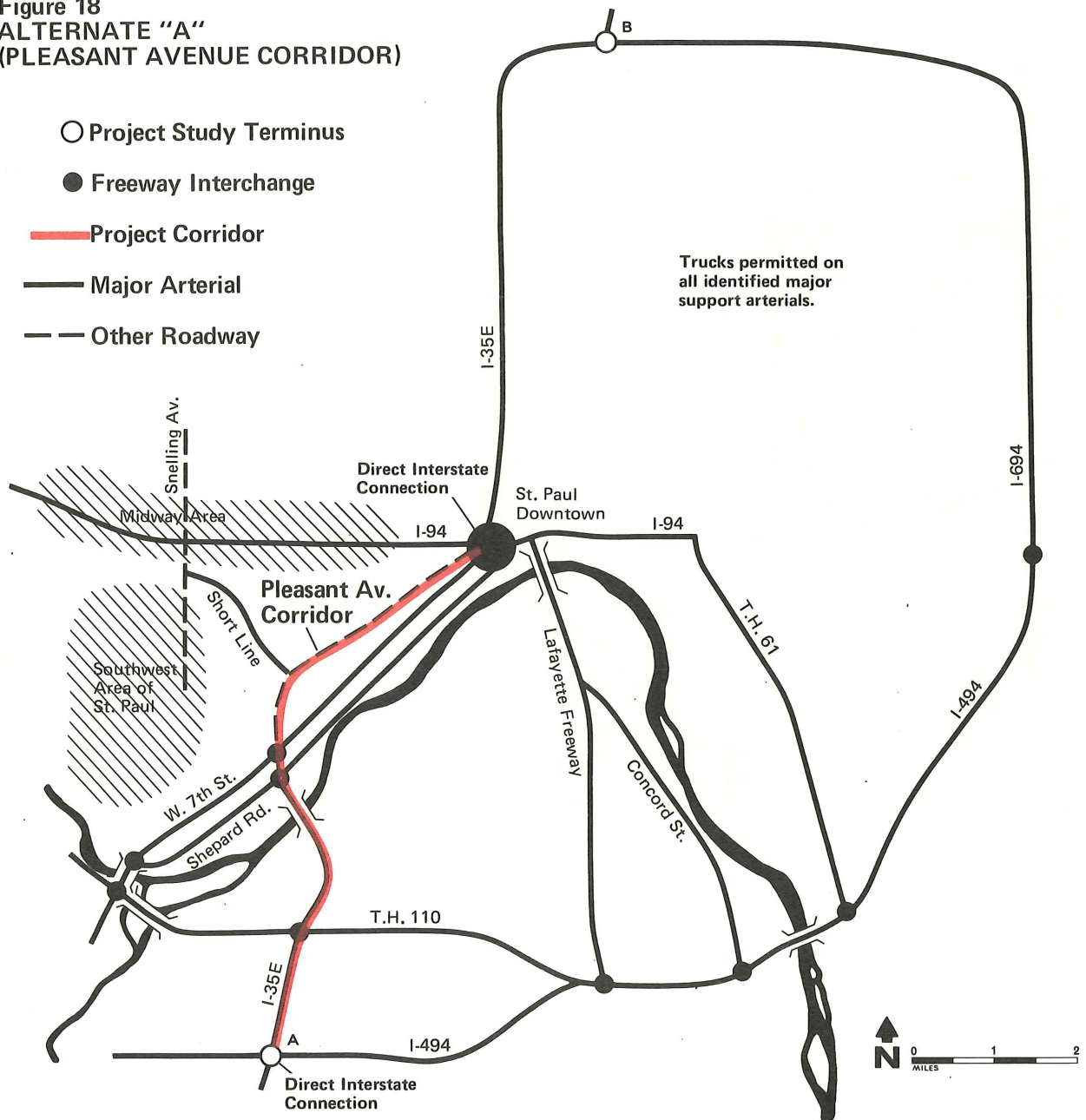
The "first-level" evaluation of the alternate

I-35E corridors concluded that this corridor is located too far east of the principal sub-regional areas that I-35E is to serve (i.e., northern Dakota County and all of Ramsey County) to satisfactorily meet the Area's transportation goals and policies as they relate to I-35E.

Figure 17
POTENTIAL I-35E CORRIDORS SUMMARY OF
"FIRST-LEVEL" EVALUATION

Corridor	Evaluation Score	
Pleasant Avenue	66	High
Shepard Road	55	
Lafayette Freeway (T.H. 3)	42	Medium
Short Line/I-94	39	
Concord	32	Low
TH 61	28	
I-494/694	24	

Figure 18
 ALTERNATE "A"
 (PLEASANT AVENUE CORRIDOR)

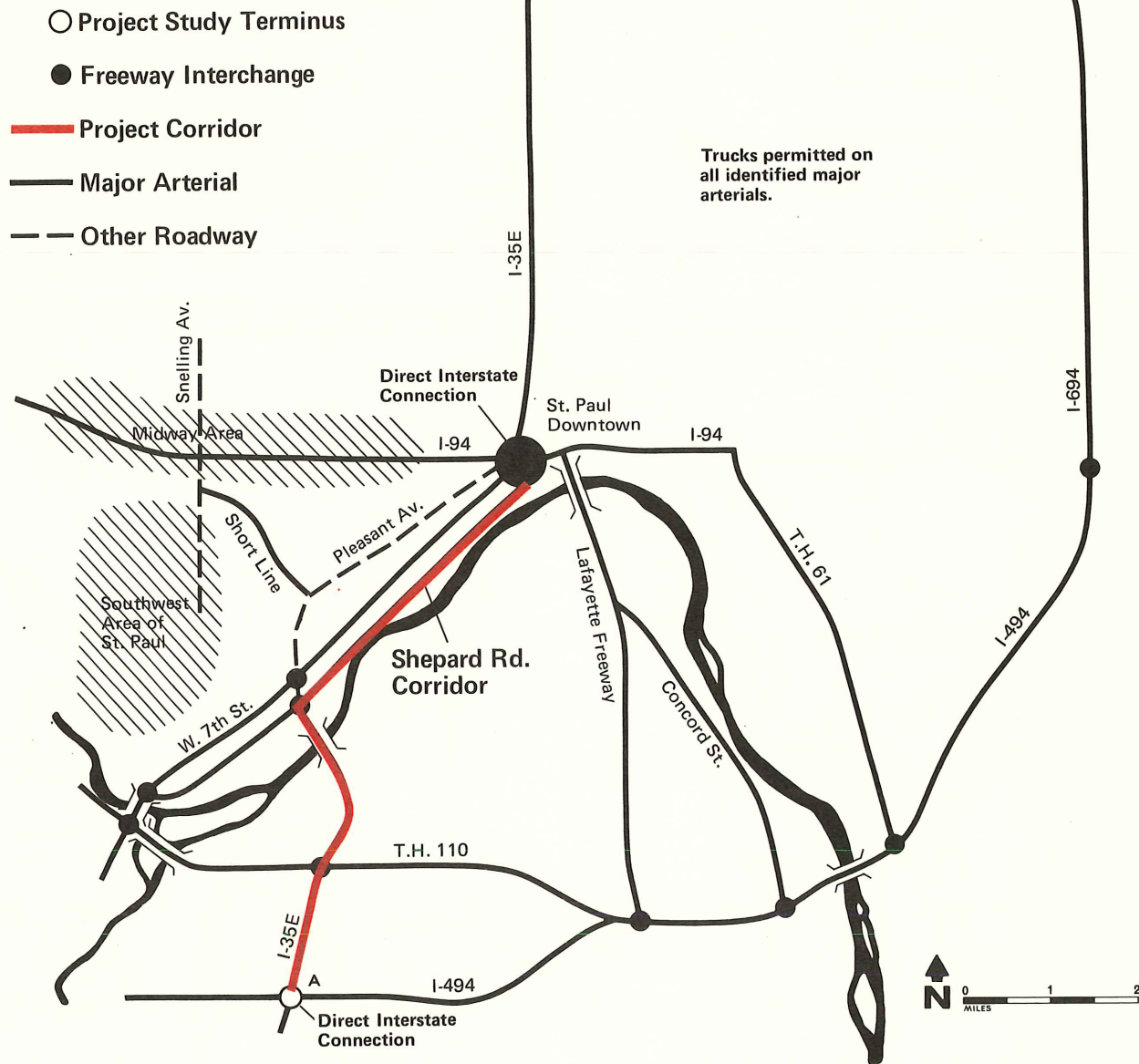


Alternate "A" Pleasant Avenue Corridor

Underlying characteristics:

- Meets national, state and metropolitan transportation objectives to a high degree and provides for local accessibility needs.
- Maximizes existing investment.

Figure 19
ALTERNATE "B"
(SHEPARD ROAD CORRIDOR)



Alternate "B" Shepard Road Corridor

Underlying Characteristics

- Meets national, state and metropolitan transportation objectives to a high degree and provides for local accessibility needs.

CHAPTER 5. IDENTIFICATION OF ADDITIONAL PROJECT ALTERNATES BASED UPON MAJOR TRANSPORTATION- RELATED CONCERNS

The two potential I-35E corridors identified in Chapter 4 as meeting the adopted transportation goals and policies listed in Chapter 3 have been and continue to be controversial choices for interstate freeway corridors. This section identifies the major transportation-related concerns which have been voiced. Response to these concerns requires distinct modifications to standard interstate freeway design. For purposes of this study transportation modifications are suggested only for Alternate A, the Pleasant Avenue Corridor.

IDENTIFICATION OF MAJOR TRANSPORTATION-RELATED CONCERNS

Based upon a review of the municipal and agency statements on transportation goals, policies and concerns relating to the routing and completion of I-35E, five major *transportation-related* concerns were identified:

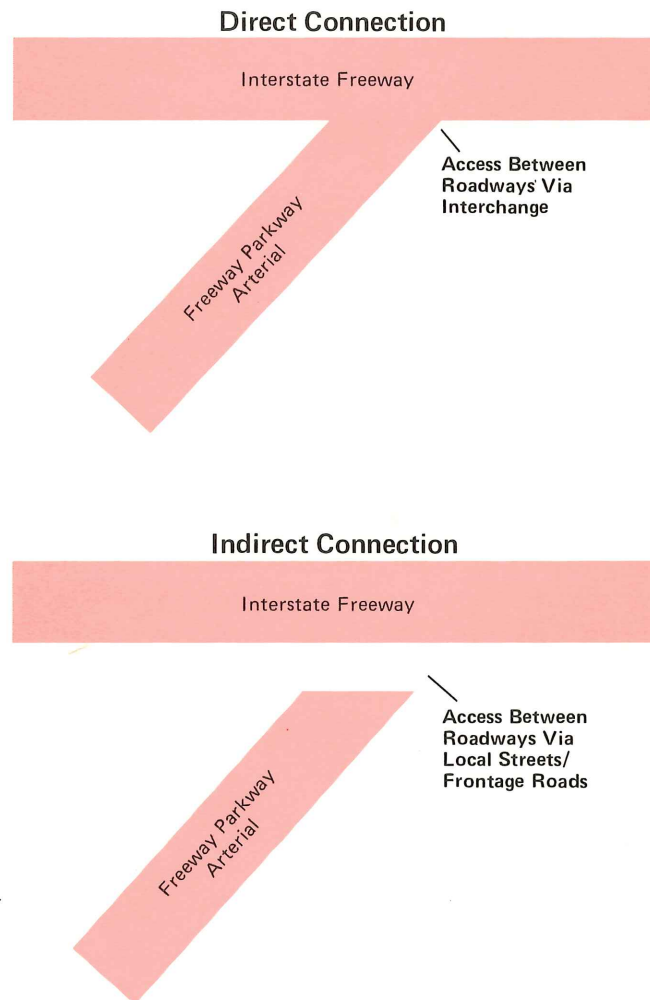
- Adverse impacts from truck traffic.
- Increased noise/air pollution from through traffic.
- Adequate auto and transit accessibility to regional and subregional activity centers.
- Adequate regional and subregional truck accessibility.
- Equitable treatment between neighborhoods and municipalities regarding the type of highway facility to be built.

ADDITIONAL PROJECT ALTERNATES BASED UPON IDENTIFIED MAJOR TRANSPORTATION-RELATED CONCERNS

These concerns were translated into specific design features and truck use restrictions on the Short Line and then applied to the Pleasant Avenue Corridor alternate. Two major design features are considered: (1) parkway and (2) "direct" or "indirect" connection between the Pleasant Avenue Corridor facility and the existing interstate network in the St. Paul downtown area. The truck use restriction was applied under certain alternate situations only to the Short Line.

For purposes of Phase I, conceptual definitions have been developed to explain the nature of "direct" and "indirect" connections to an interstate freeway. These are illustrated in Figure 20. The specific design features of "direct" and "indirect" connections, relating to the various project alternates, will be determined in Phase II, the Draft EIS.

Figure 20
TWO BASIC TYPES OF INTERSTATE CONNECTIONS





Aerial view of Pleasant Avenue Corridor looking toward Summit Hill Neighborhood. Current plans by the City of St. Paul call for multiple use of the Pleasant Avenue Corridor right-of-way (including bicycle paths and pedestrian walks). Close coordination of ongoing planning activities and the development of alternate roadway design elements to be studied in the Draft EIS will be needed.



View of the Short Line Corridor from the entrance ramp at Jefferson Avenue in St. Paul. The issue of "trucks vs. no trucks" on this roadway will be evaluated in depth in the Draft EIS.

A parkway is a roadway incorporating certain limitations as to types and sizes of vehicles and vehicle speeds. In addition, the parkway is normally landscaped extensively with shrubbery and trees.

A parkway, for purposes of the I-35E study, is defined as a roadway with the following characteristics:

- Prohibits commercial vehicles over a certain gross weight (in St. Paul, over 9,000 lbs. gross weight).
- Allows legal speeds of less than 55 mph.
- Provides for extensive (i.e., greater than usual) landscaping within facility easement.
- Allows for buses and other high-occupancy vehicles.

In contrast, an existing roadway — whether a city arterial or collector — from which trucks are prohibited is not necessarily a parkway. For example, exclusion of trucks on the Short Line, under some alternatives, does not imply that the Short Line is considered a parkway under those alternates, for purposes of detailed evaluation in the Draft EIS.

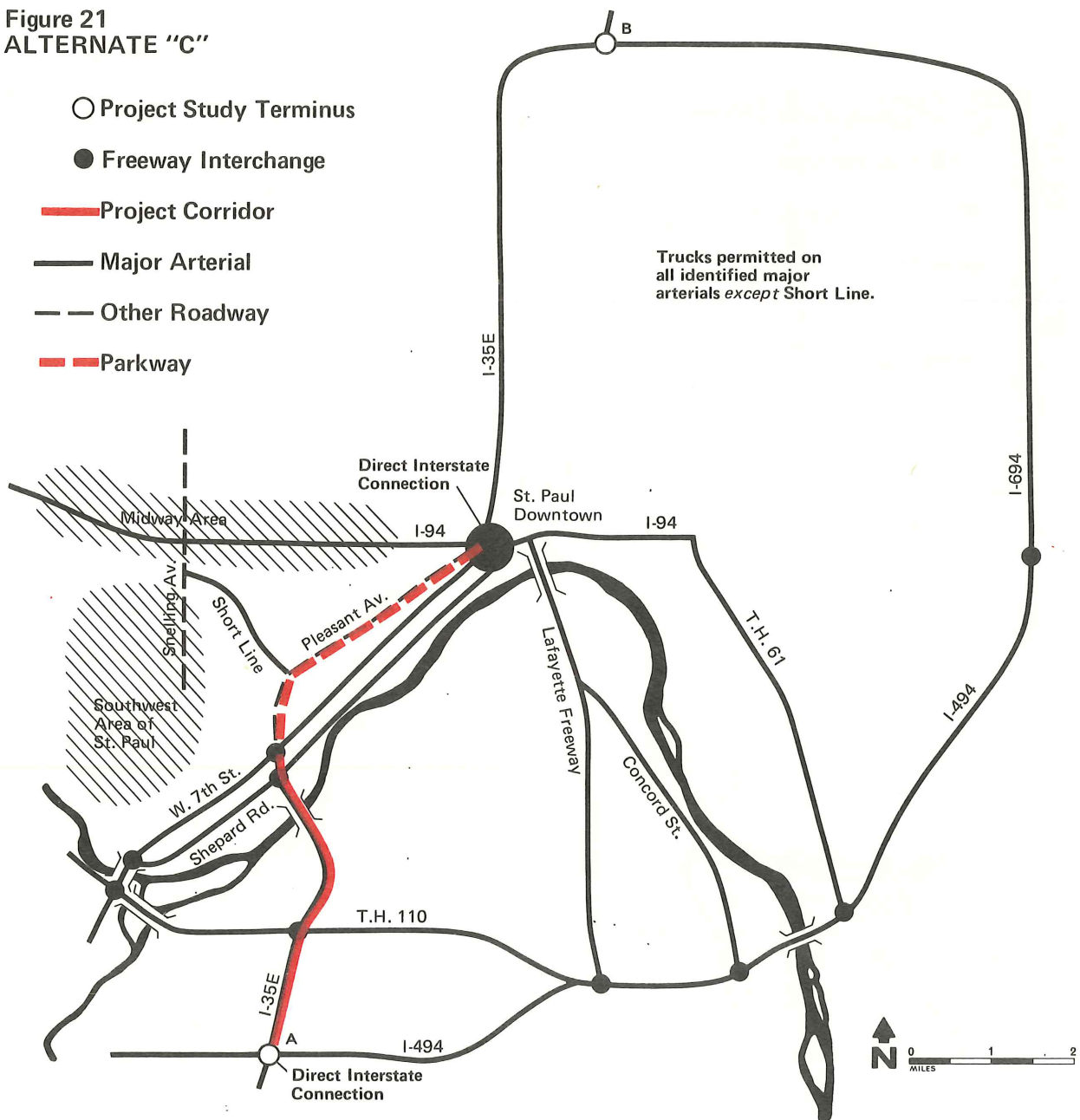
Applying possible variations of "parkway," "direct" and "indirect" connection and the prohibition or allowance of trucks on the Short Line resulted in the identification of six additional project alternates. The six were judged to merit detailed evaluation in the Draft EIS. These additional alternates (Alternates C through H) are illustrated in Figures 21 through 26. (Alternates A and B are shown in Figures 18 and 19.)

"NO-BUILD" ALTERNATE

Federal EIS regulations require that *all* proposed project alternates be assessed against the alternative of doing nothing, i.e., the "No-Build" alternate.

Figure 27 lists the three criteria which were used to identify the "No-Build" alternate.

Figure 21
ALTERNATE "C"



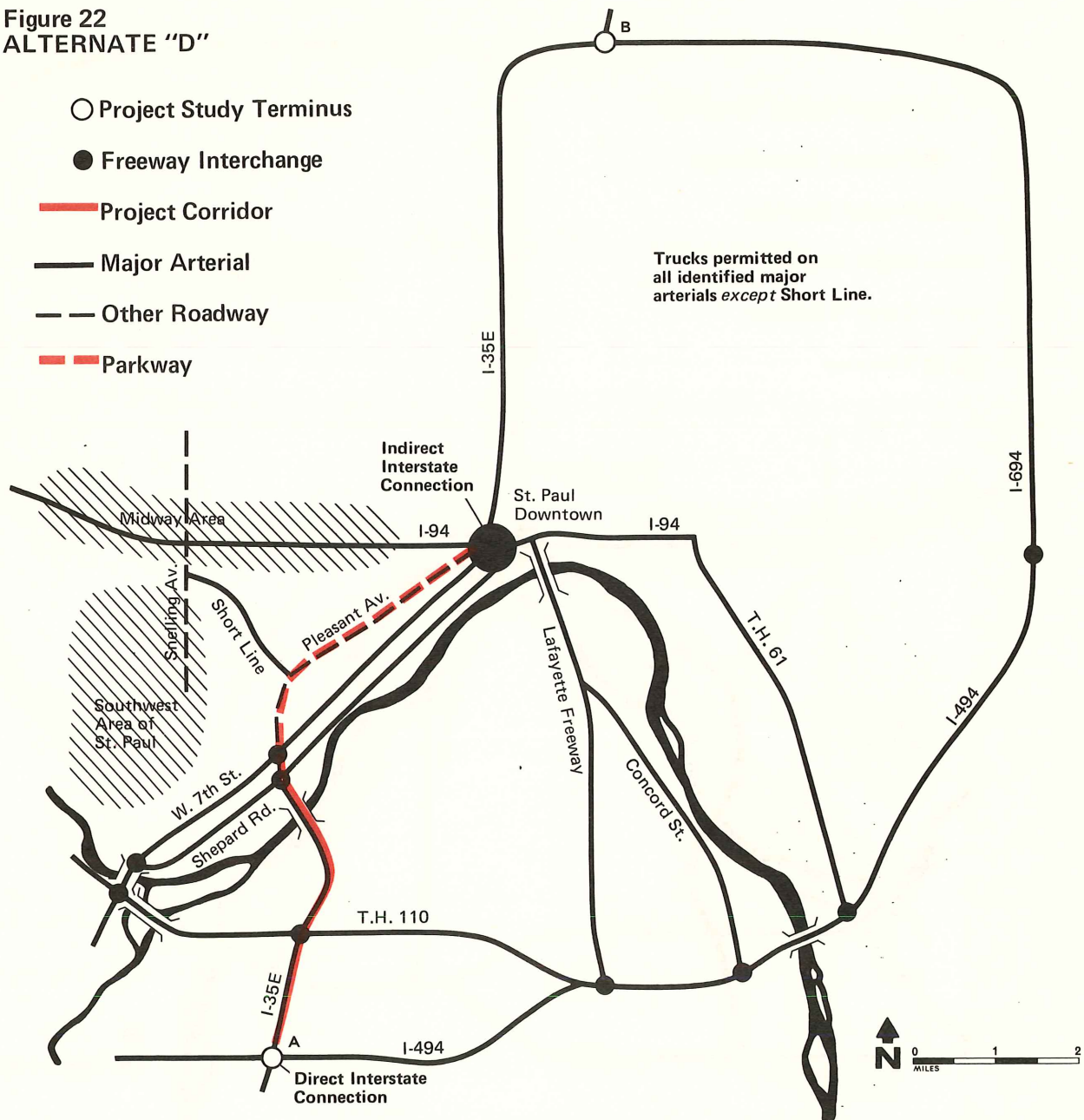
Alternate "C"

Parkway in Pleasant Avenue Corridor extending to West 7th Street; no trucks permitted on Short Line; direct interstate connection in downtown St. Paul; freeway in Mendota Heights Corridor.

This alternate responds to the following major concerns:

- Adverse impacts from truck traffic.
- Adequate auto and transit access to regional and subregional activity centers.

Figure 22
ALTERNATE "D"



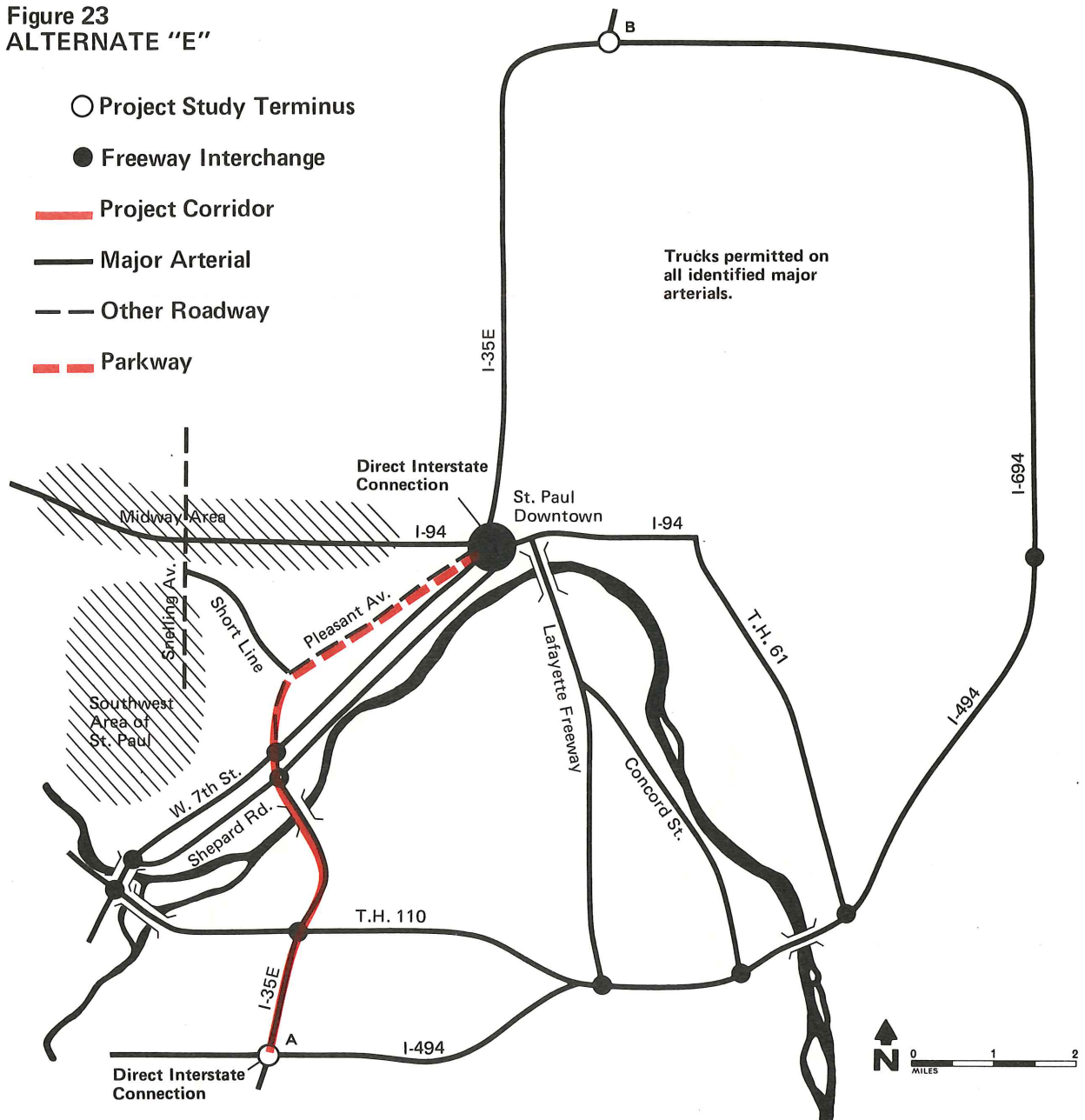
Alternate "D"

Parkway in Pleasant Avenue Corridor extending to West 7th Street; no trucks permitted on Short Line; indirect interstate connection in downtown St. Paul; freeway in Mendota Heights Corridor.

This alternate responds to these major concerns:

- Adverse impact from truck traffic.
- Increased noise/air pollution from "through" traffic.

Figure 23
ALTERNATE "E"



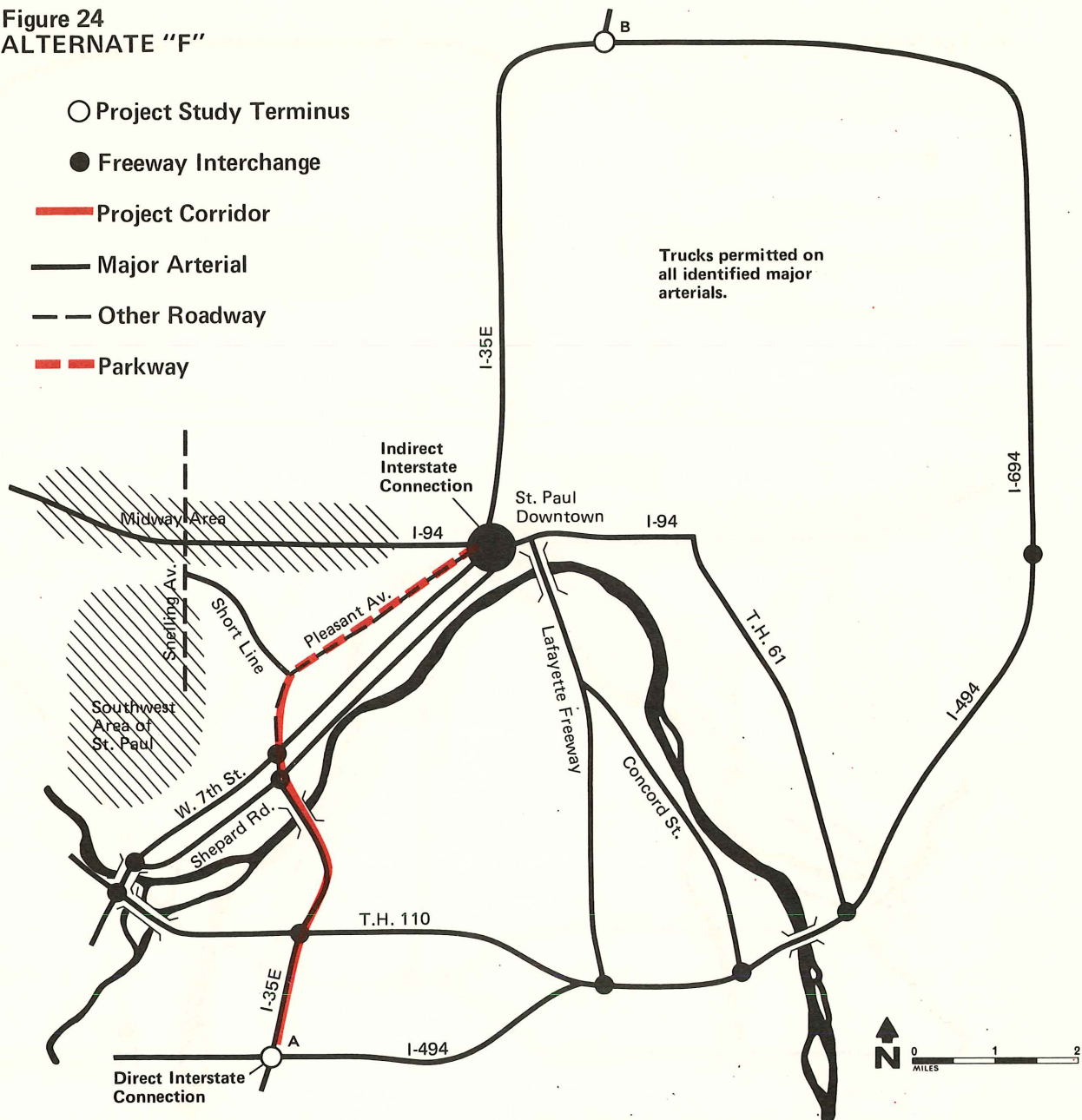
Alternate "E"

Parkway in Pleasant Avenue Corridor from the proposed I-35E/Short Line interchange; trucks permitted on Short Line; direct interstate freeway connection in downtown St. Paul; freeway in Mendota Heights Corridor.

This alternate responds to these major concerns:

- Adverse impacts from truck traffic.
- Adequate auto and transit access to regional and subregional activity centers.
- Adequate regional and subregional truck access.

Figure 24
ALTERNATE "F"



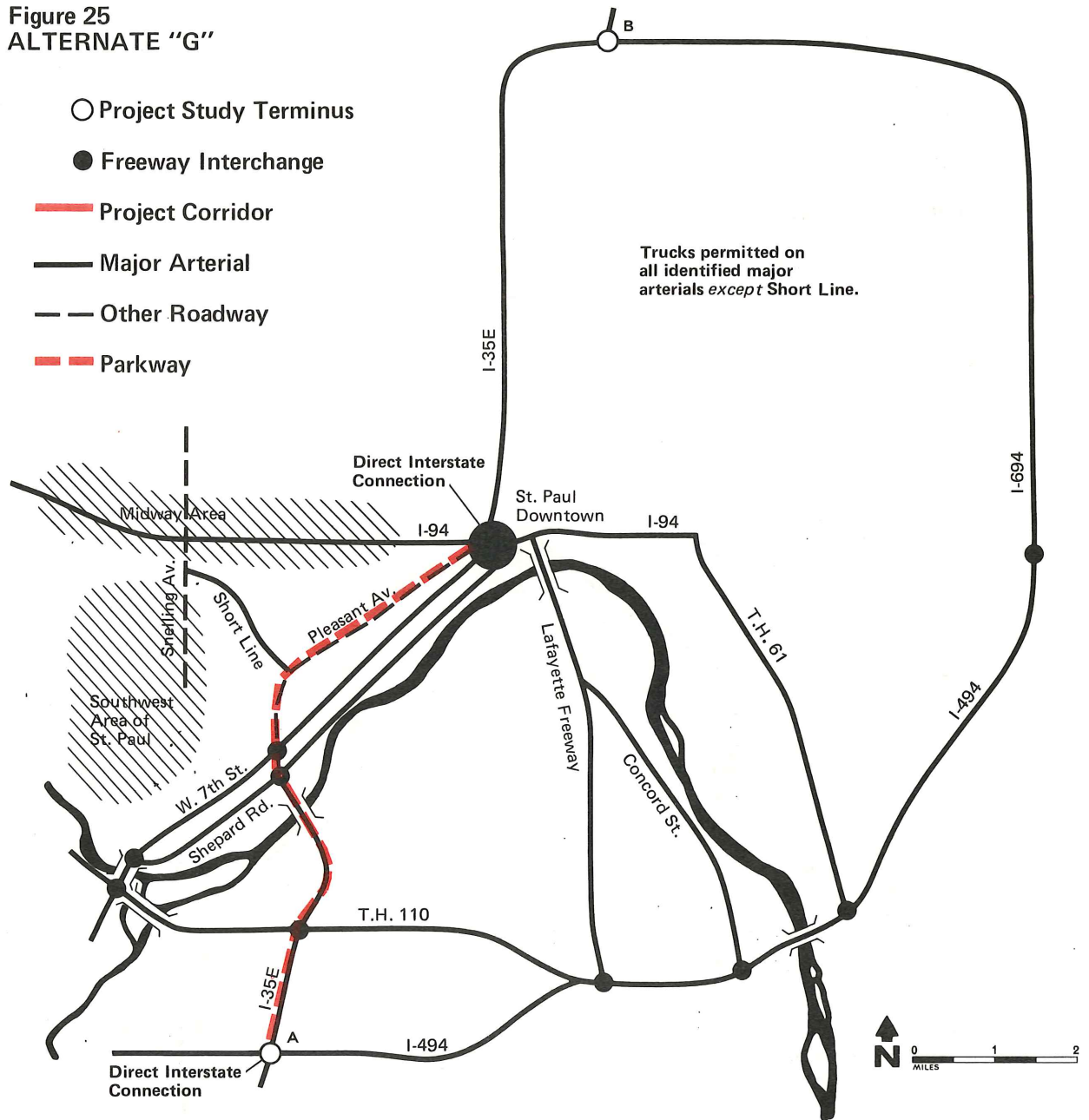
Alternate "F"

Parkway in Pleasant Avenue Corridor from the proposed I-35E/Short Line; indirect interstate freeway connection in downtown St. Paul; freeway in Mendota Heights Corridor.

This alternate responds to these major concerns:

- Adverse impacts from truck traffic.
- Increased noise/air pollution from "through" traffic.
- Adequate regional and subregional truck access.

Figure 25
ALTERNATE "G"



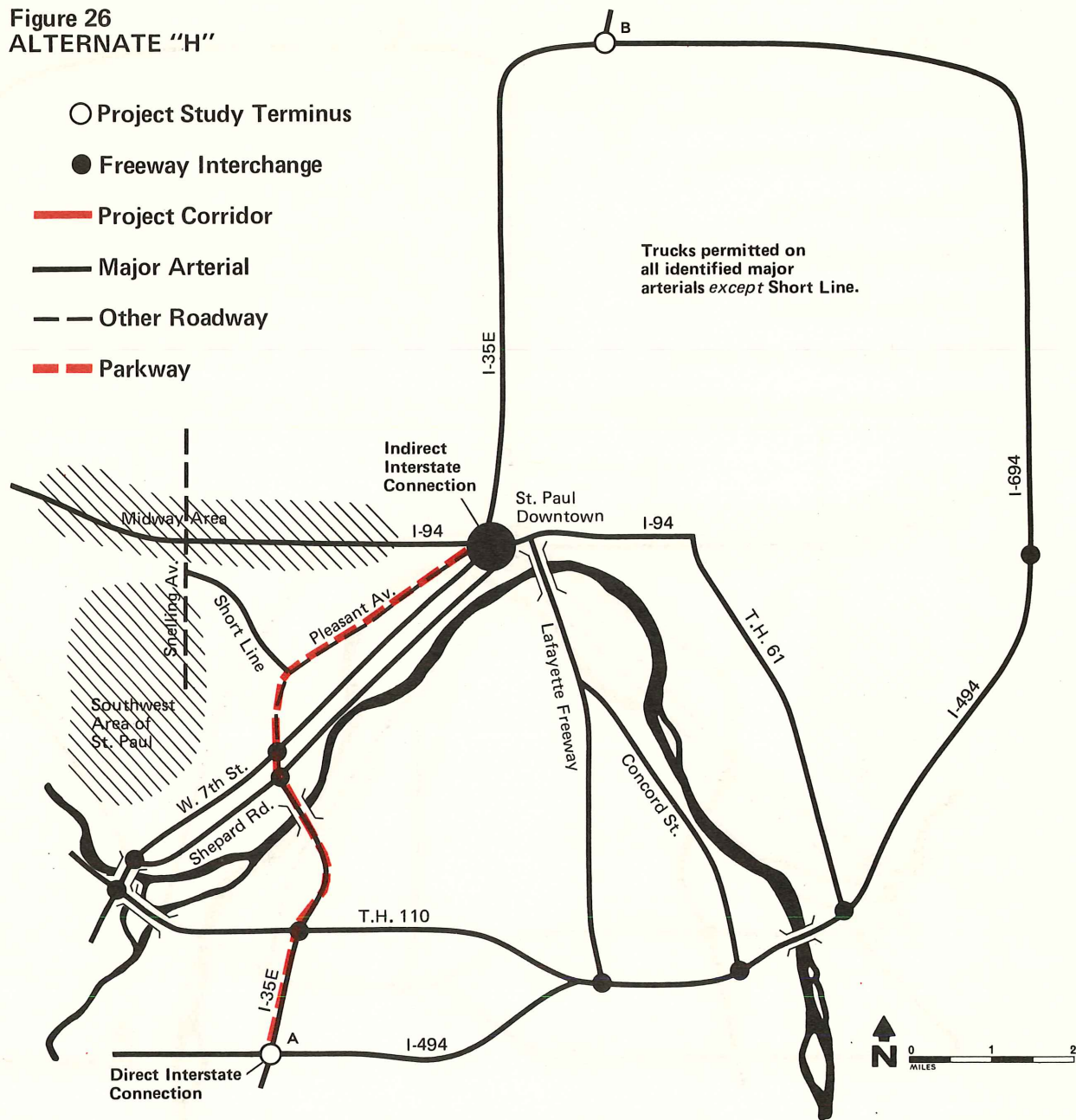
Alternate "G"

Parkway extending from I-494 through Pleasant Avenue Corridor to downtown St. Paul; trucks not permitted on the Short Line; direct interstate freeway connection in downtown St. Paul.

This alternate responds to these major concerns:

- Equitable treatment between neighborhoods and municipalities.
- Adverse impacts from truck traffic.
- Adequate auto and transit access to regional and subregional activity centers.

Figure 26
ALTERNATE "H"



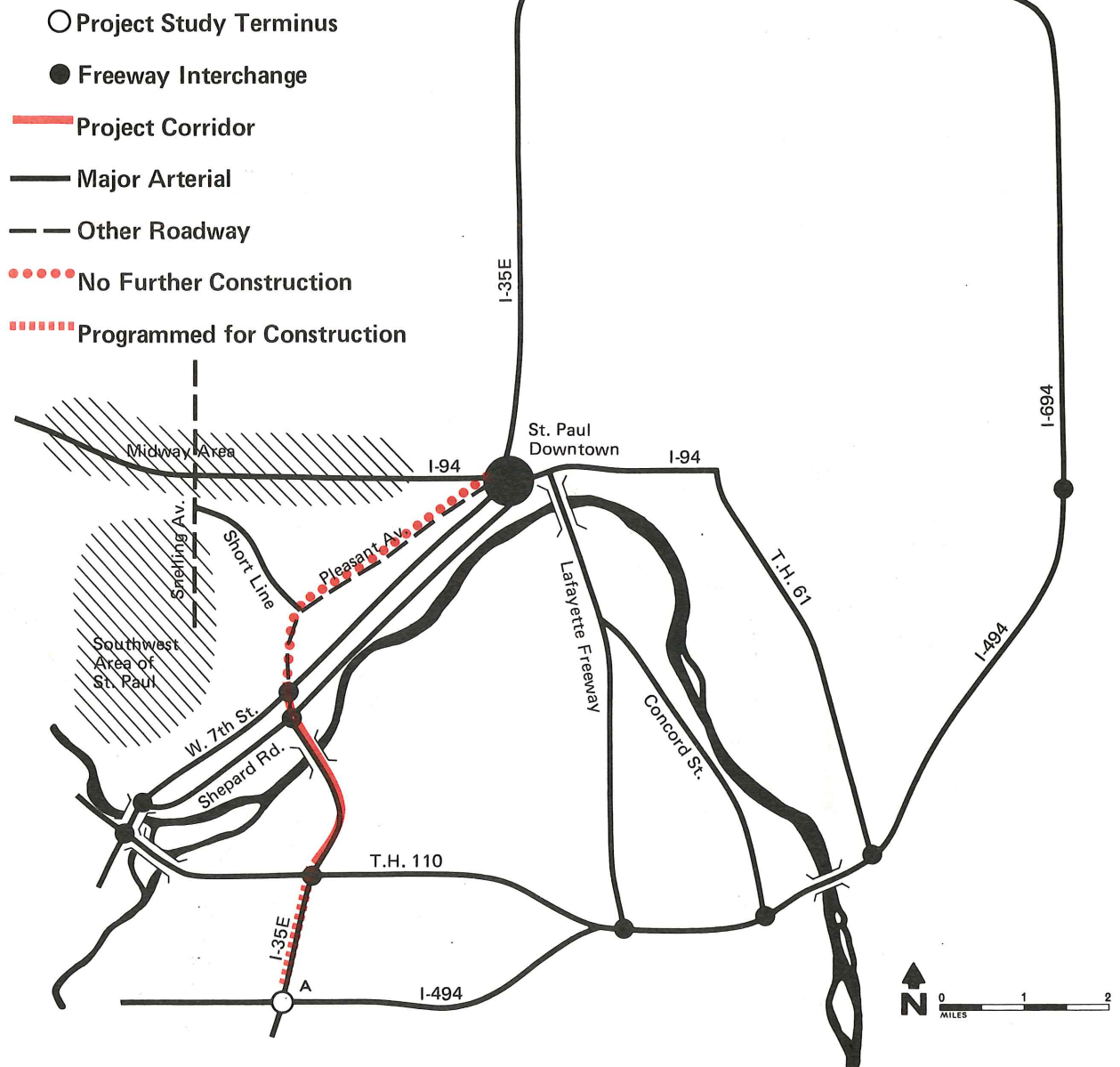
Alternate "H"

Parkway extending from I-494 through Pleasant Avenue Corridor to downtown St. Paul; trucks not permitted on the Short Line; indirect interstate freeway connection to I-94.

This alternate responds to these major concerns:

- Equitable treatment between neighborhoods and municipalities.
- Adverse impacts from truck traffic.
- Increased noise/air pollution from "through" traffic.

Figure 27
"NO-BUILD" ALTERNATE



No-Build Alternate

Underlying characteristics:

- No further construction of a roadway facility would occur in the Pleasant Avenue Corridor extending from West 7th Street to downtown St. Paul.
- Trucks would continue to be allowed to use the Short Line.
- Freeway between terminus A and the Lexington Bridge in the Mendota Heights Corridor would be completed.

CHAPTER 6. PUBLIC AND AGENCY CONCERNS RELATING TO IDENTIFIED PROJECT ALTERNATES

Essential to a thorough environmental impact statement (EIS) is the identification of *all* feasible alternatives to be evaluated. Therefore, public and agency response to the nine project alternates recommended for detailed evaluation in the Draft EIS was necessary to determine omissions or misinterpretations of the major transportation-related concerns that established the basis for the recommended alternates. Six major presentations were made to explain the procedure of identification and evaluation of potential I-35E corridors and the identification of additional project alternates, and to solicit response to that procedure. Additionally, a general public meeting was held on August 2, 1978, to solicit comments to the Phase I findings and tentative recommendations.

The public and agency responses resulting from these workshops were, in general, supportive of the identified nine project alternates *in terms of* having them evaluated in the Draft EIS. Some concern was expressed over the applicability of the Shepard Road Corridor (Alternate B) for I-35E. The public and agency critique of the nine alternates centered mainly on specific sites within the alternate corridors. These concerns were articulated in terms of potential site impacts or, more generally, in terms of concerns about facility design features to be addressed in the Draft EIS.

The public response to the Phase I Report received at the August 2, 1978 public meeting also was generally supportive of the findings and recommendations. The major exception was the request by Residents in Protest (RIP) I-35E to include more than the two I-35E corridors recommended in Chapter 10 for detailed evaluation in the Draft EIS.

To show the "constancy" of major concerns regarding the completing of I-35E in St. Paul, project-related concerns identified in the *Butler Report* on alternative I-35E corridors are given below. Then notations of concerns received in Phase I of this study are given.

CONCERNS: HISTORICAL PERSPECTIVE (BUTLER REPORT)

The *Butler Report* on alternative I-35E cor-



View of the Pleasant Avenue Corridor looking toward the southwest from Linwood Park in St. Paul. The concern of maximizing existing investments in this corridor will be addressed in the Draft EIS.

ridors identified the following major concerns relating specifically to the Pleasant Avenue Corridor:

- Noise pollution in vicinity of freeway facility.
- Air pollution in vicinity of freeway facility.
- Vibrations upon adjoining land uses (especially St. Luke's Hospital) between Grand Avenue/Ramsey Street and Kellogg Blvd.
- Slope stability in the vicinity of the St. Paul Cathedral.
- Effects on existing vegetation between St. Clair Avenue and Kellogg Blvd.
- General aesthetics of the freeway facility if sound abatement structures would be required.
- Mississippi River pollution from freeway facility storm water runoff.
- Neighborhood splitting between West 7th Street (T.H. 5) and Randolph Avenue.
- Possible general degradation of the "quality of life" in neighborhoods adjacent to the freeway due to anticipated adverse impacts from traffic.
- General loss of property values in vicinity of freeway facility.
- Possible adverse impact on historical districts and sites as well as sites of potential historical value. Special reference was made to the James J. Hill Mansion, the Burbank-Livingston-Griggs Mansion, the German Presbyterian Bethlehem Church (designed by famed architect Cass Gilbert) and the "Historic Hill District."

The Shepard Road Corridor also was studied. The *Butler Report* concluded that facility design problems regarding the location and construction of an interstate freeway in that corridor were of particular concern.

CURRENT PUBLIC CONCERNS

At the Phase I information workshops, presentations were made to explain the basis for identifying and recommending nine project

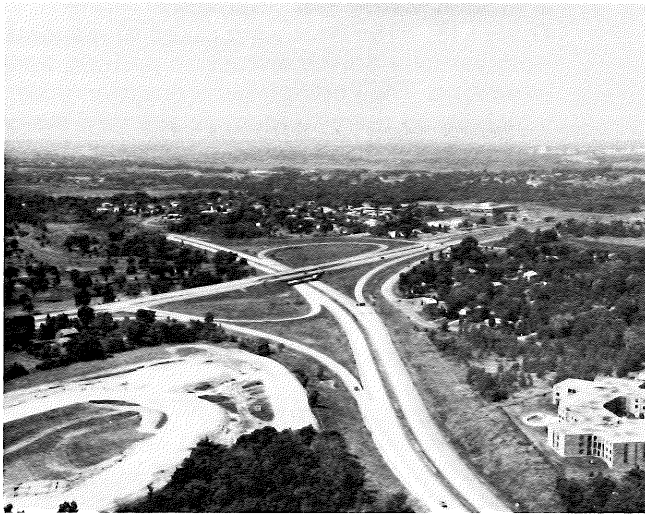
alternates for detailed evaluation in the Draft EIS. Attendees were asked to respond both verbally during discussion periods, and in writing. They completed a questionnaire which asked them to identify any new major concerns about the identified project alternates. The questionnaire is shown in Figure 28.

Public responses to the question of additional major concerns are summarized below. Complete responses are on file at Metropolitan Council offices.

- Interchange design at Selby Avenue, Marshall Avenue, the north end of the Short Line (i.e., Snelling/Short Line), and between the Pleasant Avenue Corridor facility and the Short Line.
- Trucks on the Short Line under certain alternates.
- Traffic impacts on North Snelling (T.H. 51) resulting from the nine alternates.

Figure 28
QUESTIONNAIRE USED FOR PUBLIC RESPONSE
TO SELECTED PROJECT ALTERNATES

<p>RESPONSE TO ALTERNATES IDENTIFIED FOR INCLUSION IN THE I-35 DRAFT EIS (PHASE II)</p> <p>(Please return at end of meeting or send to: Metropolitan Council, Room 300, Metro Square Building, St. Paul, Minnesota, 55101, Attn: Ghaleb Abdul-Rahman)</p> <p>Representing (Municipality, Neighborhood, Self, etc.): _____</p> <p>Address: _____</p> <p>Telephone: _____</p> <p><u>PLEASE IDENTIFY ANY NEW MAJOR CONCERNS</u></p> <p><u>DO ANY OF THE IDENTIFIED ALTERNATES RESPOND TO THOSE CONCERNS?</u></p> <p><u>IF NOT, HOW SHOULD ONE OR MORE OF THE ALTERNATES BE CHANGED?</u></p>
--



Aerial view of Mendota Heights looking southwest from the I-35E/T.H. 110 interchange. Impacts resulting from the various project alternates on the northern Dakota municipalities (such as Mendota Heights) will be addressed in the Draft EIS. Of special concern to Mendota Heights is the impossibility of planning adequately for future community development so long as the proposed regional transportation facility (i.e., I-35E) remains in doubt.

- Need to upgrade Snelling Avenue (T.H. 51) north of I-94 under certain alternates.
- Impact on the "Midway Community" if trucks are allowed to use the Short Line.
- General traffic congestion and related air pollution in downtown St. Paul area if there are no direct connections with I-94 and Lafayette Freeway.
- Adverse impacts in the sensitive hospital complex segment of Pleasant Avenue Corridor.
- The "No-Build" alternate should consider no construction of I-35E through Mendota Heights.
- Further delay in construction of a highway facility in the Pleasant Avenue Corridor will be detrimental to the existing and programmed development in downtown St. Paul.
- Need to upgrade the Short Line under certain alternates.
- Air pollution from high volume "through" traffic.
- No construction between the Short Line and the Pleasant Avenue Corridor. (NOTE: This design feature is presently considered only under the "No-Build" alternate.)
- The severe constriction of subregional and local truck mobility under certain alternates.
- Use of existing investment in the Pleasant Avenue Corridor.
- The serious design investment in the Shepard Road Corridor.
- Possible taking of railway facilities and disruption of rail activities in Shepard Road Corridor.

CURRENT AGENCY CONCERNS

Several agencies submitted correspondence listing major concerns about the identified project alternates. Agency comments are summarized below; complete correspondence is on file at the Metropolitan Council offices.

Minnesota Pollution Control Agency (Staff):

- Air quality impacts in alternate corridors and in downtown St. Paul.
- Noise impacts in alternate corridors.
- Water quality impacts on receiving bodies of water.
- Hazardous materials spill control.

Minnesota Department of Health (Staff):

- Air quality impacts on "the elderly people who are already in poor health." The design interrelationships between the highway and air intakes of nearby nursing homes and hospitals are critical.

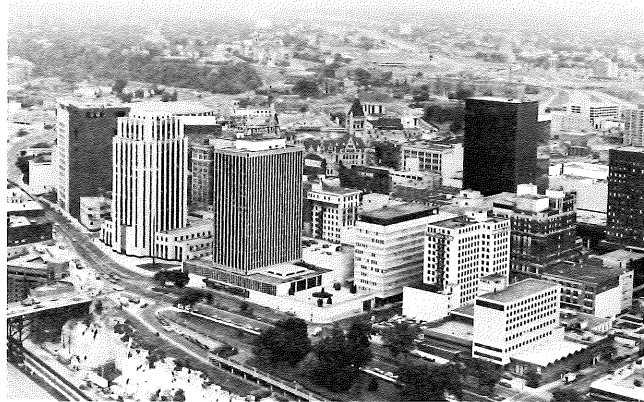
Minnesota Department of Natural Resources:

- Shepard Road is located within the Mississippi River floodplain. Along some stretches of the river the floodway abuts the edge of the road. The Department would strongly object to any widening of the existing alignment that would encroach upon the floodway and increase the flood elevations.
- If the Shepard Road alternate would require the filling of wetlands adjacent to the river to provide the proper approach to the I-35E bridge, the Department would be concerned about the impact on fish and wildlife as well as the encroachment on the floodway.

Metropolitan Transit Commission (Staff):

- Effects of a new transportation facility upon the speed, operating costs and other operating characteristics of the transit system.
- Changes in the attractiveness of transit compared with other modes in the study corridor.
- Possible contributions to urban sprawl, with resulting negative effects upon transit operations, regional energy consumption, air quality and public service costs.
- Effects upon the character and attractiveness of the St. Paul downtown area.

The public and agency responses summarized above indicate the need for preliminary detailed design of certain segments of and sites within the Pleasant Avenue, Shepard Road and the Short Line corridors. These facility design considerations are discussed in Chapter 9.



A comparative evaluation of the development impacts upon downtown St. Paul will be addressed in the Draft EIS, along with environmental concerns such as air quality and noise impacts resulting from project alternates.



View of Pleasant Avenue Corridor right-of-way looking northeast along Pleasant Avenue between Children's and St. Luke's Hospitals – probably the most sensitive segment in this corridor. The concerns of the Minnesota Pollution Control Agency and the Minnesota Department of Health relating to air quality, noise and vibration impacts upon the operation of these two medical facilities will be addressed in the Draft EIS.

CHAPTER 7. GEOGRAPHIC FRAMEWORK FOR DRAFT EIS



Aerial view of I-35E looking south toward downtown St. Paul from the Wheelock Pkwy. overpass. The Draft I-35E EIS will address the question of traffic impacts on I-35E north of downtown St. Paul as a result of completing I-35E to the south of the downtown area. Also, the Draft EIS will address the regional access needs of residents and businesses in northern Ramsey County as they relate to completing I-35E.

To put the environmental impacts of the recommended project alternates into perspective, the various degrees of impacts must be recognized. Because I-35E is a regional transportation facility, the environmental impact analysis must be performed within the appropriate geographic framework. Some of the environmental impacts (noise) will be local. But others (land development potential) can reach beyond the apparent impact boundaries of the proposed roadway. Therefore, the I-35E environmental analysis should be performed at the "primary" (corridor and vicinity), "secondary" (community), and regional (county and multi-county) levels. Direct and indirect impacts should be considered at the levels where they affect the environment.

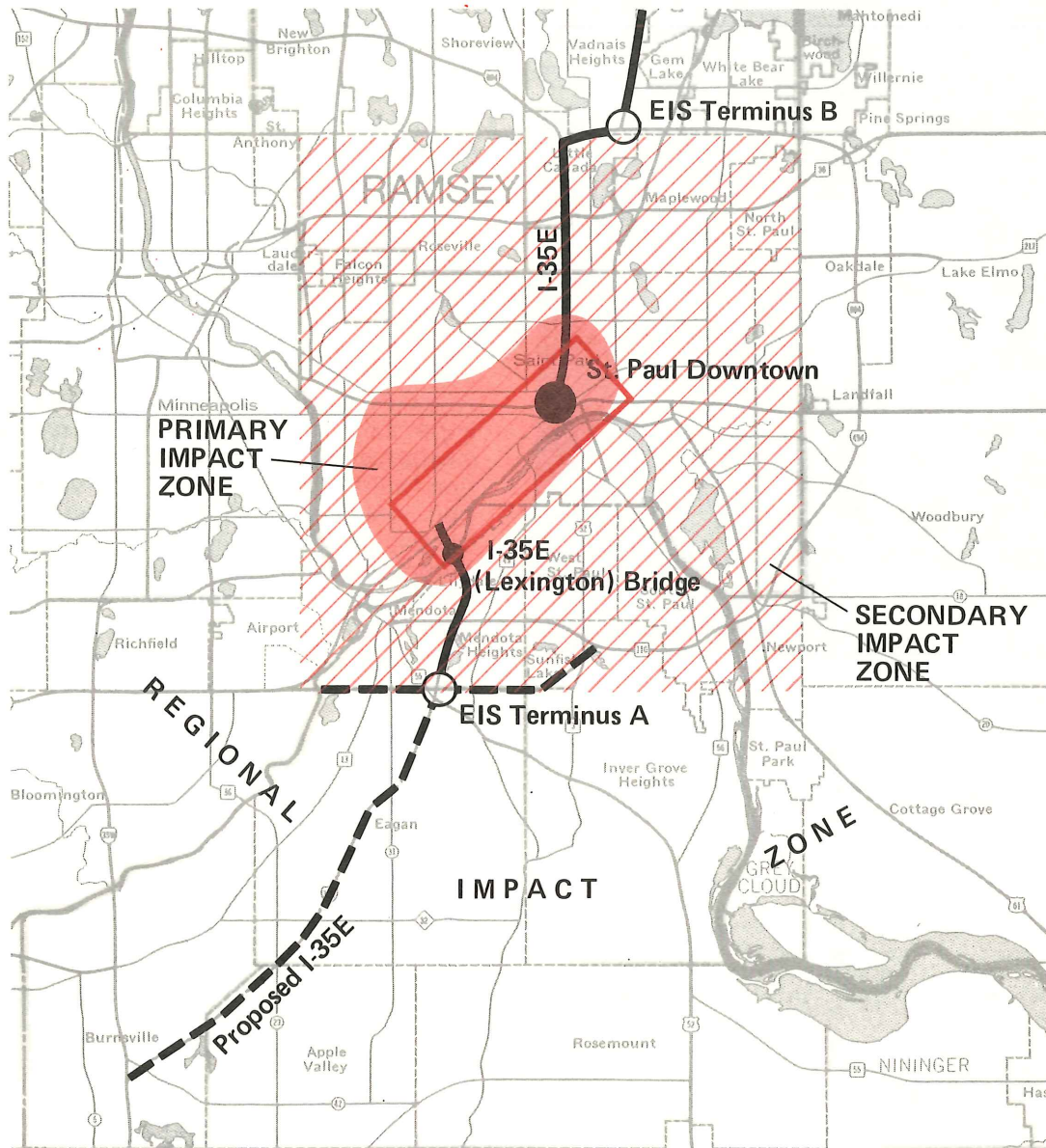
Direct impacts are the result of roadway construction, operation and maintenance. Direct impacts of transportation systems are usually most apparent adjacent or near the transportation facility. Indirect impacts of transportation systems usually refer to the social, economic and environmental response to the transportation facility on a broader (e.g., community and county) geographic basis. An example of indirect impact is development of new housing in areas made more accessible by construction of the transportation facility.

Traditionally, environmental impact statements have emphasized the adverse or negative impacts resulting from a proposed action. The Draft I-35E EIS should identify and analyze the positive as well as negative impacts at each level of investigation. Also, the indirect and direct impacts within each level of investigation should be addressed. The time frame for EIS analysis will be immediate (during construction), short term (the first five years of facility operation and maintenance), and long-term (through the year 2000).

DRAFT EIS STUDY AREA

The primary, secondary and regional zones of impact analysis and evaluation to be followed in the Draft I-35E EIS have been delineated, and are shown in Figure 29. The project-related concerns identified during this Phase I study will be analyzed and evaluated within the multiple context of these three EIS impact zones.

Figure 29
DRAFT EIS STUDY AREA MAP



CORRIDOR ANALYSIS CONCEPT

The Draft EIS analysis of each selected alternate also should include a corridor "segment analysis." This is depicted in the Corridor Analysis Concept Map, Figure 30. Three corridor analysis segments have been labeled: (1) Primary Impact Segment, extending from the I-35E Mississippi River bridge to the St. Paul downtown area; (2) Secondary Impact Segment(s), extending between the proposed I-35E/I-494 interchange in Dakota County (Terminus A) to the I-35E bridge and from the St. Paul downtown area to the existing I-35E/I-494 interchange in Ramsey County (Terminus B); and (3) Regional Impact Segment(s), extending along the I-35E corridor beyond Termini A and B.

DATA ANALYSIS "CELLS" CONCEPT

The social, economic and environmental data collection and analysis in the Draft EIS for the impact zones and impact corridor segments are to be conducted on a systematic basis, as illustrated in Figure 31.



The Draft EIS will determine the social, economic and environmental impacts in the immediate vicinities of the recommended alternate corridors, such as the Pleasant Avenue Corridor shown above (aerial view). Impacts on the City of St. Paul, adjoining suburbs and the surrounding region will also be determined.

Figure 31
DATA ANALYSIS “CELLS” FRAMEWORK

Data “Cells”	Social	Economic	Environmental	Analysis and Planning Documentation
<p>I. Governmental and Planning Units</p> <ul style="list-style-type: none"> o Seven-County Metropolitan Area o Dakota County o Ramsey County o Transportation Subregions 2 and 11 (TPP) o Municipalities <ul style="list-style-type: none"> o St. Paul (City-Wide) o St. Paul Planning Districts (PDs) o St. Paul Census Tracts/Block Data o St. Paul Special Study Areas <ul style="list-style-type: none"> • Neighborhoods • Commercial/Industrial Districts • Special Use Districts o Mendota Heights (City-Wide) o Mendota Heights (Census Tracts/Block Data) o Lilydale (City-Wide) o Lilydale (Census Tracts/Block Data) o Mendota (City-Wide) o Mendota (Census Tracts/Block Data) 	<p>Accessibility</p> <p>Safety</p> <p>Public Services</p> <p>Community Facilities</p> <p>Displacement</p> <p>Recreation (4F Lands)</p> <p>Region and Community Plans and Growth</p>	<p>Accessibility</p> <p>Employment Opportunities</p> <p>Traffic Generation</p> <p>Energy Consumption</p> <p>Land Ownership</p> <p>Property Taxes</p> <p>Project Construction Costs</p> <p>Employment, Income and Business Activity</p> <p>Land Development Potential</p> <p>Resource Depletion</p>	<p>Air Quality</p> <p>Noise</p> <p>Water Quality</p> <p>Aquatic Ecosystems</p> <p>Environmental Design, Aesthetics, and Historic Values</p> <p>Terrestrial Ecosystems</p> <p>Floodplain Encroachment</p> <p>Soils</p>	<p>(as available)</p>
<p>II. Special Study Elements</p> <ul style="list-style-type: none"> o Mississippi River o Historic Sites/Districts o Specific Environmental Monitoring Sites 				

CHAPTER 8. ENVIRONMENTAL AND PLANNING CONSIDERATIONS

Both corridors proposed as project alternates pass through highly developed areas, although the land is used in significantly different ways. Alternate A (Pleasant Avenue Corridor) goes through high-density residential and medical areas. Alternate B (Shepard Road Corridor) is an extensive mixed industrial area with regional rail lines. Shepard Road Corridor parallels and is adjacent to the Mississippi River. The "project area" segments of both corridors terminate in the St. Paul downtown area — one of the two "Metro Centers" designated by the Metropolitan Council in the Metropolitan Area. The alternate A and B project area segments are approximately five and six miles in length respectively. Both alternate corridors are located in the "heart" of the Metropolitan Region — an area developed by the end of the 19th century. Placing a modern regional transportation facility upon an existing area originally developed without regard for such a contingency is bound to cause psychological as well as physical impacts. This has been the case with the proposed I-35E link in St. Paul.

ENVIRONMENTAL SETTING⁽¹²⁾

The Draft EIS will identify and analyze in detail the environmental setting of the I-35E project area, extending from the Lafayette Bridge to the St. Paul downtown area. The purpose of this analysis is to determine the impacts resulting from the project alternates recommended for detailed evaluation. The Draft EIS will consider several environmental factors, including air quality, noise, ground and surface water, vegetation and fauna.

Air Quality

Air quality refers to the presence or absence of pollutants in the atmosphere. The fewer the pollutants, the higher the air quality.

Perhaps the most significant effect of air pollution is on human health. Well known as a source of irritation to the eyes and throat, air pollution has also been identified as a contributing factor in three of the "killer" diseases — heart disease, lung disease and cancer. It can also damage plant growth; accelerate weathering of building materials; soil, fade and disintegrate fabrics; reduce visibility; and change

climatological conditions (the greenhouse effect).

The effects of air pollution vary with the type and intensity of contamination, the duration of exposure, and the characteristics of the receptor. The best documented effects are those resulting from acute episodes, in which persons are exposed to high concentrations of pollutants over a relatively short period of time. Chronic or repetitive exposure to low pollution levels can also produce adverse effects. Some population groups — the sick and the very young, the elderly — are more seriously affected by air pollution than others. These groups, known as “sensitive receptors,” suffer adverse effects at lower pollutant concentrations than the general population. As a result, air quality impacts in the vicinities of schools, hospitals and housing for the elderly must be addressed in the Draft EIS.

Ground and Surface Water

Much of St. Paul is covered by a layer of glacial till several hundred feet deep, resulting in potentially direct recharge of ground water supplies. However, since the city is totally developed, with a substantial portion of the total ground area covered by structures and impervious materials, the capability for ground water recharge has been minimized. A recent city policy encouraging stormwater ponding might help combat this effect. The ponding provides temporary storage for surface runoff, thereby allowing a portion of it to penetrate the soil.

The I-35E project area specifically involves two distinct river terraces. The soil is comprised mostly of alluvium in the lower terrace, i.e., the Shepard Road Corridor; and mixed alluvium and glacial till in the higher terrace, i.e., Pleasant Avenue Corridor. The relationship of the I-35E project area to the two river terraces is shown in Figure 32. The relationship of the I-35E project area to the steep slopes between these two river terraces is shown in Figure 33. The runoff and subsequent leaching of chemical deposits resulting from potential I-35E traffic and de-icing chemicals will be investigated in the Draft EIS. Surface waters that might be affected by construction of a major roadway in the I-35E project area are shown in Figure 34.

Vegetation

Vegetation provides shelter for wildlife, prevents soil erosion, retains soil moisture and provides visual amenity. Most of the native vegetation within St. Paul has been removed and replaced with new plant materials. Exceptions are native plant communities identified in the Twin Cities Metropolitan Area;⁽¹³⁾ three are found in St. Paul. The distribution of these “remnant native plant communities” in relation to the I-35E project area is shown in Figure 35. The impacts upon these areas resulting from the construction of a major roadway in either the Pleasant Avenue Corridor or the Shepard Road Corridor will be evaluated.

Fauna

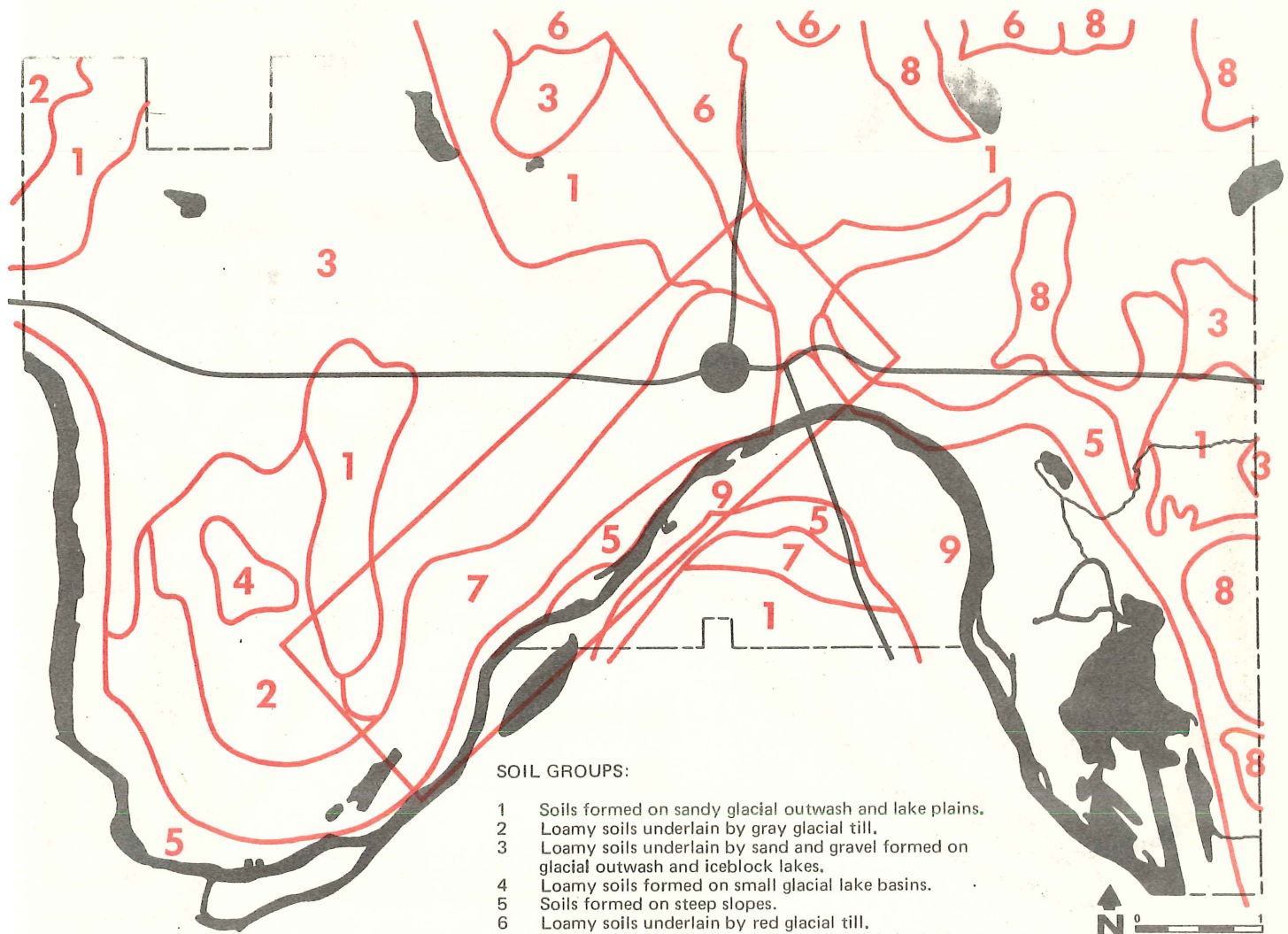
About 50 species of animals, 85 species of fish, 35 species of reptiles and amphibians and 300 species of birds can be found in the Seven-County Metropolitan Area. Many of these species can be found in St. Paul, although no comprehensive listing is available for the city. The interrelationships between existing natural habitats in the I-35E project area and associated fauna will be studied in terms of potential adverse impacts resulting from the construction of a major roadway in either the Pleasant Avenue Corridor or Shepard Road Corridor.

Noise

Traffic is a major generator of noise in an urban setting. Traffic noise is one of the principal concerns raised in regard to the construction of a major roadway in the I-35E project area. Traffic noise from a new major roadway, when combined with existing or “background” noise from other traffic or rail operations, will be analyzed in the Draft EIS. Areas of St. Paul with potentially high traffic and railroad noise in relation to the I-35E project area are shown in Figures 36 and 37, respectively.

Floodplains, Shorelands and Wetlands

Floodplains, shorelands and wetlands are closely associated with St. Paul’s water resources and general natural environment. A floodplain, as defined for the purpose of regulation by the Minnesota Department of Natural Resources, is that land area adjacent to



SOIL GROUPS:

- 1 Soils formed on sandy glacial outwash and lake plains.
- 2 Loamy soils underlain by gray glacial till.
- 3 Loamy soils underlain by sand and gravel formed on glacial outwash and iceblock lakes.
- 4 Loamy soils formed on small glacial lake basins.
- 5 Soils formed on steep slopes.
- 6 Loamy soils underlain by red glacial till.
- 7 Shallow soils formed on bedrock on Mississippi River benches.
- 8 Soils underlain by red till, gray till or sand and gravel formed on irregular steep slopes.
- 9 Soils formed on flood plains.

Source: Environmental Resource Data and Assessment Guide (for the City of Saint Paul), prepared by the Saint Paul Planning and Economic Development Department, 1977.

Figure 33
STEEP SLOPES IN ST. PAUL

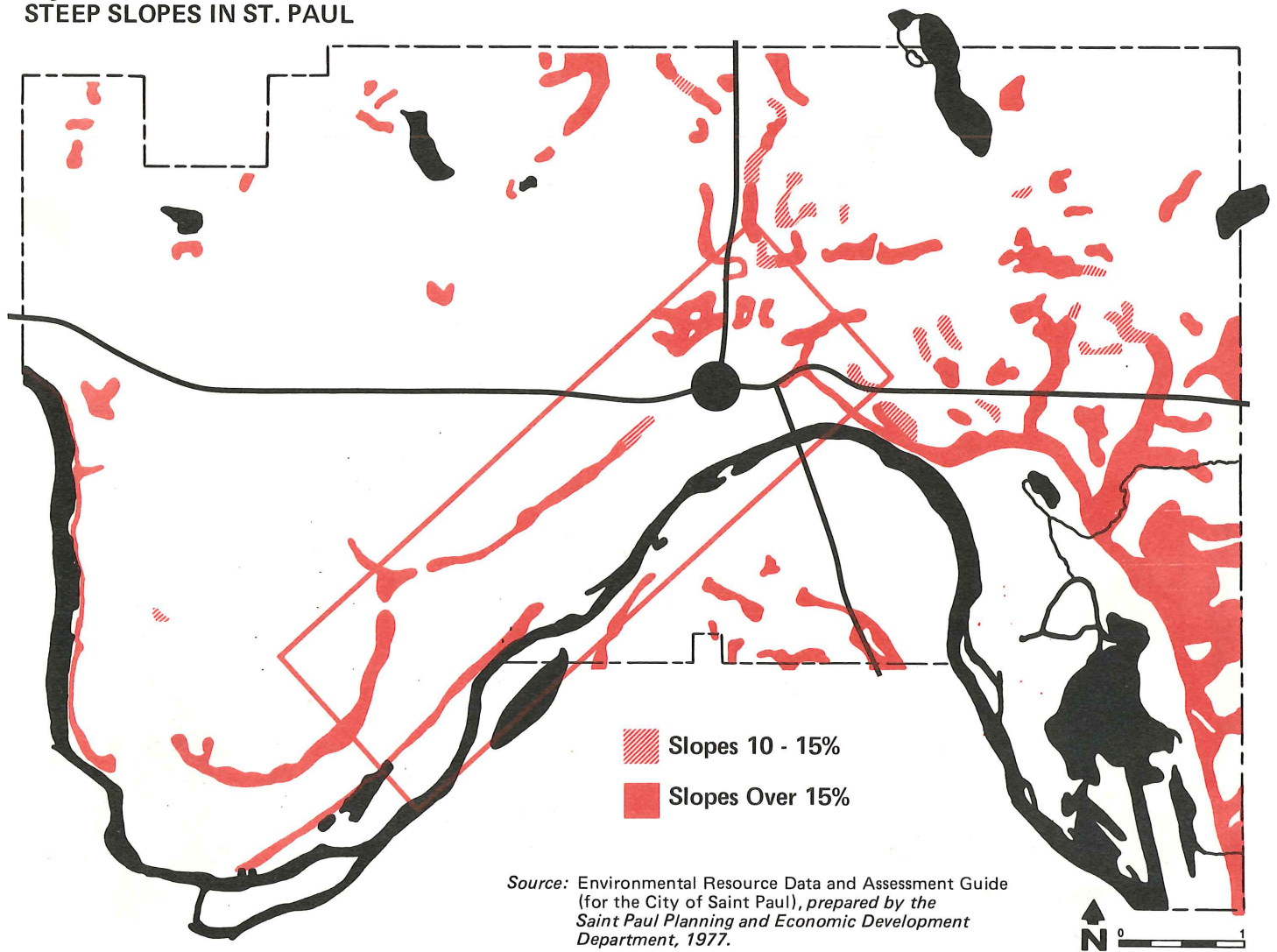


Figure 34
SURFACE WATER IN ST. PAUL

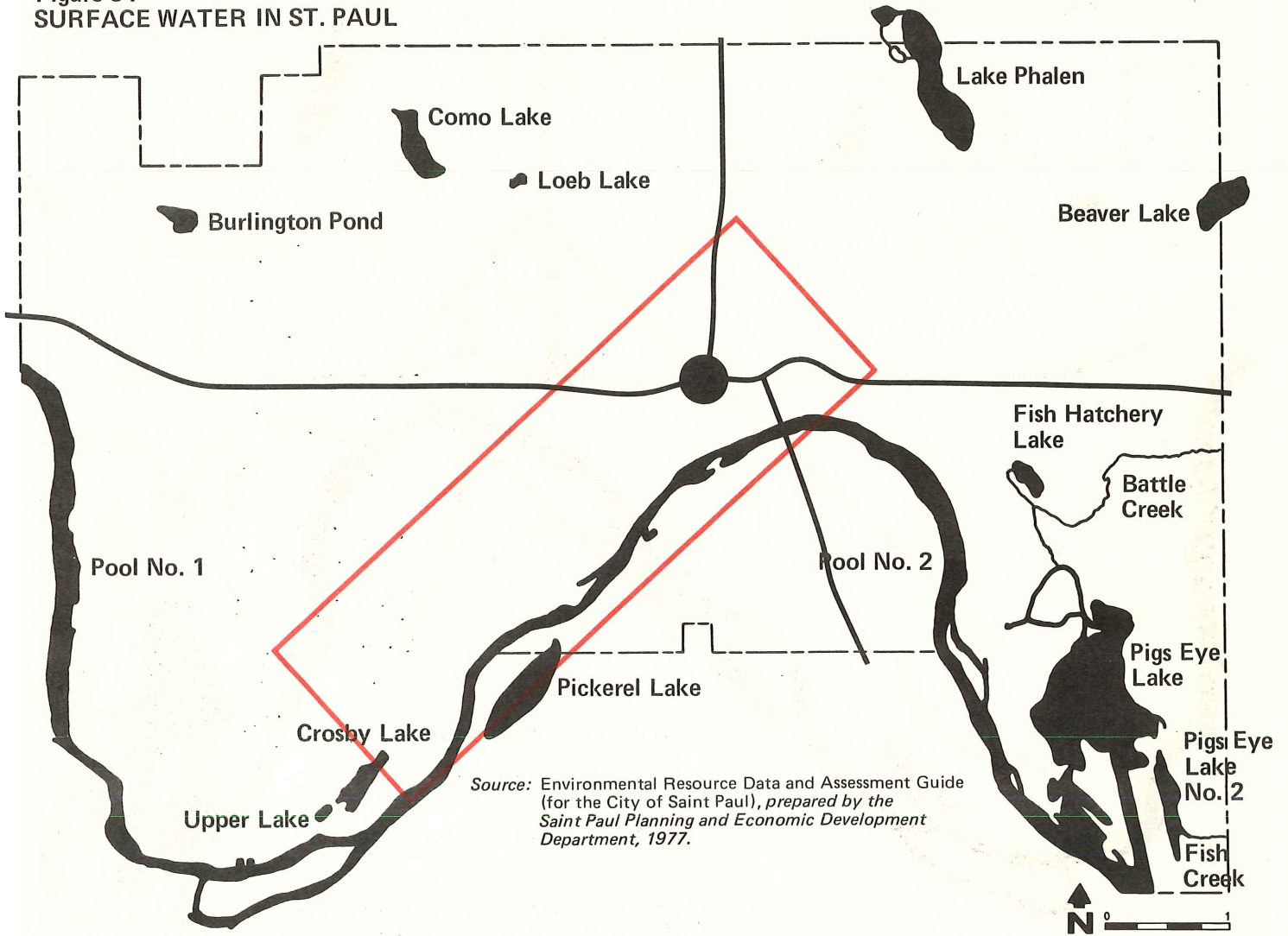
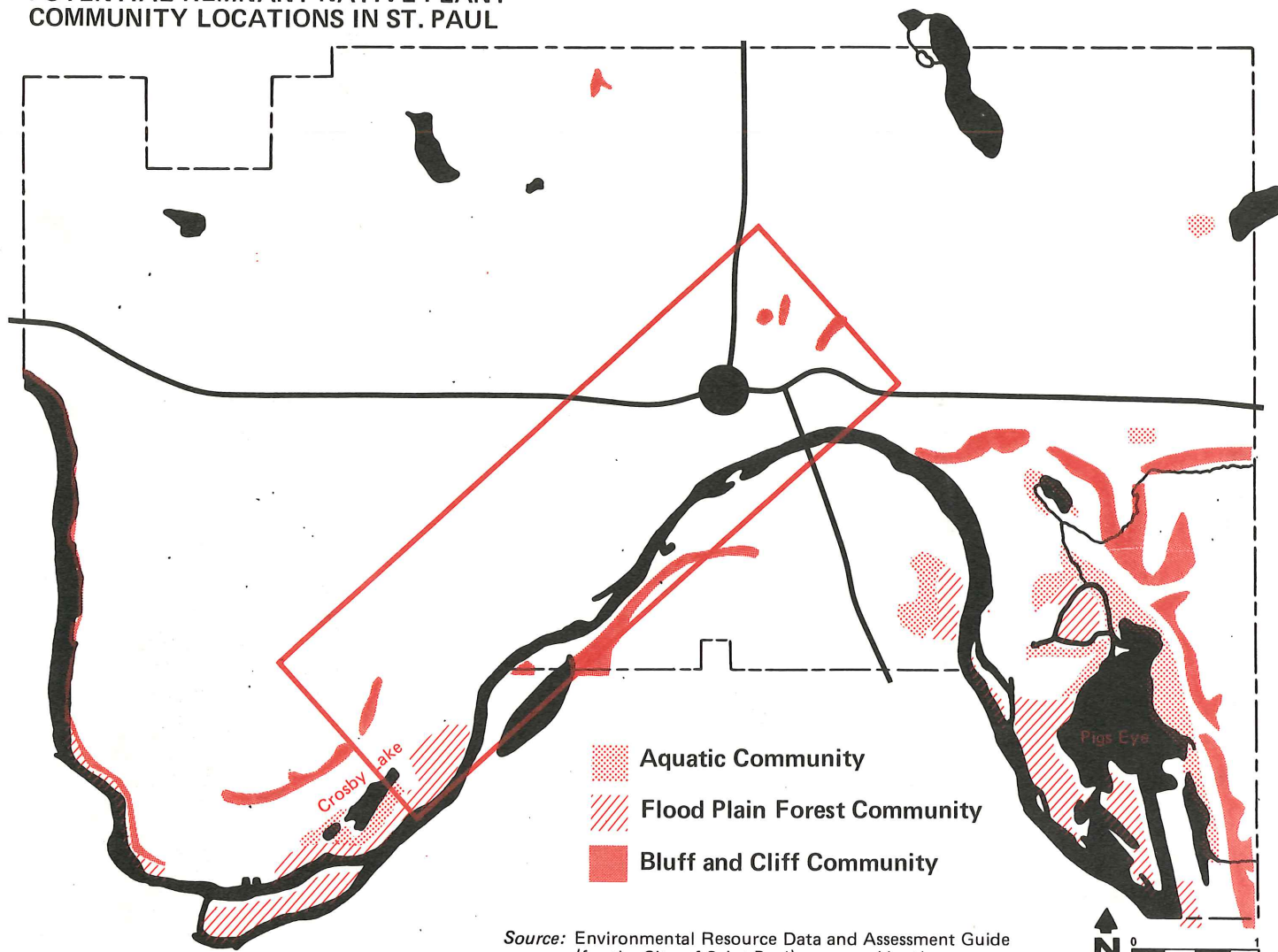
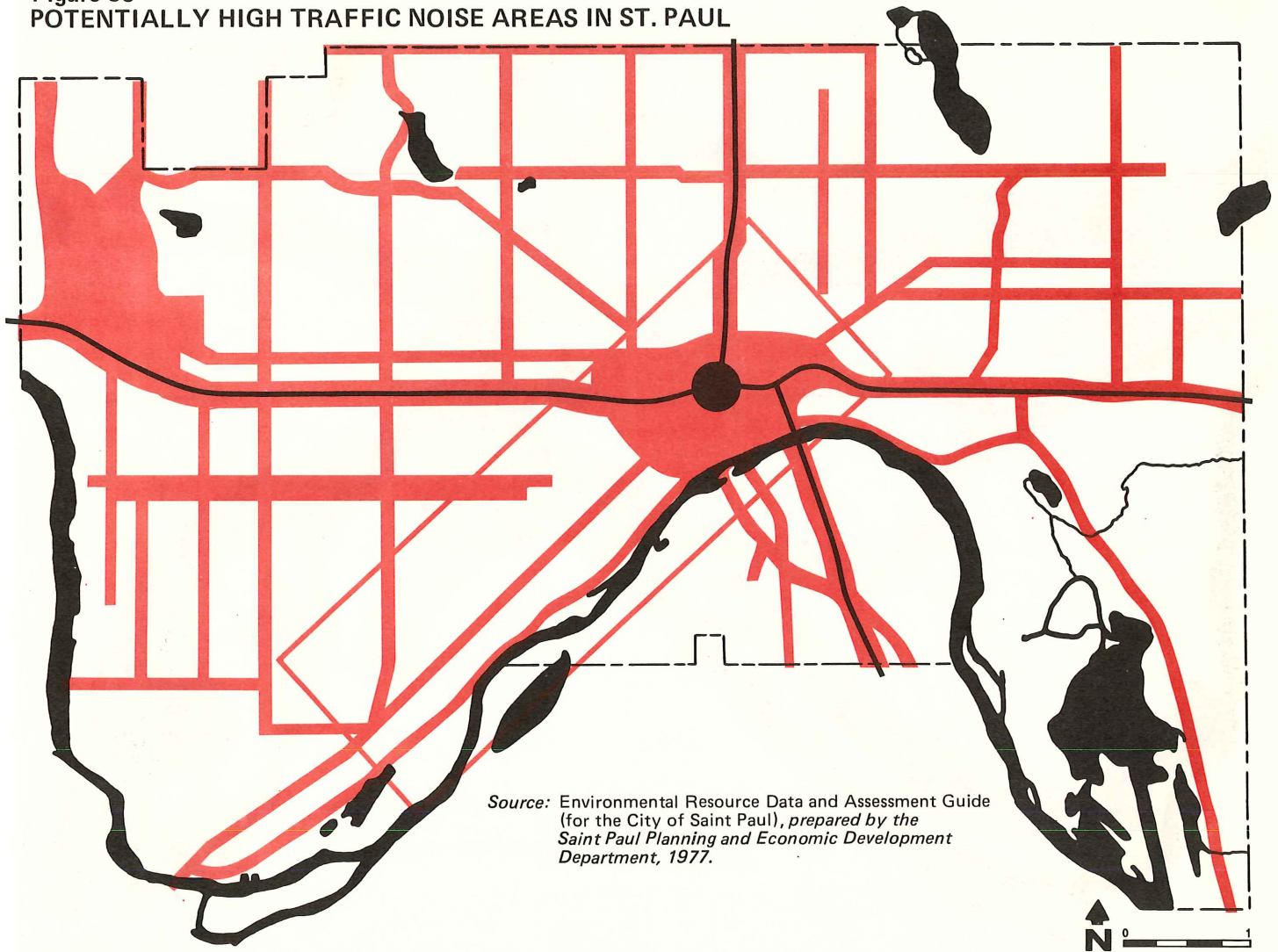


Figure 35
POTENTIAL REMNANT NATIVE PLANT
COMMUNITY LOCATIONS IN ST. PAUL



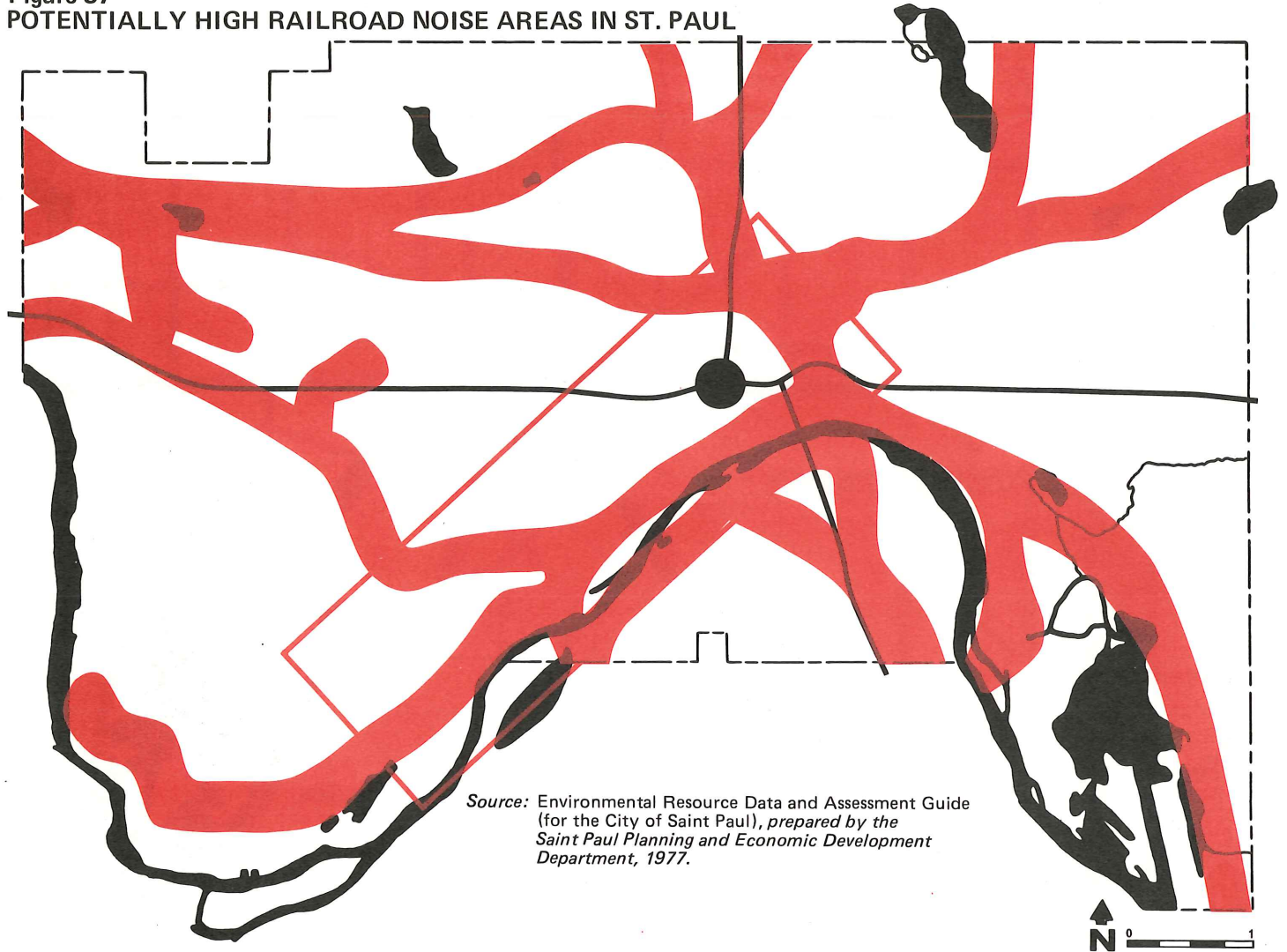
*Source: Environmental Resource Data and Assessment Guide
 (for the City of Saint Paul), prepared by the
 Saint Paul Planning and Economic Development
 Department, 1977.*

Figure 36
POTENTIALLY HIGH TRAFFIC NOISE AREAS IN ST. PAUL



Source: Environmental Resource Data and Assessment Guide
(for the City of Saint Paul), prepared by the
Saint Paul Planning and Economic Development
Department, 1977.

Figure 37
POTENTIALLY HIGH RAILROAD NOISE AREAS IN ST. PAUL



a water course and subject to inundation during the regional flood. The regional flood represents the flood that can be expected to occur on the average of once every 100 years. Development within the Mississippi River floodplain in St. Paul, demarcated in Figure 38, is not only subject to flood damage but also increases the possibility of damage to properties upstream and downstream. By reducing the space available for flood water storage, such development adds to the height and velocity of the flood, and, as a result, to the flood hazard.

The Shepard Road Corridor incorporates significant portions of the demarcated Mississippi River floodplain in the vicinity of the Lafayette Bridge and immediately southwest of downtown St. Paul. St. Paul recently adopted a flood ordinance which demarcated the floodplain into the flood fringe and floodway, as shown in Figure 38.

Shorelands, as defined by the Minnesota Department of Natural Resources, include all land located within 1,000 feet of the ordinary high water mark of a lake, pond or flowage; within 300 feet of a river or stream; or the landward extent of the floodplains, whichever is greater. Should a topographic divide occur at a lesser distance from the water's edge, that divide becomes the shoreland boundary. Shorelands in an urban setting are valued for their scenic and recreational amenities, plant and wildlife habitats, and residential, commercial and industrial uses. This multiple demand for shorelands in St. Paul has led to a variety of land uses in the Mississippi River Corridor. The I-35E project area incorporates a significant portion of St. Paul shorelands. St. Paul is considering a shoreland management ordinance.

Wetlands are generally defined as low-lying areas covered with shallow standing water for at least part of the year and characterized by aquatic and/or moist soil vegetation. Lakes and ponds less than 10 feet deep are included in the definition, but streams, reservoirs and deep water lakes are not. Lowlands where flooding is so infrequent or temporary in nature as not to affect the type of existing vegetation are also excluded from the definition. Because of their normally continuous supply of water and existing varied vegetation, wetlands make an excellent habitat for a wide variety of wildlife. For this reason, wetlands identified by the U.S. Fish and Wildlife Service having the highest value for waterfowl —

shallow marshes, deep marshes and open water — are given special consideration by the Minnesota Environmental Quality Council in review of environmental assessments. The distribution of existing wetlands in relation to the I-35E study area is shown in Figure 39. The impacts upon the existing wetlands within the city will be addressed in the Draft EIS.

POTENTIAL MAJOR IMPACTS

The potential exists for impacts of varying degrees to both natural and cultural systems.

Natural Systems

Natural systems which may be affected are:

- air/sound
- water resources
- energy supplies
- wildlife habitat
- park and recreational facilities
- vegetation

Cultural Systems

Cultural systems which may be affected are:

- commuting patterns
- goods movement
- land values
- tax base
- essential services
- park and recreational facilities
- historic sites and districts
- urban aesthetics
- community cohesion
- regional and local development
- displacement primarily of industries and businesses

These "impact subjects" will be investigated in the Draft EIS for each recommended project alternate to the degree necessary to substantiate impacts, either positive or adverse.

CURRENT PLANNING ACTIVITIES

There exist opposing plans and planning activities that either accommodate or conflict with the proposed I-35E facility in St. Paul. It will be necessary in the Draft EIS to obtain an understanding of the motivations and historical context of these opposing planning perspectives.

Figure 38
ST. PAUL FLOOD PLAIN DEMARCATION

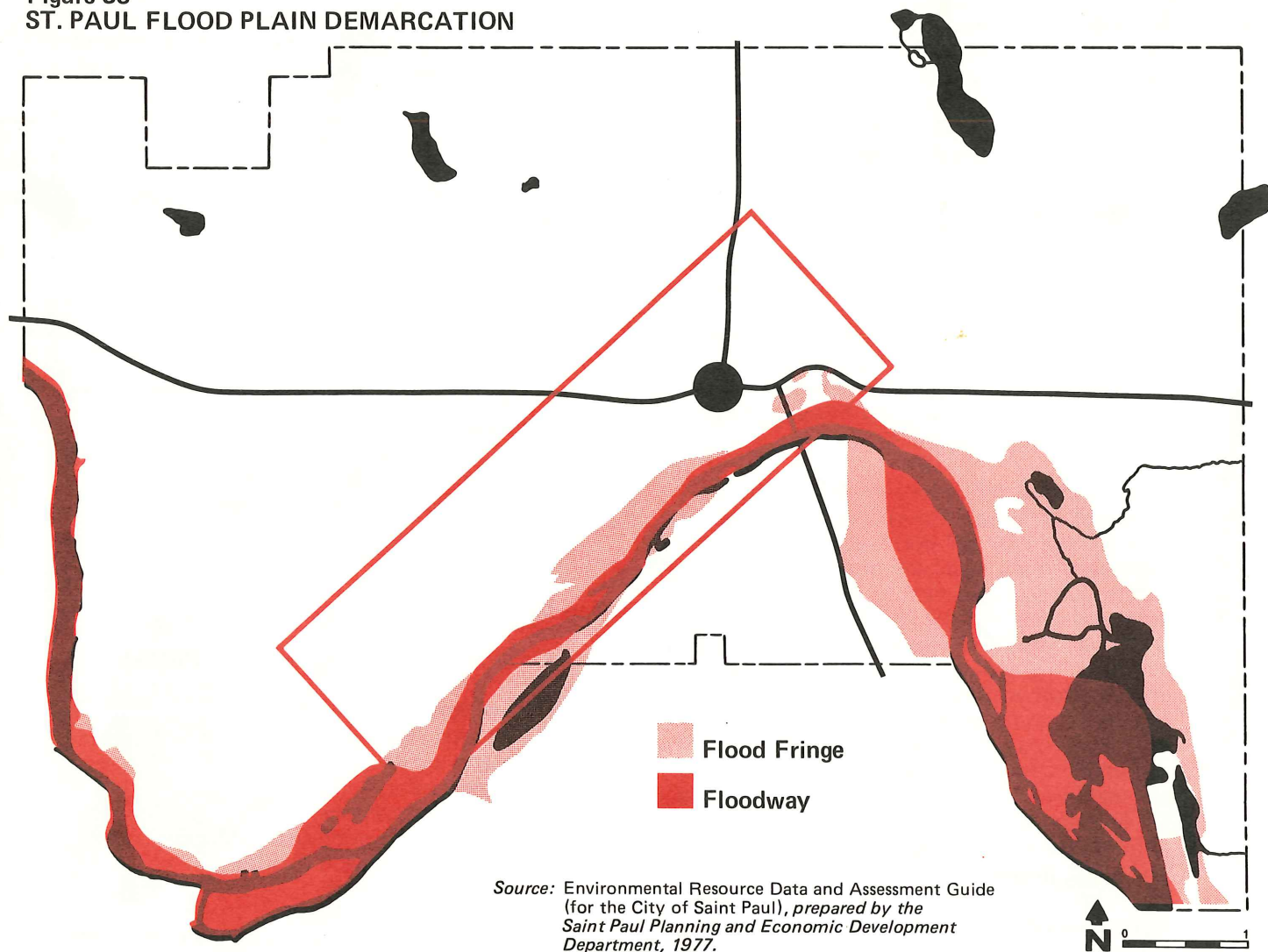
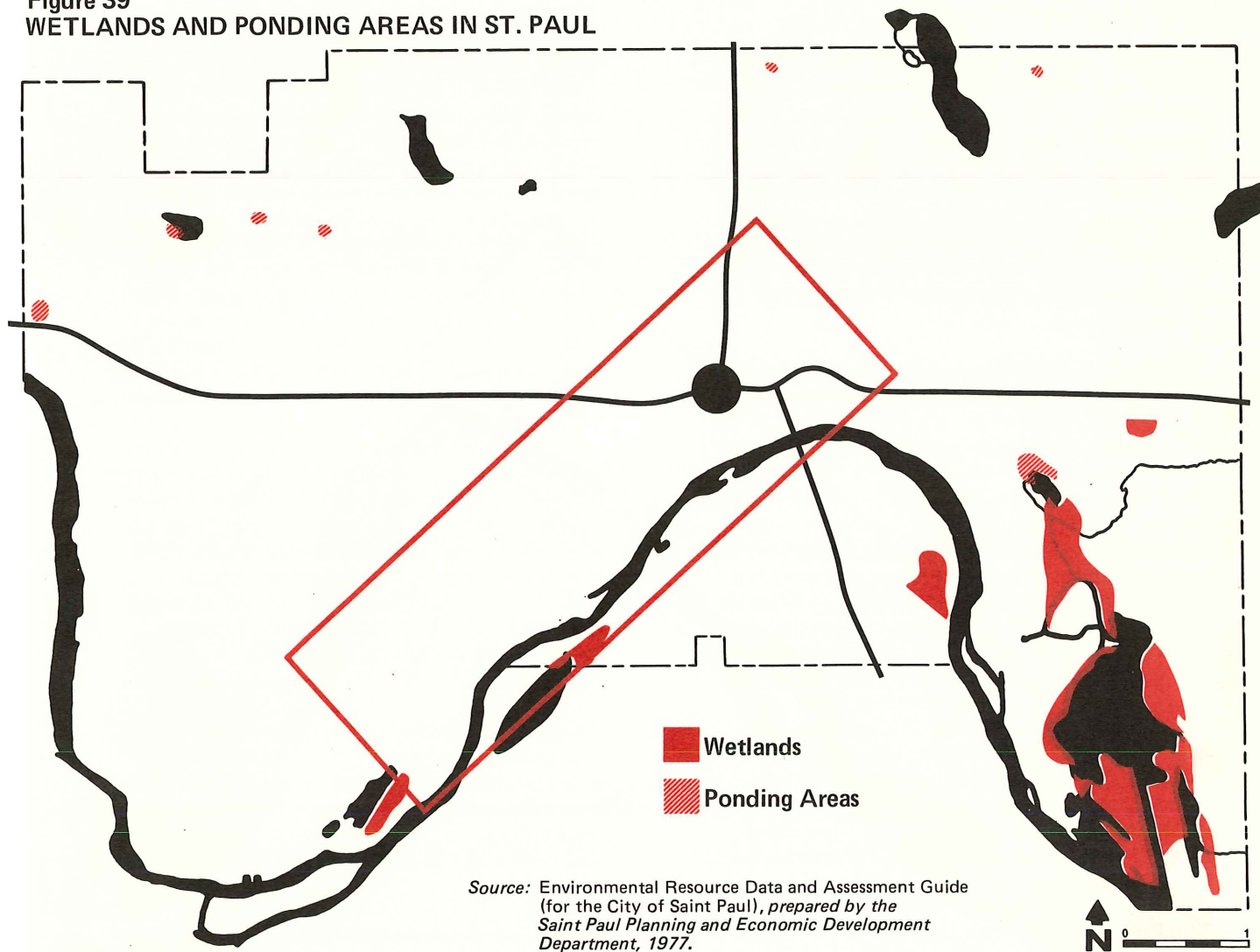


Figure 39
WETLANDS AND PONDING AREAS IN ST. PAUL



Source: Environmental Resource Data and Assessment Guide
 (for the City of Saint Paul), prepared by the
 Saint Paul Planning and Economic Development
 Department, 1977.

The regional interstate system has been addressed by the Metropolitan Council in relation to two regional plans: the Metropolitan Development Framework and the Transportation Policy Plan (TPP).

The Metropolitan Development Framework is the guided growth plan which seeks to attain the orderly and economic development of the Metropolitan Area. In preparing the Development Framework, the Council examined the existing and programmed highway network as one of nine urban services. As the population grows and filling in of land occurs, construction and upgrading of transportation facilities will be necessary to provide residents with accessibility and mobility.

The Council's Transportation Policy Plan describes the manner in which necessary access and mobility within the Metropolitan Area will require improvements in the highway and transit systems. The plan seeks to provide good access to and within the "metropolitan centers" of Minneapolis and St. Paul. It also seeks to provide good access within identified transportation subregions. Also, the plan sets objectives for access that are noted in Chapter 3 of this report. The metropolitan highway system, containing principal and intermediate arterials, is necessary to meet these objectives, to eliminate capacity deficiencies between subregions, and to provide the guideway for a regional express bus system. Routes of the interstate system are identified as principal arterials and as such are to be constructed as full access control facilities. I-35E is a designated principal arterial in the Transportation Policy Plan.

The City of St. Paul is divided into 17 "Citizen Participation Planning Districts," (Figure 40). Each district is assigned a city planner to coordinate and articulate its development aspirations. Presently, 15 districts are preparing policy plans to guide future growth decisions. Eleven districts, Nos. 4,5,6,7,8,9,13,14,15, 16 and 17 (St. Paul downtown), physically incorporate portions of alternate Corridors A and B.

Four additional planning activities in St. Paul have special relevance to the analysis and evaluation of the selected project alternates: (1) development plans for downtown St. Paul, (2) the designated Mississippi River Corridor Critical Area, (Figures 41 and 42), (3) the proposed Mississippi River and "Great River Road" Corridor Plan (Figure 43), and (4) the Corps of Engineers flood protection pro-

gram along the Mississippi River. Impacts upon these plans will be considered in the Draft EIS.

The Metropolitan Land Planning Act requires local units of government to update their existing comprehensive plans or to develop such plans where they are lacking. This law affects all counties, municipalities and townships in the Seven-County Metropolitan Area. A principal motivation for this legislation was to provide a systematic procedure for local units of government to plan in relation to both existing and proposed regional facilities, such as I-35E. These plans must be reviewed by the Metropolitan Council for compliance. This current regional planning activity is to be completed by July 1, 1980. The majority of municipalities directly affected by I-35E have comprehensive development plans, as shown in Figure 44. These plans are being updated (if necessary) to conform to the adopted Metropolitan Development Guide. This means plans must respond to the I-35E facility as a *completed segment* of the regional interstate system. A change in the nature of the St. Paul I-35E link from what was originally planned could have a significant impact on the direction of local comprehensive development plans in the overall I-35E corridor.

COORDINATION

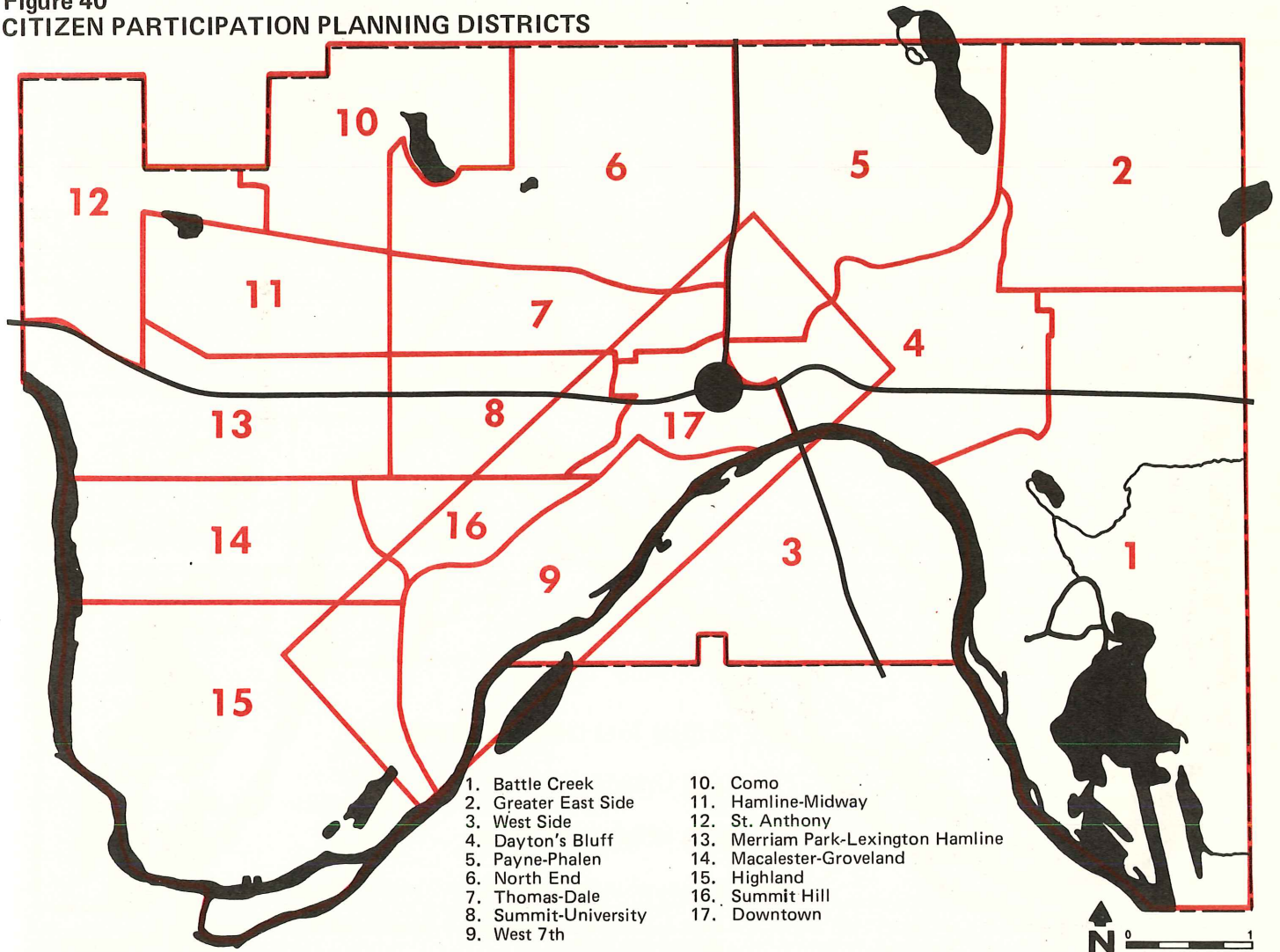
Coordination among the various affected municipalities and agencies which have permit and EIS review authority during preparation of the Draft EIS and Final EIS for I-35E is essential.

Close coordination with the City of St. Paul has been established, as noted in Chapter 2. Coordination with the municipalities located in northern Dakota County was established through a workshop/information meeting for the respective mayors and council members on June 14, 1978, and through correspondence.

Coordination with relevant state agencies was established through a workshop/information meeting for the Technical Representatives Group of the State Environmental Quality Board (EQB) on June 21, 1978. This group represents the following state agencies:

- Department of Natural Resources
- State Planning Agency
- State Pollution Control Agency

Figure 40
CITIZEN PARTICIPATION PLANNING DISTRICTS



*Source: Environmental Resource Data and Assessment Guide
(for the City of Saint Paul), prepared by the
Saint Paul Planning and Economic Development
Department, 1977.*

Figure 41
MISSISSIPPI RIVER CORRIDOR CRITICAL AREA, ST. PAUL

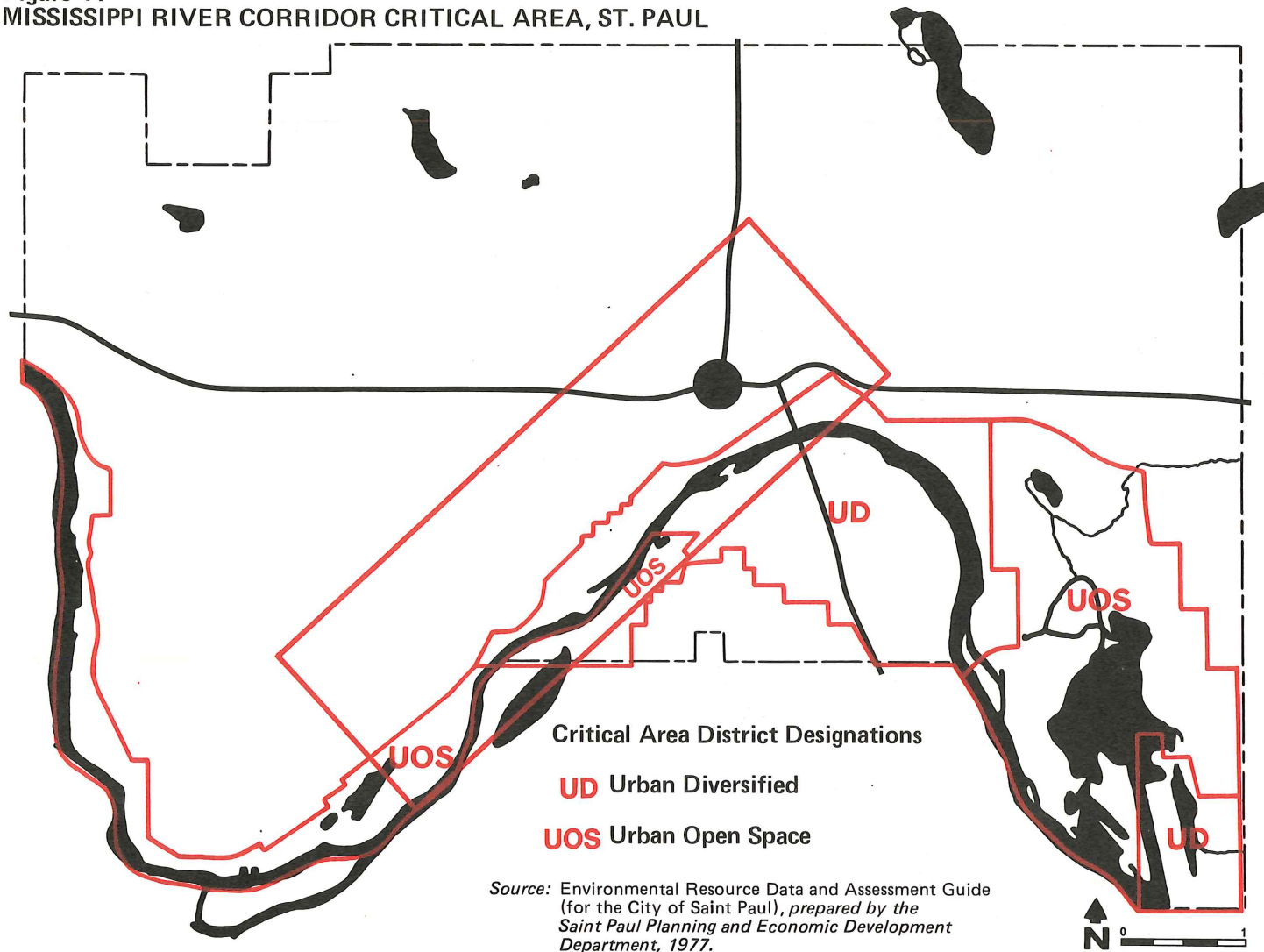


Figure 42
RELATIONSHIP OF "SHEPARD ROAD CORRIDOR" TO
MISSISSIPPI RIVER CORRIDOR CRITICAL AREA

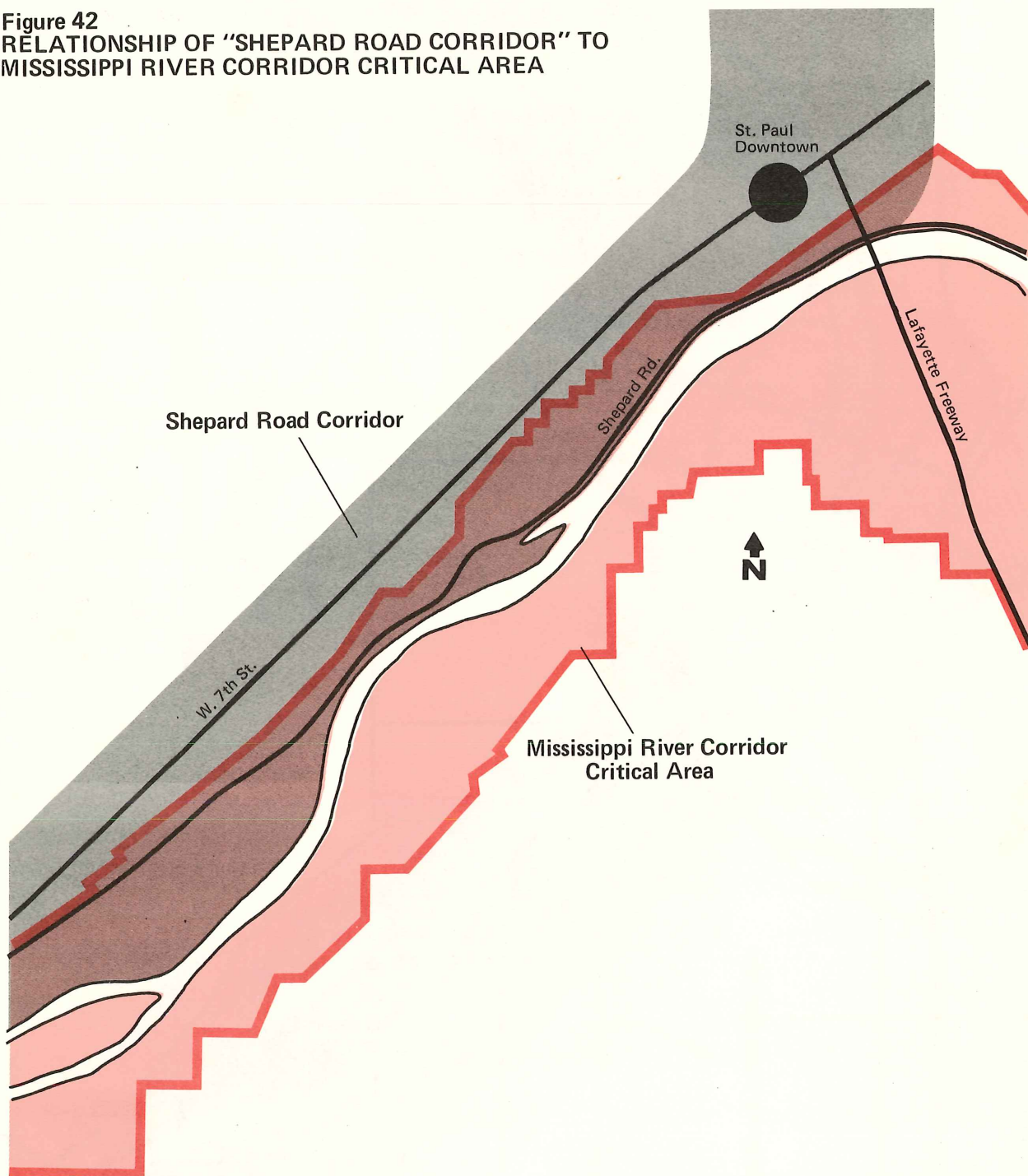


Figure 43
ST. PAUL MISSISSIPPI RIVER CORRIDOR PLAN

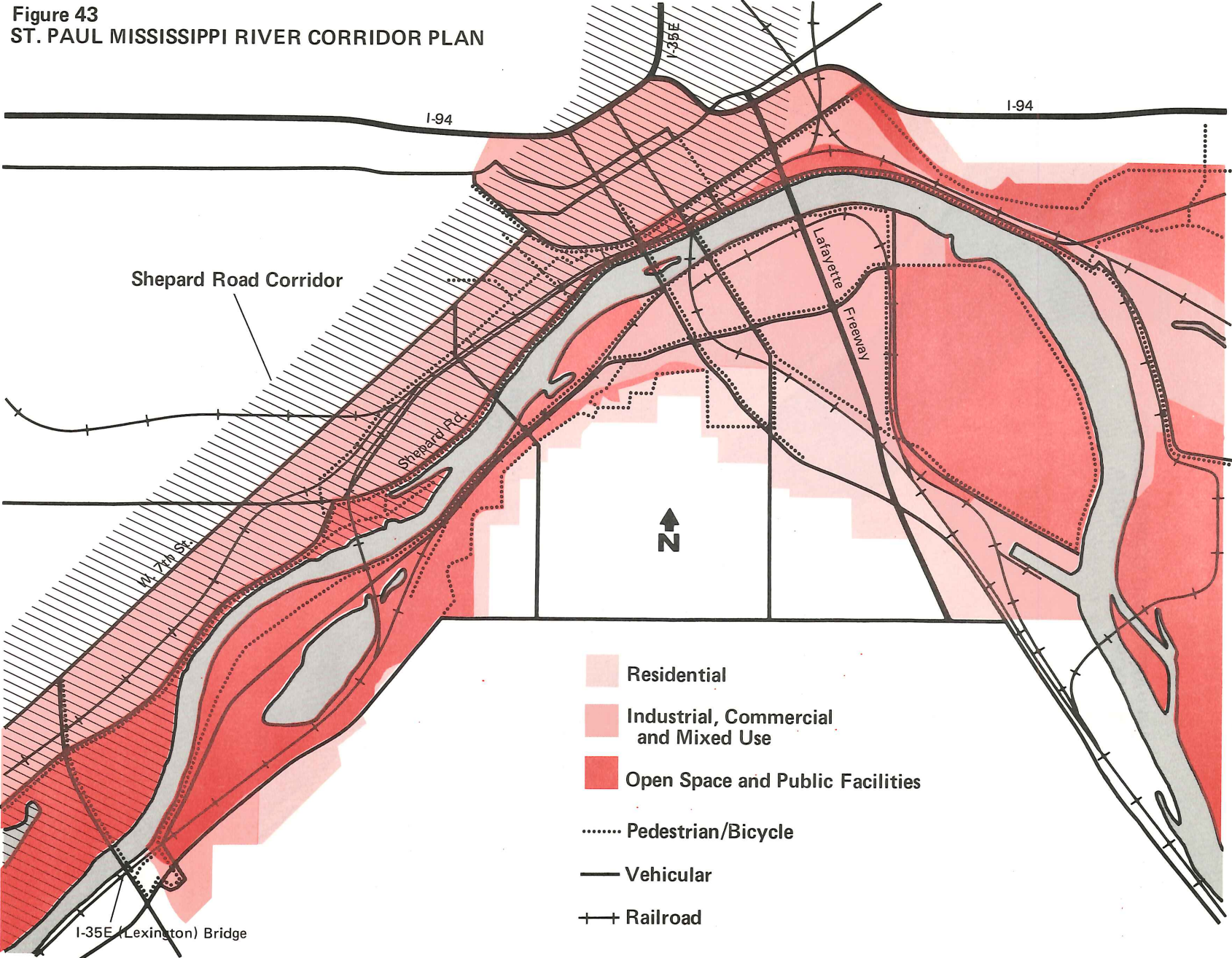
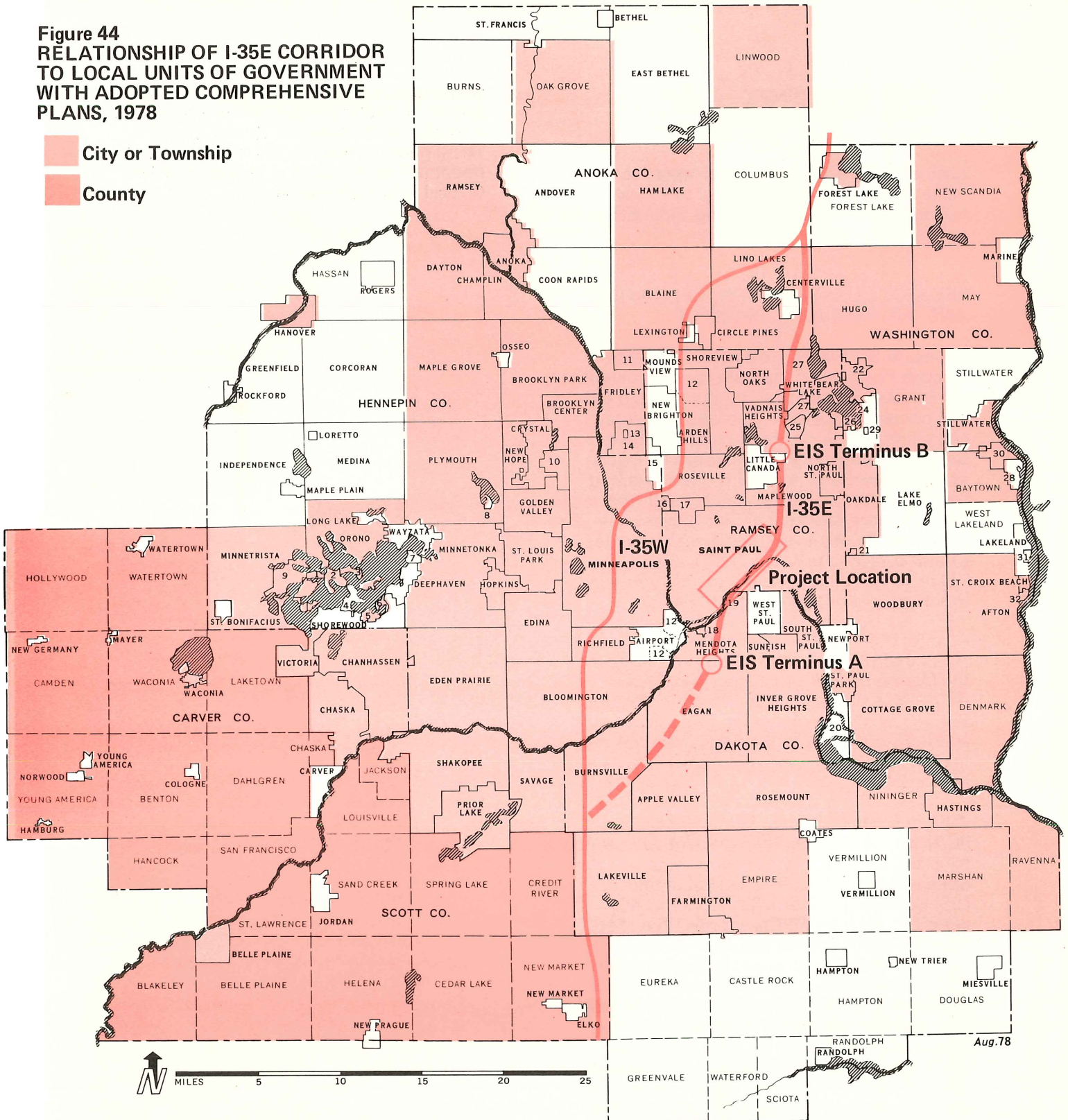


Figure 44
RELATIONSHIP OF I-35E CORRIDOR
TO LOCAL UNITS OF GOVERNMENT
WITH ADOPTED COMPREHENSIVE
PLANS, 1978

City or Township
 County



TWIN CITIES METROPOLITAN AREA

- | | | | |
|--------------------|---------------------|-------------------|---------------------|
| 1 SPRING PARK | 9 MOUND | 17 FALCON HEIGHTS | 25 GEM LAKE |
| 2 ORONO | 10 ROBBINSDALE | 18 MENDOTA | 26 BIRCHWOOD |
| 3 MINNETONKA BEACH | 11 SPRING LAKE PARK | 19 LILYDALE | 27 WHITE BEAR |
| 4 TONKA BAY | 12 U. S. GOVT. | 20 GREY CLOUD | 28 BAYPORT |
| 5 EXCELSIOR | 13 HILLTOP | 21 LANDFALL | 29 WILLERNIE |
| 6 GREENWOOD | 14 COLUMBIA HEIGHTS | 22 DELLWOOD | 30 OAK PARK HEIGHTS |
| 7 WOODLAND | 15 ST. ANTHONY | 23 PINE SPRINGS | 31 LAKELAND SHORES |
| 8 MEDICINE LAKE | 16 LAUDERDALE | 24 MAHTOMEDI | 32 ST. MARY'S POINT |

ANOKA — County Boundary
ORONO — Municipal Boundary
CAMDEN — Township Boundary

- State Energy Agency
- State Health Department
- Department of Agriculture

Each of these agencies has been asked to name a staff person as principal technical liaison during the Draft EIS and Final EIS phases of this study.

Construction permits will be required by the City of St. Paul if the selected project alternate is located in the Shepard Road Corridor. These permits relate to the City's adopted floodplain ordinance and Mississippi River Critical Area designation.

PROJECT CONSTRUCTION, OPERATION AND MAINTENANCE PERMITS

To insure the timely progression of events through Phase IV of the I-35E project, it will be necessary to obtain *all* local, state and federal permits required to construct, operate and maintain the proposed roadway facility. Before accurate determination can be made as to the precise number of permits required for the project alternate selected, and from what agencies and local units of government they must be obtained, the design parameters of that project alternate must be known. These design parameters are to be determined in subsequent phases of this study.

Permits from the Environmental Protection Agency (EPA), U.S. Army Corps of Engineers, the Minnesota Pollution Control Agency (PCA), the Minnesota Department of Natural Resources, and other regulatory agencies, in addition to the City of St. Paul, might be needed depending upon the project alternate selected.

A State Disposal System Permit (issued by the PCA) will be required if an effluent will result from the project. Any project in waters of the State which will require a federal permit (i.e., U.S. Corps of Engineers Section 10 or 404 permit) must have MPCA approval (i.e., Section 401 Certification) before any work can begin. Discharge of dredged materials or fill material into waters of the U.S. requires a Section 404 permit from the Corps of Engineers. Work within navigable waters (e.g., the Mississippi River) requires a Section 10 permit from the Corps of Engineers. The Department of Natural Resources water use permits and/or National Pollution Discharge Elimination System (NPDES) permits may also be required. A "Permit for Indirect Sources" will be required from the Pollution Control Agency for "any new highway project wholly or partially within a metropolitan area with an anticipated average daily traffic volume of 20,000 or more vehicles per day within 10 years of the completion of construction." (14)

CHAPTER 9. PROJECT DESIGN CONSIDERATIONS TO BE ADDRESSED IN THE DRAFT EIS

Design considerations for selected project alternates that may mitigate the identified adverse environmental impacts will be considered in the Draft EIS. Specific social, economic and environmental factors that might require special design considerations relate to (1) noise, (2) air quality, (3) vibrations, (4) visual aspects, (5) safety, (6) cost of facility, (7) congestion relief, (8) historic sites and open spaces, (9) downtown St. Paul development, and (10) facility access. Adjoining land uses and land forms also might require special design considerations.

These ten concerns especially relate to the type and capacity of roadway facility, points of access and egress on the roadway, and the physical relationship of the roadway to specific sensitive sites within the corridors.

TYPES AND CAPACITIES OF ALTERNATE ROADWAY FACILITIES

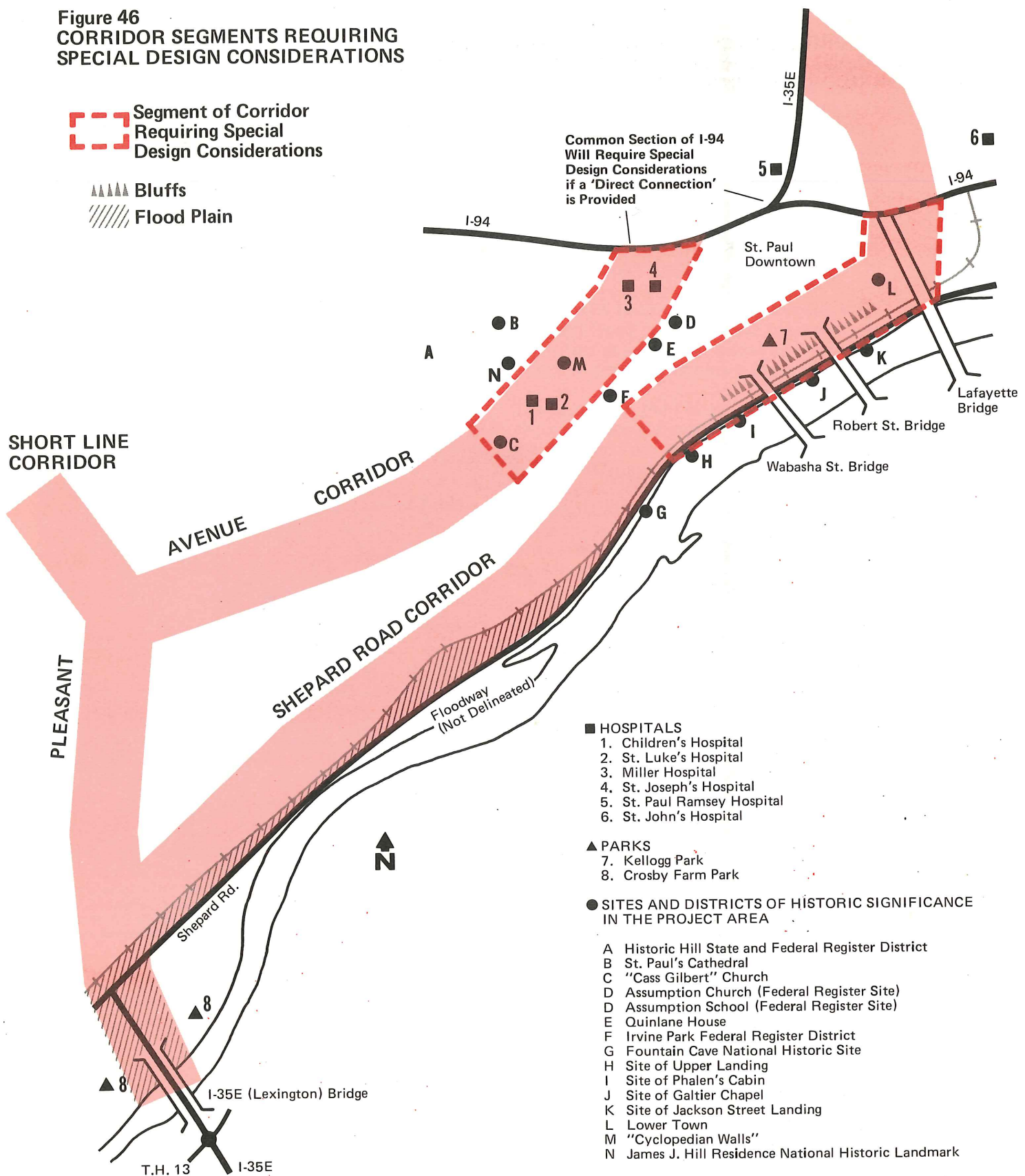
The two types of roadway facilities to be considered in the selected alternates are: (1) interstate freeway and (2) parkway. Of the nine project alternates, A and B would be considered interstate freeways, while alternates C through H call for parkway construction. The definition of "parkway" as used in this study is given in Chapter 5.

The capacities of various roadway facilities to be "tested" among the project alternates will depend upon the number of lanes provided, the speeds allowed, and the degree of access control. The number of lanes of traffic for each project alternate will be determined by the definitions of interstate freeway and parkway. The degree of access control will depend on the number of facility access/egress points provided and the manner in which they are provided.



Of concern among traffic engineers are design solutions that will be required for safe and efficient vehicular movement in the common section (dashed line in photo) of I-35E and I-94 between the St. Paul business district and state capitol complex if a direct interstate connection is provided for a roadway in the "Pleasant Avenue Corridor." The probable site of a direct connection is shown by the letter "A" in the aerial view.

Figure 46
CORRIDOR SEGMENTS REQUIRING
SPECIAL DESIGN CONSIDERATIONS



CHAPTER 10. CONCLUSIONS AND RECOMMENDATIONS

Completion of the I-35E link in the City of St. Paul is a "major action." The potential exists for significant impacts to social, economic and environmental aspects in the project area, the city, the adjoining municipalities to the north and south of St. Paul, Dakota and Ramsey Counties and the Metropolitan Area generally. An environmental impact statement (EIS) will address these impacts with the continual assistance and response of the public and responsible agencies.

POTENTIAL I-35E CORRIDORS NOT RECOMMENDED FOR DETAILED EIS EVALUATION

It is concluded that five of the seven potential I-35E corridors do not satisfactorily meet the established federal, state and metropolitan transportation goals and policies relating to the completion of I-35E between northern Dakota County and north-central Ramsey County. Therefore, it is recommended that these five corridors not be evaluated *in detail* beyond this stage.

POTENTIAL I-35E CORRIDORS RECOMMENDED AS PROJECT ALTERNATES FOR DETAILED EIS EVALUATION

Two of the potential I-35E corridors are recommended for detailed EIS evaluation. They are:

- Alternate A: Completion of the interstate 35E freeway between northern Dakota County and north-central Ramsey county using the Pleasant Avenue Corridor alignment.
- Alternate B: Completion of the interstate 35E freeway between northern Dakota County and north-central Ramsey County using the Shepard Road Corridor alignment.

bring areas into compliance where federal/state standards are projected to be violated will be carefully assessed.

Indices to Measure

L₁₀ (day and night).
L₅₀ (day and night).

Time Frame for Analysis

Existing conditions.
Design year (2000).

Geographic Framework for Analysis

Primary Impact Area: Alternate project corridors only.

Wetlands, Wildlife and Fish Report

Principal Concerns

Potential taking of wildlife habitat (principally wetlands, but also floodplain and bluff woodlands, shrublands and shortgrass meadows) for proposed roadway.

Potential disruption of established wildlife corridor(s).

Potential deterioration in fish waters.

Potential decrease in rare and endangered species of wildlife.

Report Objective

This report will document wetlands encroachment and related wildlife, and fish impacts from the proposed freeway alignment in the Shepard Road Corridor (Alternate B). The Shepard Road Corridor interstate freeway alignment will be determined in Phase II and will serve as the basis for this analysis.

Indices to Measure

(based upon in-depth inventory of existing flora and fauna species)
Amount of area taken of wildlife habitats by identified category.

Species and numbers of wildlife to be affected by project.

Number and kinds of breeding areas for birds to be affected by project.

Species of rare plants to be affected by project.

Habitat parameters for fish (water temperature, average and seasonal depth, type of water beds, types of aquatic flora).

Time Frame for Analysis

Project completion.

Geographic Framework for Analysis

Primary Impact Area: Alternate Project corridors only.

Historic Sites Preliminary Assessment Report

Principal Concern

That *all* historic sites of national, state or local significance located in the project corridors be identified and their sites delineated before final design and construction of the roadway facility begins.

Report Objectives

This report will identify historic districts, sites, buildings, structures and objects which are listed (or eligible for listing) in the National Register of Historic Places and are located in the Pleasant Avenue and Shepard Road corridors. Specific sites that will require Section 4(f) Statements and Section 106 involvement will be identified.

Indices to Measure

Historic Evaluation Criteria issued by State Historic Preservation Office.

"Criteria for Effect" established by Section 106 of the Historic Preservation Act.

Time Frame for Analysis

Project completion.

Geographic Framework for Analysis

Primary Impact Area, Alternate Project corridors only.



View of the historic German Presbyterian Bethlehem ("Cass Gilbert") Church located in the "Pleasant Avenue Corridor." The impacts of roadway location and design on such historic landmarks *might* necessitate a special study known as the Section 4(f) Statement. Facility alignments and tentative design solutions, to be developed in Phase II of this study, will have to be developed before the need for 4(f) Statements can be determined.

Section 4(f) Statements

Principal Concern

Harm to public parks, recreation areas, wildlife and waterfowl refuges or any historic sites of national, state or local significance as a result of the construction, operation and maintenance of the roadway.

Report Objectives

This report will:

Document the considerations, consultations and alternative studies for a determination that there are no prudent and feasible alternatives to the use of "4(f) type land."

Support a determination that the proposed action includes all possible planning to minimize harm to the affected land.

Document and formalize the consultation process with the U.S. Departments of Interior, Housing and Urban Development, and Agriculture.

Indices to Measure

Amounts of actual land taken for project.

Time Frame for Analysis

Project completion.

Geographic Framework for Analysis

Primary Impact Area: Alternate project corridors only.

Traffic Impact Report

Principal Concerns

Potential general traffic congestion within downtown St. Paul under certain project alternatives.

Maintaining adequate auto/truck accessibility to downtown St. Paul and the southwest portion of the City of St. Paul.

The potentially adverse regional redistribution of through traffic if I-35E is not completed.

Increasing use of local streets for through traffic in the southwest St. Paul neighborhoods.

Potential diversion of trucks to downtown St. Paul streets and on city arterials under certain project alternates.

The compatibility of the alternate routings to downtown St. Paul parking access routes.

Report Objective

This report will identify and analyze traffic impacts for the study design year (2000) to (1) the neighborhood and other land-use districts adjoining the Pleasant Avenue, Shepard Road and Short Line corridors, (2) the St. Paul Central Business District (CBD), and (3) upon the regional highway network under the nine project alternates.

Indices to Measure

Traffic volumes (for coded arterials).
Travel times.
Parking access (downtown St. Paul only).

Time Frame for Analysis

Existing conditions.
Design year (2000).

Geographic Framework for Analysis

Primary Impact Area.
Secondary Impact Area, Regional Transportation System.
Regional Impact Area, Regional Transportation System.

Central Business District Economic Viability And Development Impact Report

Principal Concerns

Adequate access to major new development projects and existing development in downtown St. Paul.

General traffic congestion within the vicinity of downtown St. Paul that might adversely affect the downtown development potential.

Capability of downtown St. Paul to attract new retail, office, cultural and entertainment facilities.

Report Objective

This report will establish the basis for economic impact analysis in the St. Paul Central

Business District (CBD) and identify and analyze specific development implications and fiscal impacts for each project alternate. This analysis will reflect both economic base and market demand.

Indices to Analyze

Market Demand Index.
Development Response Index.
Accessibility Index.
Fiscal Impact Index.

Note: Elements and interrelationships of various factors to constitute above indices will be the responsibility of the consultant.

Time Frame for Analysis

Pre-Project:

1960
1970
1980

Post-Project:

1990
2000

Geographic Framework for Analysis

St. Paul CBD: Defined as St. Paul Planning District 17 (see Figure 40).

City of St. Paul.

Hydrologic Impacts and Flood Hazards Report

Principal Concerns

Raising of flood levels and increase in flood velocities resulting from new roadway structure in Mississippi River floodplain.

Project Objective

This report will document any Mississippi River floodplain encroachment of the proposed freeway alignment in the Shepard Road Corridor (Alternate B) and identify hydrologic impacts and potential related flood hazards. The Shepard Road Corridor interstate freeway alignment will be determined in Phase II and will serve as the basis for this analysis.

Indices to Analyze

Land area in delineated Mississippi River floodplain taken for roadway.

Flood stage increment resulting from floodplain encroachment.

Flood velocity increases.

Loss of flood storage.

Time Frame for Analysis

Project completion.

Geographic Framework for Analysis

Primary Impact Area: Shepard Road Corridor only.

Urban Landscapes Analysis Report

Principal Concerns

Visual impact of roadway noise abatement measures.

Visual impact of roadway from top of Mississippi River bluff in Historic Hill District.

Design "compatibility" of roadway to adjacent land uses.

Views from roadway.

Report Objective

This report will categorize, rank and delineate the various "urban" landscape "zones" in the Pleasant Avenue, Shepard Road and Short Line corridors within the project area only. Significant natural and cultural landscape features will be identified and their visual impact discussed in relation to the project alternates.

Indices to Analyze

Existing views in project corridors by type and location. Altered views in project corridors by type and location. Extent and variety of views from roadway.

Time Frame for Analysis

Project completion.

Geographic Framework for Analysis

Primary Impact Area.
Mississippi River Bluff south and adjacent to Primary Impact Area.

Neighborhoods Project Response Report

Principal Concerns

Potential disruption of established public service delivery systems.

Potential moving away of established residents.

Potential decrease in property values potential.

Potential decrease in ready local access.

Potential decrease in neighborhood tranquility.

Report Objectives

This report will define, identify and demarcate neighborhoods in the I-35E project area. This report will further establish social impact criteria under the set of proposed broad social goals of the Metropolitan Council and identify the degree of change on particular neighborhoods as a result of implementing the various project alternates. In the Metropolitan Council's Social Framework, a "neighborhood" is defined as a social system comprising all residents, not only organized groups of neighbors. Therefore, assessment of "neighborhood impacts" should include more information than that obtained from organized groups.

Indices to Measure

U.S. Census of Population:

- General Characteristics of Population.
- Social Characteristics of Population.
- Labor Force Characteristics of Population.
- Income Characteristics of Population.
- Occupancy, Utilization and Financial Characteristics of Housing Units.
- Structural, Equipment and Financial Characteristics of Housing Units.

Property Values.

Development Plans and Proposals.

Time Frame for Analysis

Pre-Project:
1970
1980

Post-Project:
1990
2000

Geographic Framework for Analysis

Primary Impact Area.

Vibration Impacts Report

Principal Concerns

Adverse impact on the operation of hospitals adjacent and near the proposed roadway (particular concern has been noted in regard to the location of the operating rooms of St. Luke's Hospital to the proposed roadway alignment in the Pleasant Avenue Corridor).

Structural damage to historic structures in the vicinity of the proposed roadway.

Adverse impact to residents of nursing homes in the vicinity of the proposed roadway.

Report Objective

This report will identify and map buildings whose structural stability or activities carried on therein might be adversely impacted by traffic vibrations from the proposed roadway facility. A vibration "assessment" will be conducted at each identified site.

Indices to Analyze

Particle velocity.
Particle acceleration.
Particle displacement.

Time Frame for Analysis

Existing conditions.
Base "operating" year (1985).

Geographic Framework for Analysis

Primary Impact Area: Alternate Project Corridors only.

FOOTNOTES

1. Walter Butler Engineering Co. Inc., and Tucay M. Aydinalp, Consulting Engineers, *I-35E Report* (prepared for Minnesota Department of Highways), St. Paul, Minnesota, March 1975.
2. Minnesota Department of Transportation, *Action Plan, the Highway Planning Process*, St. Paul, Minnesota, March 1974.
3. Ibid., pp. 4-4, 4-5.
4. *State Law* (M.S. 1978, Section 161.117) defines "Pleasant Avenue Corridor" "Beginning at a point on Route No. 390 (I-35E) at its junction with Route No. 111 (T.H. 5, i.e., West 7th Street), thence extending in a general northerly direction within the corridor of the right-of-way already acquired on May 31, 1975, for Route No. 390 (I-35E), to a point on Short Line Road; thence extending in a northeasterly direction within said corridor of right-of-way to the intersection of Pleasant Avenue and Kellogg Boulevard in the City of St. Paul." This description has been expanded in this study to terminate at I-94 in the St. Paul downtown area rather than at Kellogg Boulevard. The other terminus at West 7th Street remains valid for the project alternates identified in this study. However, a distinction of function in the roadway segment between West 7th Street and the Short Line intersect is made in certain alternates.
5. Op. cit., 4-1.
6. Ibid., 4-2.
7. Federal Highway Administration, correspondence to Metropolitan Council, dated May 9, 1978. (See Appendix B.)
8. Minnesota Department of Transportation, *Mn/DOT (State Transportation) Plan*, St. Paul, Minnesota, 1978.
9. Ibid., Quoted in correspondence from Mn/DOT to Metropolitan Council, dated May 10, 1978. (See Appendix B.)
10. Metropolitan Council, *Transportation Development Guide/Policy Plan*, St. Paul, Minnesota, 1976, p. 66.
11. Metropolitan Transit Commission, *Transit Development Program*, 1973-1990, St. Paul, Minnesota, Revised January 31, 1973.
12. Much of this discussion is taken from *Environmental Resource Data and Assessment Guide (for the City of St. Paul)*, staff working paper prepared by St. Paul Planning and Economic Development Department, St. Paul, Minnesota, January 1977.
13. Metropolitan Council, *Protection and Management of Unique Plants and Wildlife in the Metropolitan Area*, Staff Report, St. Paul, Minnesota, 1973.
14. Minnesota State Planning Office, quoted from Permit Information File, *Permit for Indirect Sources*, St. Paul, Minnesota, (no date), p. 1.
15. Federal Highway Administration, *Preparation of Environmental Impact/4(f) Statements* (loose-leaf notebook), Washington, D.C.

APPENDIX A: Position Statements and
Resolutions Regarding the
Nature, Routing and Completion
of I-35E

RESOLUTION ON I-35E IN ST. PAUL

WHEREAS, the need for a major road facility along the Pleasant Avenue Corridor has been recognized since 1922 and reaffirmed in 1957 by the St. Paul Planning Board's report, "The Proposed Freeways for St. Paul," and in 1963 by the City of St. Paul Comprehensive Plan and as reaffirmed by the City Council of St. Paul on November 5, 1976; and

WHEREAS, a link to Dakota County will prove beneficial to the economy and redevelopment of the City of St. Paul; and

WHEREAS, the traffic projections, most recently those presented to the committee by the consultant, indicate the need for a facility in this corridor; and

WHEREAS, the committee has heard the arguments of several special interest groups in the area, including RIP-35E, Drive 35-E, the Council on Urban Mobility, and United Hospitals; and

WHEREAS, the committee has considered several options within the Pleasant Avenue corridor, such as no trucks, no connection to I-94, and a parkway alternate, as well as several alternate routes, such as Shepard Road and Lafayette Freeway.

BE IT THEREFORE RESOLVED BY THE TRANSPORTATION ADVISORY BOARD:

That I-35E be completed in the Pleasant Avenue Corridor with a direct connection to I-94 with the following additional considerations:

- A. Upgrade the joint portion of I-94/I-35E in the Capitol approach area to provide for safe and efficient operation of both facilities.
- B. Provide noise abatement barriers along I-35E when feasible and desirable as necessary to maintain the highest reasonable standards.
- C. Eliminate trucks from the segment of I-35E between the Shortline Road and I-94.
- D. Provide an acceptable alternate urban truck route via Shepard Road and a new connection to I-35E to the north at the Arch-Pennsylvania Interchange, east of the CBD. Improvements should be made as required to make Shepard Road an acceptable alternate truck route.
- E. Monitor air quality at the most sensitive location along I-35E-United Hospitals (St. Luke's) site and provide for appropriate action to restrict or bar traffic, should reasonable air quality criteria be exceeded and continue to coordinate mutual design considerations between the Minnesota Highway Department and United Hospitals to achieve a satisfactory solution.
- F. Revise the crossing levels of I-35E and Grand Avenue to improve aesthetics while preserving the Cass Gilbert Church.
- G. Delete the planned ramps at St. Clair Avenue when I-35E is completed and monitor adjacent streets to determine impact (if impact is detrimental and ramps are desired, they can be added later).
- H. Encourage park and ride lots in Dakota County area and preferential access for buses and multi-occupancy vehicles from I-494 through the I-35 corridor to the Central Business District of St. Paul.

RESOLUTION ON I-35E IN ST. PAUL

WHEREAS, the need for a major road facility along the Pleasant Avenue Corridor has been recognized since 1922 and reaffirmed in 1957 by the St. Paul Planning Board's report, "The Proposed Freeways for St. Paul," and in 1963 by the City of St. Paul Comprehensive Plan and as reaffirmed by the City Council of St. Paul on November 5, 1976; and

WHEREAS, a link to Dakota County will prove beneficial to the economy and redevelopment of the City of St. Paul; and

WHEREAS, the traffic projections, most recently those presented to the committee by the consultant, indicate the need for a facility in this corridor; and

WHEREAS, the committee has heard the arguments of several special interest groups in the area, including RIP-35E, Drive 35-E, the Council on Urban Mobility, and United Hospitals; and

WHEREAS, the committee has considered several options within the Pleasant Avenue corridor, such as no trucks, no connection to I-94, and a parkway alternate, as well as several alternate routes, such as Shepard Road and Lafayette Freeway.

BE IT THEREFORE RESOLVED by the Interstate Study Committee:

That I-35E be completed in the Pleasant Avenue Corridor with a direct connection to I-94 with the following additional considerations:

- A. Upgrade the joint portion of I-94/I-35E in the Capitol approach area to provide for safe and efficient operation of both facilities.
- B. Provide noise abatement barriers along I-35E when feasible and desirable as necessary to maintain the highest reasonable standards.
- C. Eliminate trucks from the segment of I-35E between the Shortline Road and I-94.
- D. Provide an acceptable alternate urban truck route via Shepard Road and a new connection to I-35E to the north at the Arch-Pennsylvania Interchange, east of the CBD. Improvements should be made as required to make Shepard Road an acceptable alternate truck route.
- E. Monitor air quality at the most sensitive location along I-35E-United Hospitals (St. Luke's) site and provide for appropriate action to restrict or bar traffic, should reasonable air quality criteria be exceeded and continue to coordinate mutual design considerations between the Minnesota Highway Department and United Hospitals to achieve a satisfactory solution.
- F. Revise the crossing levels of I-35E and Grand Avenue to improve aesthetics while preserving the Cass Gilbert Church.
- G. Improve the Shortline Road and its connection to Snelling Avenue.
- H. Delete the planned ramps at St. Clair Avenue when I-35E is completed and monitor adjacent streets to determine impact (if impact is detrimental and ramps are desired they can be added later).

Interstate Study Committee

**BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA**

Date 8-16-77

Resolution No.

Motion by Commissioner Kennedy

-- Seconded by Commissioner Streefland

WHEREAS, Dakota County and other local units of government have studied intensively the need for completion of 135E in Dakota County, and

WHEREAS, Dakota County and other local units of government believe that it is in the best interest of Dakota County and the other units of government to complete 135E in Dakota County, and

WHEREAS, Dakota County has previously so resolved,

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners continues its support to complete 135E in Dakota County.

	YES		NO
Scully	<u>X</u>	Scully	<u> </u>
Stassen	<u>X</u>	Stassen	<u> </u>
Kennedy	<u>X</u>	Kennedy	<u> </u>
Hollenkamp	<u>X</u>	Hollenkamp	<u> </u>
Streefland	<u>X</u>	Streefland	<u> </u>

State of Minnesota)
County of Dakota) ss.

I, C. D. Onischuk, duly elected, qualified and acting County Auditor of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 16th day of August, 1977, now on file in my office, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal at Hastings, Minnesota, this 16th day of August, 1977

County Auditor

Dakota County

June 2, 1978

Mr. Ghaleb Abdul-Rahman
I-35E Study Team Leader
300 Metro Square Building
7th and Robert
St. Paul, Mn. 55101

Dear Mr. Abdul-Rahman:

This is in response to your letter of May 26 regarding the various alternatives for the proposed I-35E segment between Mendota Heights and downtown St. Paul.

You asked three questions in your letter and I will attempt to answer them as best I can:

1. A list of adopted transportation goals and objectives for Ramsey County.

Ramsey County has no master plan for transportation other than its five-year road and bridge construction program. This program does not address any projects that would be influenced by Interstate 35E development. We have just begun to prepare a transportation plan in conformance with 1976 Minnesota Laws, Chapter 127.

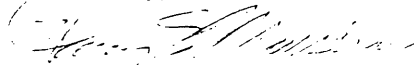
2. A statement of recommendation regarding the location and function of the proposed I-35E facility if one has been adopted.

This office has taken no position on the location of this segment of I-35E. This facility would be entirely within the limits of the City of Saint Paul, a city of the first class, and we believe recommendation for location is more properly a function of the City of Saint Paul.

3. A list of issues that have come to your attention as a result of past I-35E proposals.

This office has not been directly involved with the issues on I-35E proposals in the past.

Yours truly,



Harry E. Marshall
Executive Secretary

HEM:jo

CC: Ken Weltzin

Ramsey County

Council File No. 258276—By Rosalie L. Butler — Roger M. Conway — Leonard W. Levine—Dean Meredith—Robert F. Sprafka—Victor J. Tedesco—

Whereas, The West Seventh Street Association, the Summit Hill Association and the Ramsey Hill Association as well as other residents are strongly opposed to the Construction of I 35 E between West Seventh Street and the State Capitol in any form and in particular to numerous features of the freeway which will be extremely harmful to their neighborhoods, homes and families, including specifically:

1. Projected noise levels of in excess of 60 decibels within 500 feet of the freeway and greater noise levels closer affecting many schools, hospitals, parks and playgrounds as well as homes;
2. Every interchange between West Seventh Street and Kellogg Boulevard which will substantially alter the traffic patterns in the area and turn many residential streets into heavily traveled feeder lines;
3. Lack of safety of design because of excessive curves, grades and bridges, where the freeway is at or above ground level, which will lead to vehicle accidents endangering surrounding homes;
4. Lack of provision for mass transit, bicycle and foot paths and other features desirable and useful to the residents;
5. Destruction of wooded and other natural areas near the freeway and lack of adequate landscaping to preserve the beauty of the area; and

Whereas, I 35 E will be of no use to and will not adequately serve the needs of the neighborhoods through which it passes, but exclusively the needs of other persons living outside the City of Saint Paul; and

Whereas, An adequate alternative location exists for access to the downtown Saint Paul business district and for truck traffic, along the route of Shepard Road; and

Whereas, The currently planned location could be more effectively used for residential and commercial purposes and for an efficient mass transit system to carry the residents to and from the downtown area; and

Whereas, No comprehensive study or public hearings on the needs of the area and the desirability of the specific route have been held for many years and previous studies are obsolete because of substantial new evidence that freeways through cities cause substantial and uncontrollable noise and air pollution, destroy property values and neighborhoods and create serious safety hazards; now, therefore, be it

Resolved, That the Council of the City of Saint Paul is opposed to the construction of Interstate 35 E between West Seventh Street and the State Capitol as currently located and planned, and strongly urges the State Highway Department to immediately stop all construction and bids until such time as an in-depth study has been conducted by the Highway Department together with the Metropolitan Transit Commission, Metropolitan Council and the Saint Paul City Planning Department, including public hearing, to establish alternate routes for the construction of Interstate 35 E and alternate uses of this land; and be it

Further Resolved, That this Council

take legal steps to rescind all approvals previously given for route location, design, or construction of the above-described portion of Interstate 35E, and that this Council intends to withhold final approval for any portion of the plans which come before it in the future.

Adopted by the Council April 20, 1972.

Vetoed by Mayor April 25, 1972..

Reconsidered and re-adopted notwithstanding the veto of the Mayor April 27, 1972.

(April 29, 1972)

Council File No. 259291 — By Ruby Hunt—

Whereas, The Saint Paul City Council has received extensive testimony from concerned citizens and associations in opposition to the proposed and planned route of Interstate Highway 35E from West Seventh Street in the City of Saint Paul to its proposed junction with Interstate Highway 94; and

Whereas, The Saint Paul City Council desires an assurance that the best possible route and design, in conformance with all economic, environmental, and social factors will be implemented in the construction of Interstate Highway 35E; and

Whereas, The Saint Paul City Council realizes that conditions affecting communities and their environment have changed since the general route for Interstate Highway 35E was approved in 1957; and

Whereas, The Saint Paul City Council has a responsibility to consider the impact of all highway planning, not only upon the immediate neighborhood but upon the total community, now, therefore, be it

Resolved, That the Saint Paul City Council hereby requests the Minnesota Highway Department to halt construction and conduct a public hearing on the proposed location and design, together with possible alternatives to the proposed location and design of Interstate 35E; and be it

Further Resolved, That the Saint Paul City Council hereby requests that the Secretary of the Department of Transportation prepare an environmental impact statement pertaining to Interstate 35E in accordance with federal statutes and regulations.

Adopted by the Council July 18, 1972.

Approved July 19, 1972.

(July 22, 1972)

Council File No. 260628 — By Ruby Hunt—

Resolved, That the Council of the City of Saint Paul does hereby approve the City's entering into a cooperative agreement with the State of Minnesota, Department of Highways, whereby the City will contribute the sum of \$10,000.00 to the State for the purpose of the State Highway Department obtaining a study of the economic impact of continuing or discontinuing Interstate Highway 35E between the downtown and West Seventh Street area, said funds to be expended from the Public Works Project Contingent Fund.

Adopted by the Council February 6, 1973.

Approved February 7, 1973.

(February 10, 1973)

Council File No. 264817—By David H. Hozza—

Whereas, The City, RIP 35-E and other plaintiffs in May 1972 did request that the Minnesota State Highway Department prepare an environmental impact statement on the portion of 35-E between the Lexington Avenue Bridge and the State Capitol Approach; and

Whereas, At this time that environmental impact statement has not been finished; and

Whereas, By anybody's estimate it still may be a substantial period of time before that environmental impact statement is finished and the hearings held and completed on it, now, therefore, be it

Resolved, That the Saint Paul City Council urges the Minnesota State Highway Department to accelerate the environmental impact statement process; and be it

Further Resolved, That the Saint Paul City Council goes on record as supporting the request of the South Lexington Avenue residents that some relief be granted to the traffic congestion on South Lexington; and be it

Further Resolved, That the Saint Paul City Council requests the Minnesota State Highway Department to formally consider the RIP 35-E Parkway proposal as one of its alternatives; and be it

Further Resolved, That the Saint Paul City Council also request the Minnesota State Highway Department to formally consider the Short Line corridor as a further alternative for the routing of 35E; and be it

Finally Resolved, That the Saint Paul City Council will cooperate to the fullest extent possible in seeing that the 35-E question is satisfactorily resolved.

Adopted by the Council December 31, 1974.

Approved January 2, 1975.

(January 11, 1975)

Council File No. 266541 — By David H. Hozza—

Whereas, Laws of Minnesota for 1975, Chapter 203, Section 16, directs the Metropolitan Council, with the Transportation Advisory Board and the city councils of affected cities to review the uncompleted sections of the interstate system in the seven county metropolitan area; and

Whereas, Pursuant to that section, the Metropolitan Council is required to report its findings to the state legislature no later than February 1, 1976; and

Whereas, In furtherance of its duty under Laws of Minnesota for 1975, Chapter 203, Section 16, the City Council of the City of Saint Paul and the city administration appointed a study team for the purpose of reviewing the uncompleted section of I 35E within the City of Saint Paul; and

Whereas, The I 35E study team has adopted a position statement entitled, **Recommended Position for the City of Saint Paul on the I 35E Issue in Saint Paul**; and

Whereas, Such position statement has been forwarded to and received by the Saint Paul City Council, now, therefore, be it

Resolved, By the City Council of the City of Saint Paul, that the **Recommended Position for the City of Saint Paul on the I 35E Issue in Saint Paul** is hereby accepted and approved; and be it

Further Resolved, That copies of the **Recommended Position for the City of Saint Paul on the I 35E Issue in Saint Paul** be forwarded to the Metropolitan Council and the Transportation Advisory Board; and be it

Further Resolved, That the City Council hereby recommends that the recommendations contained in the position statement prepared by the I 35E study team, copy of which is on file with the City Clerk, be adopted by the Metropolitan Council and the Transportation Advisory Board in their review and report to the State Legislature relative to the uncompleted section of I 35E within the City of Saint Paul.

Adopted by the Council December 18, 1975.

Approved December 22, 1975.
(January 3, 1976)

Council File No. 270278—By David H. Hozza—

Whereas, The City of Saint Paul first became a focal point in a proposal for an Interstate Highway system in 1938 as a result of a Congressional Directive to the Bureau of Public Roads, to study and report on the feasibility and cost of joining highways running in a general direction from Eastern to Western portions of the United States; and

Whereas, The Interstate 35E Corridor along Pleasant Avenue has been proposed as the location for an arterial street or highway since the early 1940's, and on October 31, 1945, the Saint Paul City Council adopted a resolution urging the construction of an Interstate Freeway on that route; and

Whereas, On August 22, 1972, a lawsuit captioned **City of Saint Paul, et al., vs. Volpe, et al.**, was settled by stipulation wherein the Commissioner of Highways agreed to halt construction and to prepare an Environmental Impact Statement on the project; and

Whereas, More than five years' time has elapsed since the stipulated settlement of said lawsuit, and throughout that time no Federal or State, statute existed as an impediment to the completion of the Environmental Impact Statement called for in Paragraph 4 of that stipulation dated August 21, 1972; and

Whereas, The Saint Paul City Council and City Administration in June, 1975, commissioned a comprehensive, in-depth study of the alternative routes for I-35E in St. Paul, and the study entitled **"Recommended Position for the City of Saint Paul in the I-35E Issue in Saint Paul"** was accepted and approved; and

Whereas, Minn. Stat. § 161.123 (1976) prohibits any acquisition of lands for or construction of that portion of I-35E in Ramsey County located in the Pleasant Avenue Corridor (referred to as the "moratorium") and further prohibits construction of any four lane parkway facility which connects with Legislative Route No. 392 (I-94); and

Whereas, Minn. Stat. § 161.123 (1976) also provides that the Commissioner of Transportation shall prepare environmental impact statements, recreational and other land use reports giving the fullest possible consideration to the Pleasant Avenue Corridor and all feasible and prudent alternate routes and corridors; and

Whereas, The Minnesota Department of Highways and its successor agency, the Department of Transportation, has failed to commence an Environmental Impact Statement (EIS) on I-35 in the Pleasant Avenue Corridor; now, therefore, be it

Resolved, That the Council of the City of Saint Paul hereby reaffirms its position regarding the completion of I-35E, taken by the Council in Resolution No. 266541 passed on December 18, 1975, which position supports completion of a roadway with connections and truck restrictions; and identifies the following questions for further study:

1. What type of connection should exist between I-35E and I-94?
2. What should be the mix of traffic on the Short Line (i.e. should trucks be limited as on the Pleasant Avenue Corridor)?
3. What type of connection to either Snelling or the I-94 frontage roads should the Short Line have and how should the Selby Avenue bridge be designed?
4. What is the impact on the Highway 3 corridor?

and, be it

Further Resolved, That unless the City Council is notified by the Minnesota Department of Transportation by February 1, 1978, that an EIS has been commenced on the above-referenced roadway as defined in the study approved by the Council in 1975, that the City Attorney make application by whatever legal means deemed appropriate to the Federal or State Court requiring an EIS on this proposed roadway for I-35E; and be it

Further Resolved, That the Minnesota Legislature be requested to amend Minn. Stat. § 161.123 (3) which prohibits a physical connection on the proposed roadway and that the City of St. Paul make the following requests:

1. That the Secretary of Transportation withdraw the portion of I-35E between West Seventh Street and I-94 from the National System of Interstate and Defense Highways under the provisions of 23 U.S.C. 103 (e) (4) and that those funds which were to be used for I-35E be reserved for a comparable transportation facility which will serve the purpose that I-35E was intended to serve in the Pleasant Avenue Corridor.
2. That the Governor of the State of Minnesota join in the request and jointly submit a formal request for the withdrawal of that portion of I-35E under the provisions of 23 U.S.C. 103 (e) (4).
3. That the Transportation Advisory Board and the Metropolitan Council acting as responsible local officials in this metropolitan area be requested to concur in this request for withdrawal and substitution.

Adopted by the Council December 27, 1977.

Approved December 29, 1977.
(January 7, 1978)

Council File No. 270455 — By Rosalie Butler — David H. Hozza — Ruby Hunt — Leonard R. Levine — Patrick J. Roedler — Robert Sylvester — Victor J. Tedesco—

Whereas, District Engineer, Charles Burrell, of the Department of Transportation indicated at a meeting at Guadalupe Church on November 15, 1977 that he knows of no plans to change the function and traffic pattern of Lafayette Road, and

Whereas, James Harrington, Commissioner of the Department of Transportation, indicated at a hearing before the St. Paul City Council that the Department has no plans to change the function and traffic pattern of Lafayette Road, and

Whereas, the City Council passed a resolution regarding 35-E with reference to the impact on Lafayette Road,

Now, Therefore Be It Resolved, that the City Council affirm its verbal commitment that in determining the future of the Pleasant Avenue corridor no traffic realignments will be considered that place or divert additional traffic to Lafayette Road.

Adopted by the Council January 26, 1978.

Approved January 27, 1978.
(February 4, 1978)

EXHIBIT A

CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA

RESOLUTION NO. 75-96

RESOLUTION ENDORSING INTERSTATE STUDY COMMITTEE
RECOMMENDATIONS

WHEREAS, the completion of I-35E and I-494 are vital to the provision for adequate highway access to the City of Mendota Heights and Northern Dakota County; and

WHEREAS, the entire circumferential system around the metropolitan area has been completed except that portion from Bloomington to South St. Paul; and

WHEREAS, the provision for access to and from downtown St. Paul and vital employment areas in Mendota Heights and Northern Dakota County are essential and depend upon development of I-35E and I-494; and

WHEREAS, the comprehensive plans for all communities affected by the ultimate completion of I-35E and I-494 have accommodated and provided for the ultimate construction of these facilities; and

WHEREAS, major development investments have been made in Northern Dakota County and the City of Mendota Heights based on the timely completion of both I-494 and I-35E; and

WHEREAS, the continued delay of the completion of these vital links in the total freeway system in the metropolitan area constitutes a major problem to the City of Mendota Heights and Northern Dakota County; and

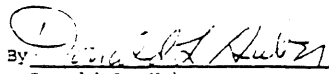
WHEREAS, the Interstate Study Committee has adopted positive resolutions recommending completion of both I-35E from Burnsville to St. Paul and I-494 from Bloomington to South St. Paul; and

WHEREAS, the City of Mendota Heights particularly endorses the design concept for the intersection of I-35E and I-494 as recommended by the Interstate Study Committee;


NOW THEREFORE BE IT RESOLVED by the City Council of the City of Mendota Heights that the City Council endorses the recommendations of the Interstate Study Committee and recommends their adoption by the Metropolitan Council.

Adopted by the City Council of the City of Mendota Heights this Second day of December, 1975.

CITY COUNCIL
CITY OF MENDOTA HEIGHTS

By: 
Donald L. Huber
Mayor

ATTEST:


J. E. Radabaugh
City Clerk

City of Mendota Heights

EXHIBIT B

CITY OF MENDOTA HEIGHTS
Dakota County, Minnesota

RESOLUTION NO. 75-46

RESOLUTION SUPPORTING COMPLETION OF I-35E

WHEREAS, Mendota Heights officials have supported the completion of a transportation system, especially in Dakota County; and

WHEREAS, Mendota Heights officials have supported the completion of I-35E in its entirety with modifications in St. Paul; and

WHEREAS, an ever-increasing vehicular traffic pattern and uncompleted freeway system means more traffic and congestion on T.H. 110; and

WHEREAS, several compromise schemes of freeways will direct more traffic onto T.H. 110 and other lesser capacity highways in Dakota County; and

WHEREAS, a Mendota Heights statement was not available for the May 20, 1975 public meeting;

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Mendota Heights that the City Council hereby reiterates its support and urging for the completion of I-35E as proposed in Dakota County; and

BE IT FURTHER RESOLVED that I-35E within St. Paul should be completed in the planned alignment but with construction modifications as recommended in the Butler Report; and

BE IT FURTHER RESOLVED that Mendota Heights is vehemently opposed to any changes in the basic alignment of the freeway system that will cause additional traffic on trunk highways rather than the planned freeway system; and

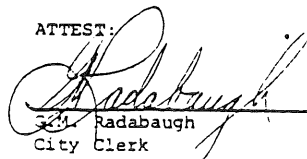
BE IT FURTHER RESOLVED that Mendota Heights officials are opposed to and object to the procrastination on freeway building within St. Paul; and

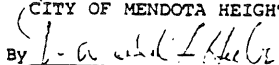
BE IT FURTHER RESOLVED that if the original alignment is not adhered to, the Mendota Heights officials object to the completion of any further highway expenditures in the metropolitan area; and

BE IT FURTHER RESOLVED that copies of this resolution be submitted to Commissioner Marzitelli, Kermit McRae, District Engineer, Senator Knutson and Representative Kempe.

Adopted by the City Council of the City of Mendota Heights this Third day of June, 1975.

ATTEST:


M. Radabaugh
City Clerk

CITY COUNCIL
CITY OF MENDOTA HEIGHTS
By 
Donald L. Huber
Mayor

City of Mendota Heights

EXHIBIT C

CITY OF MENDOTA HEIGHTS
Dakota County, Minnesota

RESOLUTION NO. 77-68

RESOLUTION SUPPORTING I-494 CONSTRUCTION CONCEPT

WHEREAS, Mendota Heights officials have addressed the matter of an east/west freeway for nearly twenty years; and

WHEREAS, the Mendota Heights comprehensive plan documents prepared in 1959 reflect the construction of a freeway along the southern border of Mendota Heights; and

WHEREAS, Mendota Heights officials have supported such freeway construction in order to alleviate excess traffic on T.H. 110; and

WHEREAS, Mendota Heights officials have addressed the problems of an I-35E/I-494 interchange for a number of years; and

WHEREAS, these officials have reviewed at least four different interchange proposals for said interchange; and

WHEREAS, Mn/DOT has established a hearing on August 25, 1977 at 7:30 P.M. at the Sibley High School to discuss the merits of a draft environmental impact statement on I-494 between the Minnesota River and the Mississippi River;

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Mendota Heights that the City Council hereby unanimously supports the construction of I-494 between the Minnesota River and the Mississippi River; and

BE IT FURTHER RESOLVED that the findings and conclusions of the Interstate Study Commission in 1976 be supported, to wit:

1. That I-494 in this area be a minimum 6-lane facility;
2. That there be complete, full interchange facilities between 494 and 35E;
3. That the direct interchange between T.H. 55 and the 494-35E facilities be de-emphasized with access provided by local minor arterial routes;
4. That Highway 55 be retained in its present alignment for a long-term basis, thereby eliminating the dual/dual interchange design;
5. That planning for a second Mississippi River Bridge at South St. Paul be continued to accommodate future traffic needs;

City of Mendota Heights

Resolution No.

6. That the basic design solution in the corridor be generally based on the first stage development proposal as presented by the Division of Highways during the course of these sessions, with special emphasis on concerns of all communities;
7. That all construction shall be accomplished in a manner so as to provide maximum concern for the impact of noise, vibrations, air, and water pollution on contiguous properties throughout the corridor.

and

BE IT FURTHER RESOLVED, that the City Council supports the concept of Alternate B-3 as described and outlined in the draft Environmental Impact Statement; and

BE IT FURTHER RESOLVED that the Mayor or his representative be directed to appear at the hearing, supporting this proposed construction; and

BE IT FURTHER RESOLVED that copies of this resolution be forwarded to all concerned parties.

Adopted by the City Council of the City of Mendota Heights this 16th day of August, 1977.

CITY COUNCIL
CITY OF MENDOTA HEIGHTS

By Robert G. Lockwood
Robert G. Lockwood
Mayor

ATTEST:

Kathleen M. Swanson
Deputy Clerk

City of Mendota Heights

EXHIBIT D

CITY OF MENDOTA HEIGHTS
Dakota County, Minnesota

RESOLUTION NO. 77-82

RESOLUTION EXPRESSING INTENTIONS CONCERNING I-35E CORRIDOR

WHEREAS, back in the mid-1950's, Planning Commission Chairman Al Horning and members of the Planning Commission objected to freeways criss-crossing Mendota Heights; and

WHEREAS, the community reluctantly accepted the fact that as a township, they had no direct veto power over the location of highways, but rather, negotiation; and

WHEREAS, the Comprehensive Plan was then prepared and designed around the planned freeway alignments; and

WHEREAS, the Comprehensive Plan showed the entirety of Mendota Heights adjacent to I-35E to be park land or residential with the exception of the southerly 16% adjacent to I-494; and

WHEREAS, additional hearings involving the upgrading of T.H. 110 acknowledged the residential character of the T.H. 110 corridor; and

WHEREAS, the development has in fact taken place in accordance with the Comprehensive Plan, i.e., residential development along T.H. 110; and

WHEREAS, the Courts have twice sustained the residential zoning in the face of commercial development; and

WHEREAS, in spite of the I-35E corridor, park and residential land in Mendota Heights has been maintained along 84 percent of the I-35E corridor; and

WHEREAS, in case the City of St. Paul should choose to abandon the I-35E freeway concept and substitute a parkway facility on the I-35E corridor;

NOW THEREFORE IT IS HEREBY RESOLVED by the City Council of the City of Mendota Heights that the City of Mendota Heights hereby expresses its intent to pursue a parkway concept for the Mendota Heights portion of I-35E north of I-494 consistent with, and similar in nature to, that which may be adopted by the City of St. Paul; and

BE IT FURTHER RESOLVED, that any north/south bound traffic on I-35E therefore would be routed around the existing I-494 belt-line and not onto T.H. 110; and

City of Mendota Heights

Resolution No.

-2-

BE IT FURTHER RESOLVED, that the current I-35E facilities in Mendota Heights be modified to reflect the same characteristics as may be designed for the present corridor in St. Paul south of I-94; and

BE IT FURTHER RESOLVED that copies of this Resolution be submitted to the Commissioner of Transportation, District Nine Engineer, Metropolitan Council, Dakota County Board of Commissioners and the Mayors of the Cities of Eagan, Inver Grove Heights, Saint Paul, South St. Paul, Sunfish Lake and West St. Paul.

Adopted by the City Council of the City of Mendota Heights this 20th day of Sept., 1977.

CITY COUNCIL
CITY OF MENDOTA HEIGHTS

By Robert G. Lockwood
Robert G. Lockwood
Mayor

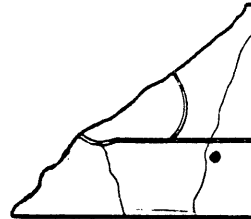
ATTEST:

G.M. Sadabaugh
G.M. Sadabaugh
Clerk-Treasurer

City of Mendota Heights

City of Mendota Heights

BANK BUILDING
750 SOUTH PLAZA DRIVE • MENDOTA HEIGHTS, MINNESOTA 55120
TELEPHONE (612) 452-1850



January 5, 1978

Mr. John Boland, Chairman
Metropolitan Council
300 Metro Square Building
St. Paul, Minnesota 55101

Dear Mr. Boland:

I am enclosing herein a copy of Resolution No. 78-08, "RESOLUTION REGARDING INTERSTATE HIGHWAY SYSTEM IN THE CITY OF MENDOTA HEIGHTS." This resolution was unanimously adopted by the Mendota Heights City Council at the regular Council meeting held on January 3rd.

I believe that the resolution is self-explanatory, however, if you have any questions, please contact me.

Very truly yours,

Orvil J. Johnson
City Administrator

OJJ:kms

cc: Gary Pagel

City of Mendota Heights

EXHIBIT E

CITY OF MENDOTA HEIGHTS
Dakota County, Minnesota

RESOLUTION NO. 78-08

RESOLUTION REGARDING INTERSTATE HIGHWAY SYSTEM
IN THE CITY OF MENDOTA HEIGHTS

WHEREAS, the City of Mendota Heights is required by law to prepare and update its Comprehensive Plan adopted in 1962; and

WHEREAS, said plan is required to conform to the Systems Statement issued to the City of Mendota Heights by the Metropolitan Council according to law; and

WHEREAS, such Systems Statement is for the express purpose of maintaining the integrity and continuity of certain Metropolitan Systems Facilities, including transportation, waste disposal, open space, and airport facilities as specified in the law; and

WHEREAS, the Systems Statement for the City of Mendota Heights and Saint Paul designates 35E from Interstate 494 to Interstate 94 as a primary arterial; and

WHEREAS, the Metropolitan Council requires that such primary arterials interchange with other primary arterials; and

WHEREAS, the City of Saint Paul, did on December 27, 1977 vote to limit the function of 35E as a primary arterial in Saint Paul from Seventh Street to Interstate 94 as a "parkway", and without a firm commitment to connect the "parkway" to Interstate 94 and without a firm commitment for the routing of truck traffic not allowed on the "parkway"; and

WHEREAS, this substantial reduction in the standards of design for that area of 35E in questions does not conform to the standards required for a principal arterial as defined by the Metropolitan Council; and

WHEREAS, such limitations in design destroys the continuity of the Metropolitan transportation system in violation of the intent and purpose of the law; and

WHEREAS, this unauthorized change in design of 35E in Saint Paul creates a burdensome traffic condition for the City of Mendota Heights and other communities along alternative traffic routes; and

WHEREAS, excessive vehicular traffic (not able to be accommodated on the "parkway" and all truck traffic) could in fact be forced to detour around Saint Paul on Highway 110, Interstate 494,

RESOLUTION NO.
Page Two

and other local routes in the City of Mendota Heights causing a deleterious impact on prime residential areas of the City of Mendota Heights and other communities affected.

NOW THEREFORE BE IT RESOLVED that the City of Mendota Heights urgently requests that the Metropolitan Council perform its coordinating functions as defined by law in the service of all metropolitan communities, and that the Metropolitan Council transmit to the City of Mendota Heights their statement of policy and answers to the following questions as expeditiously as possible:

1. Does the Metropolitan Council intend to perform its function as a coordinator of transportation facilities in the metropolitan area as it relates to the aforementioned sector of 35E?
2. Will the Metropolitan Council demand that its Systems Statement issued to the City of Saint Paul be followed?
3. Will the Metropolitan Council take action to protect the integrity of the Systems Statement as issued to the City of Mendota Heights and other affected communities in view of the action of the City of Saint Paul?
4. Can the Metropolitan Council condone the action of the City of Saint Paul without firm commitments for revisions for the resultant excess traffic to be rerouted in accordance with good planning principals?
5. Where does the Metropolitan Council intend the excess traffic, and particularly the truck traffic (diverted from 35E from Seventh Street to Interstate 94) to go?
6. Will not any diversion constitute a circuitous routing resulting in excessive waste of energy and vehicular time?

BE IT FURTHER RESOLVED that unless satisfactory answers are received forthwith, the City of Mendota Heights shall seek relief from the adverse impacts of traffic diversions caused by the City of Saint Paul's decision to limit the function of Interstate 35E from Seventh Street to Interstate 94, and if the Metropolitan Council will not perform its coordinating functions as defined by law, the City shall seek legal courses available to it to seek relief from excessive traffic diverted through the City; and

RESOLUTION NO.
Page Three

BE IT FURTHER RESOLVED that the City of Mendota Heights shall disavow its Systems Statement requirements as it affects transportation in its planning program, unless the integrity of that system is protected by the Systems Plan for Transportation in the contiguous City of Saint Paul; and

BE IT FURTHER RESOLVED that the City of Mendota Heights requests the Metropolitan Council to perform a strong leadership and coordinating role in effectuating its established policies and Systems Statements relating to establishing an efficient transportation system in this sector of the Metropolitan Area; and

BE IT FURTHER RESOLVED that the Metropolitan Council be aware of the reluctance of affected communities to absorb traffic diverted from the Saint Paul sector of 35E, and that such communities may well take similar actions to that of Saint Paul to reduce the deleterious impact of increased traffic volumes in their respective communities.

Adopted by the City Council of the City of Mendota Heights this 3rd day of January, 1978.

CITY COUNCIL
CITY OF MENDOTA HEIGHTS

By Robert G. Lockwood
Robert G. Lockwood
Mayor

ATTEST:

Kathleen M. Swanson
Kathleen M. Swanson
Clerk

City of Mendota Heights

CITY OF MENDOTA HEIGHTS
Dakota County, Minnesota

RESOLUTION NO. 78-15

RESOLUTION REQUESTING ANSWERS ON TRANSPORTATION
PORTION OF SYSTEMS STATEMENT

WHEREAS, the Mendota Heights City Council on January 3, 1979 adopted Resolution No. 78-08, a resolution "Regarding Interstate Highway System in the City of Mendota Heights," which posed a number of questions to the Metropolitan Council regarding the future of I-35E between I-494 and I-94; and

WHEREAS, a letter dated January 26th from John Boland, Metropolitan Council Chairman, acknowledged Resolution No. 78-08, withdrawal of that segment of I-35E from West Seventh to I-94, but said letter did not contain responses to the questions posed in Resolution No. 78-08, nor was there any indication that responses would be forthcoming; and

WHEREAS, such withdrawal and non-completion of that segment of I-35E in the City of St. Paul would be inconsistent with the Systems Statement for the City of St. Paul; and

WHEREAS, the absence of I-35E north of West Seventh in St. Paul would certainly be inconsistent and contrary to the Transportation portion of the Systems Statement for the City of Mendota Heights;

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Mendota Heights that the City of Mendota Heights again states that planning municipal facilities and land development according to major metropolitan facilities plans that are currently being considered for withdrawal is a futile, non-productive, and wasteful effort; and

BE IT FURTHER RESOLVED, that portions of Resolution No. 78-08 be again reiterated; namely:

"BE IT FURTHER RESOLVED that unless satisfactory answers are received forthwith, the City of Mendota Heights shall seek relief from the adverse impacts of traffic diversions caused by the City of Saint Paul's decision to limit the function of Interstate 35E from Seventh Street to Interstate 94, and if the Metropolitan Council will not perform its coordinating functions as defined by law, the City shall seek legal courses available to it to seek relief from excessive traffic diverted through the City; and

BE IT FURTHER RESOLVED that the City of Mendota Heights shall disavow its Systems Statement requirements as it affects transportation in its planning program, unless the integrity of that system is protected by the Systems Plan for Transportation in the contiguous City of Saint Paul;"

City of Mendota Heights

BE IT FURTHER RESOLVED that copies of this resolution be sent to the Governor, the Commissioner of Transportation, the Metropolitan Council, the City of St. Paul, and communities in northern Dakota County.

Adopted by the City Council of the City of Mendota Heights this
Seventh day of February, 1978.

CITY COUNCIL
CITY OF MENDOTA HEIGHTS

By Robert G. Lockwood
Robert G. Lockwood
Mayor

ATTEST:

Kathleen M. Swanson
Kathleen M. Swanson
City Clerk

City of Mendota Heights



City of
WEST SAINT PAUL

MUNICIPAL CENTER ■ 1616 HUMBOLDT AVE. ■ WEST SAINT PAUL, MINNESOTA 55118

PHONE: 455-9671 EMERGENCY: 455-9681

ADMINISTRATION

May 4, 1978

Mr. Ghaleb Abdul-Rahman
I-35E Study Team Leader
Metropolitan Council
300 Metro Square Building
7th & Robert Streets
St. Paul, Minnesota 55101

Dear Mr. Abdul-Rahman:

In response to your letter of May 2, 1978, you will find enclosed the following:

1. Five (5) separate Council Resolutions, dating as far back as September 1972, regarding the City's position relative to I-35E over the Lafayette-Waterloo freeway alignment.
2. A report from the Director of Public Works to the Mayor and Council, dated September 5, 1972.
3. Copies of correspondence between myself and Meritt Linzie of the Minnesota Highway Department.

It is quite clear that the enclosed information points out the fact that West St. Paul is absolutely and unequivocally opposed to routing I-35E traffic over Highway 3.

If you have any additional questions whatsoever about the City's position on this subject, I suggest that you contact State Representative Arnold Kempe.

Yours truly,

Mayor E.C. Meisinger, Jr.
City of West St. Paul

"WEST SAINT PAUL IS AN EQUAL OPPORTUNITY COMMUNITY"

City of West St. Paul

RESOLUTION NO. 72-138

On motion of Ald. Russell

Seconded by Ald. Kennedy

WHEREAS, it has come to the attention of the City of West Saint Paul that certain interests are requesting that the State Highway Department consider routing I-35E over the LaFayette-Waterloo Freeway alignment; and

WHEREAS, it appears that such a consideration would involve adding additional mileage to the interstate system; would require upgrading the LaFayette Freeway to interstate standards which would close some if not all of the East-West crossings of the freeway in the City of West Saint Paul; would occasion an extended delay of both the LaFayette Freeway and I-35E and would result in the taking of additional right-of-way in West Saint Paul, much of which would be high value land;

WHEREAS, for nearly ten years the planning processes and patterns of development in the City of West Saint Paul have been considered by the alignment associated with the LaFayette Freeway and its design provisions, utility layouts, traffic patterns and volumes, crossings and access and other important matters,

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF WEST SAINT PAUL, MINNESOTA, that:

1. The City of West Saint Paul is absolutely and unequivocally opposed to any consideration to route I-35E over the LaFayette-Waterloo Freeway corridor;
2. Any consideration to route I-35E over said freeway corridor would be detrimental to this City for numerous social, environmental, traffic and economic reasons;
3. To spend any money on such a study would be a waste of taxpayers' money and would occasion an unjustifiable delay in meeting the area's traffic needs.
4. Copies of this resolution be directed to the State Highway Department, the City of St. Paul, and to any and all interested groups, agencies, and individuals for the purpose of requesting their support, on behalf of this City's interests, in this aforementioned matter.

Adopted by the City Council of the City of West Saint Paul, Minnesota, this 14th day of September, 1972.

Ayes: 6 Nays: 0

Approved:

/s/ R. J. Callahan Mayor

Attest: /s/ Sarah M. Prieve
City Clerk

City of West St. Paul

RESOLUTION NO. 73-133

On motion of Ald. Clausen

Seconded by Ald. Kennedy

WHEREAS, it is our understanding that the City of South Saint Paul and other municipalities will initiate legal action against the Minnesota Highway Department relative to the re-location of I-35E, and,

WHEREAS, the concern shown by the City of South Saint Paul as to the adverse effect of this proposed change is shared by the City of West Saint Paul, and,

WHEREAS, it would be in the best interests of the City of West Saint Paul to intervene in the lawsuit to be initiated by South Saint Paul and other municipalities in this matter.

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and City Manager are hereby authorized to join into an agreement with other municipalities for such legal action.

Adopted by the Council this 27th day of September, 1973.

Ayes: 6 Nays: 0

Approved:

/s/ E. C. Meisinger, Jr. Mayor Attest: /s/ Sarah M. Prieve
City Clerk

City of West St. Paul

RESOLUTION NO. 77-01

On motion of Ald. Clausen

Seconded by Ald. Kube

WHEREAS, the City Council of West Saint Paul is deeply concerned over the delay in the completion of I-35E and I-494, and

WHEREAS, the Legislature and the Department of Transportation have the responsibility of the completion of said I-35E and I-494,

NOW THEREFORE, BE IT RESOLVED, by the City Council of West Saint Paul, that the Legislature take appropriate measures during this legislative session to allow completion of I-35E and I-494, and

BE IT FURTHER RESOLVED, that the Department of Transportation make every effort within their authority to see that the completion of I-35E and I-494 becomes a reality within the near future.

Adopted by the Council this 3rd day of January, 1977.

Ayes: 6 Nays: 0

Approved:

/s/ E. C. Meisinger, Jr. Mayor

Attest: /s/ Sarah M. Prieve
City Clerk

City of West St. Paul

RESOLUTION NO. 77-89

On motion of Ald. Galvin

Seconded by Ald. Clausen

BE IT RESOLVED, That the City Council of the City of West Saint Paul, Minnesota, unequivocally opposes any rerouting of Interstate 35E traffic to Interstate 494 and Highway 3.

Adopted by the Council this 22nd day of August, 1977

Approved:

/s/ E. C. Meisinger, Jr. Mayor

Attest: /s/ Catherine J. Iago
Deputy City Clerk

RESOLUTION NO. 76-97

On motion of Ald. Clausen

Seconded by Ald. Kennedy

RESOLVED, that the City of West Saint Paul is firmly opposed to the rerouting of I-35E in Northern Dakota County onto I-494 and State Highway No. 3, and

BE IT FURTHER RESOLVED, that the City Clerk forward copies of this Resolution to the Minnesota Highway Department, City of South Saint Paul, City of Inver Grove Heights, City of Sunfish Lake, and Mayor George Latimer of the City of Saint Paul.

Adopted by the Council this 9th day of August, 1976.

Ayes: 6 Nays: 0

Approved:

/s/ E. C. Meisinger, Jr. Mayor

Attest: /s/ Sarah M. Prieve
City Clerk

City of West St. Paul

May 9, 1978

Mr. Chaleb Abdul-Rahman
I-35E Study Team Leader
300 Metro Square Building
7th Street and Robert Street
St. Paul, MN 55101

Dear Mr. Abdul-Rahman:

This is in reply to your letter of May 2, 1978, on I-35E.

- 1) Presently we have not adopted transportation goals and objectives for Sunfish Lake. Since our city is small in size and population it was not a concern today. We are now in the process of hiring a planner to assist in developing and completing our comprehensive plan and this then may be come a part of it.
- 2) Our recommendation on the I-35E proposal for Mendota Heights is that they receive equal treatment as that segment in St. Paul receives or in other words a parkway.
- 3) An issue that I think is very important is the impact that completing the south portion of 35E to Burnsville will have on Highway 110. Plans will have to be made to upgrade 110 for the higher traffic level that will be developed.

Due to the short time that was given for a reply this is a short coverage of the points you requested. This will be discussed more with our planning commission and council. If this produces more input, we will forward it to you.

Sincerely,



F. R. Homan
Mayor of Sunfish Lake

City of Sunfish Lake

RESOLUTION
CITY OF EAGAN

WHEREAS, a regular meeting of the Eagan City Council was held on June 6, 1978, at 6:30 p.m. at which all members were present; and,

WHEREAS, the construction of I-35E in Dakota County, as designed by the Minnesota Highway Department, and as previously approved by the affected municipalities and the County of Dakota has now delayed with consequential adverse effects upon governmental units involved; and,

WHEREAS, there has been, and continues to be, discussion of re-routing I-35E around Blackhawk Lake which is referred to as Alternate A-2; and,

WHEREAS, the City of Eagan has strongly supported and does support the original Alternative A-1 in the general vicinity of Deerwood Drive, Blackhawk Lake and Pilot Knob Road as the corridor for I-35E, including the bridge over Blackhawk Lake.

NOW THEREFORE, BE IT RESOLVED BY THE CITY OF EAGAN, MINNESOTA, that the proposals to alter I-35E as proposed would effect the comprehensive planning for the City of Eagan that has been practiced for many years, would affect the environmental quality of the Blackhawk Lake area and further be detrimental to future land use plans that the City of Eagan has adopted, therefore the proposed alignment of I-35E, with Alternate A-1 be strongly reaffirmed as the I-35E corridor through the City of Eagan.

DATED: June 6, 1978

CITY COUNCIL
CITY OF EAGAN

s/Alyce Bolke
Attest: Alyce Bolke, Clerk

s/Leo Murphy
Leo Murphy, Mayor

City of Eagan

City of Inver Grove Heights

8650 COURTHOUSE BOULEVARD
INVER GROVE HEIGHTS, MINNESOTA 55075

(612) 457-2111

May 5, 1978

Mr. Ghaleb Abdul-Rahman
I-35E Study Team Leader
Metropolitan Council
300 Metro Square Building
St. Paul, Minnesota 55101

Dear Mr. Abdul:

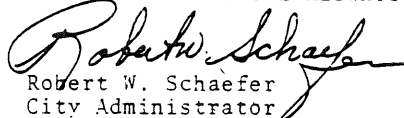
We are enclosing a list of resolutions adopted by the Inver Grove Heights City Council, from time to time, since 1970. We believe that despite council and administrative changes over the past years, there exists a web of common attitude in the city regarding the I-35E question.

In addition to the resolutions, a 1972 position paper relative to incompleted portions of the freeway network is contained.

The issues relative to the I-35E can be narrowed to a single issue: build I-35E as soon as possible as it was originally conceived, designed and approved.

Very truly yours,

CITY OF INVER GROVE HEIGHTS


Robert W. Schaefer
City Administrator

RWS:co

Enclosures: Resolutions 535, 1038,
1233, 1484
Position Paper - December 11, 1972

City of Inver Grove Heights

VILLAGE OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA

RESOLUTION NO. 535

RESOLUTION SUPPORTING DAKOTA COUNTY ON THE CONSTRUCTION
OF INTERSTATE HIGHWAY 35E.

WHEREAS, the State of Minnesota held a location hearing regarding the alignment of Interstate Highway 35E through Eagan Township on August 24, 1959, for the purpose of gathering testimony regarding the corridor through which this freeway is to be constructed, and

WHEREAS, no alternate corridors were requested at the corridor hearing, and

WHEREAS, no alternate corridors were requested at the corridor hearing, and

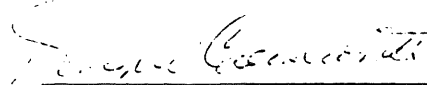
WHEREAS, the State of Minnesota held a design hearing on August 8, 1970 for the purpose of hearing testimony regarding design details of this road, and

WHEREAS, testimony was entered regarding the desirability of seeking a new corridor for the freeway through Eagan Township, bypassing Blackhawk Lake, and

WHEREAS, relocating this corridor will result in additional delays of three to five years in the construction of this much needed freeway connecting Dakota County with Saint Paul.

NOW THEREFORE BE IT RESOLVED BY THE VILLAGE OF INVER GROVE HEIGHTS: that the Minnesota Commissioner of Highways be requested to immediately proceed with the final design and construction of Interstate Highway 35E through Eagan Township on the corridor approved in 1959 and that no other corridor be considered for this freeway.

Adopted by the Village Council this 31st day of August, 1970.



George W. Cameron III
Mayor

ATTEST:

Ed Kurth
Village Clerk

City of Inver Grove Heights

VILLAGE OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA

RESOLUTION NO. 1038

RESOLUTION RELATIVE TO COUNCIL POSITION ON ROUTING OF
I-35E OVER THE LAFAYETTE-WATERLOO FREEWAY ALIGNMENT

WHEREAS, it has come to the attention of the Village of Inver Grove Heights that certain interests are requesting that the State Highway Department consider routing I-35E over the LaFayette-Waterloo Freeway alignment; and

WHEREAS, such a consideration would involve adding additional mileage to the interstate system and would require upgrading the LaFayette Freeway to interstate standards which would close some of the East-West crossings of the freeway in the City of South Saint Paul; and

WHEREAS, the Village Council of Inver Grove Heights has considered the alignment associated with the LaFayette Freeway and its design provisions, utility layouts, traffic patterns and volumes, crossings and access and other important matters.


NOW THEREFORE, BE IT RESOLVED BY THE VILLAGE COUNCIL OF INVER GROVE HEIGHTS, MINNESOTA, That:

1. The Village of Inver Grove Heights is opposed to any consideration to route I-35E over the LaFayette-Waterloo Freeway corridor.
2. Any consideration to route I-35E over said freeway corridor could be detrimental to this Village for numerous social, environmental, traffic and economic reasons.
3. Copies of this resolution are to be directed to the State Highway Department and to the City of South Saint Paul.

Adopted by the Village Council of Inver Grove Heights this 28th day of August 1972.

4 Yeas

0 Nays


Eugene Atkins
Mayor

ATTEST:


Ed Kurth
Village Clerk

City of Inver Grove Heights

VILLAGE OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA

RESOLUTION NO. 1233

RESOLUTION: POSITION RELATIVE TO CONSTRUCTION OF I 35E WITHIN
DAKOTA COUNTY

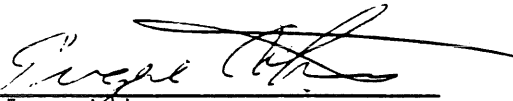
WHEREAS, the construction of I 35E in Dakota County, as designated by the Minnesota Highway Department, and as previously approved by the affected municipalities, and the County of Dakota has now been delayed with subsequent adverse effects upon governmental units involved; and

WHEREAS, there has been and continues to be, discussion by various groups outside Dakota County with the objective of making Trunk Highway 3 an alternate route for I 35E or which proposals would modify the use and function of Trunk Highway 3 as previously approved.

NOW THEREFORE BE IT RESOLVED BY THE VILLAGE OF INVER GROVE HEIGHTS, MINNESOTA, AS FOLLOWS:

1. The proposals to alter the uses, functions and classification of Trunk Highway 3 are not in the best interests of the residents of Inver Grove Heights, and would have adverse and detrimental effects on the public health, safety and welfare of the citizens of Inver Grove Heights.
2. That the Village intends to enter into an agreement under the joint powers authority of law with other governmental units for the purpose of taking such actions, including, but not limited to, legal action, to effectuate the purposes expressed in the premises of this resolution.

Adopted by the Village Council of Inver Grove Heights this 12th day of November 1973.


Eugene Atkins
Mayor

ATTEST:


Ed Kurth
Village Clerk

City of Inver Grove Heights

CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA

RESOLUTION NO. 1484

CONSTRUCTION OF I-35E

WHEREAS, construction of I-35E was halted by court action in 1972 and was dismissed subject to preparation of an Environmental Impact Statement (E.I.S.), and

WHEREAS, said report was initiated in accordance with the National Environmental Policy Act (NEPA) of 1969, and

WHEREAS, recognized changes in the EIS reporting process have occurred in the interim which constitute administrative and evaluation functions but do not affect the intent of the reporting process, and

WHEREAS, a report entitled "I-35E Report - Proposed Link From West Seventh Street To Capitol Approach-Saint Paul, Minnesota", prepared for the Minnesota Department of Highways by Walter Butler Engineering Company, Inc. and Tuncay M. Aydinalp, P.E., Consulting Engineers, is now complete, and

WHEREAS, the total benefits of constructing the remaining planned segments of I-35E greatly exceed the detrimental effects, and

WHEREAS, similar effects will be generated in any other alternate location, and

WHEREAS, construction of I-35E is vital to the economy, transportation system and quality of life within Dakota County, and

WHEREAS, greater detrimental effect on a greater number of people would result if the Lafayette Freeway (T.H. 3) corridor is utilized, and

WHEREAS, right of way has already been purchased within the proposed corridor representing more reasonable use of public funds for highway construction.


NOW THEREFORE, BE IT RESOLVED BY THE CITY OF INVER GROVE HEIGHTS:

1. That construction proceed in accordance with Alternate 3 as outlined in the "I-35E Report".
2. That no further consideration be given to diverting traffic onto T.H. 3 (Lafayette Freeway).
3. That the Minnesota State Department of Highways effect the necessary design modifications as recommended.
4. That contracts be reinitiated as quickly as possible and construction be resumed.

Adopted by the City Council of Inver Grove Heights this 23rd day of June 1975.

ATTEST:


Ed Kurth, Clerk


Eugene Atkins, Mayor

City of Inver Grove Heights

A Position Paper of the City of Inver Grove Heights

INCOMPLETED PORTIONS OF FREEWAYS
December 11, 1972

THE EFFECT OF REALIGNING THE INCOMPLETE PORTIONS OF THE FREEWAYS WITHIN RAMSEY AND DAKOTA COUNTIES OF THE METROPOLITAN AREA WOULD BE DETRIMENTAL TO THE CITY OF INVER GROVE HEIGHTS. THE BASIS FOR SUCH A STATEMENT IS AS FOLLOWS:

SOCIAL ASPECTS - The comprehensive guide plan used within the City of Inver Grove Heights is predicated on the construction of freeways in the metropolitan area as planned and proposed in excess of ten years. Considerable planning and zoning have taken place together with open space establishment, school districts needs and municipal facilities. Numerous residential and commercial rezonings were coordinated with the approved freeway system. A major change in the road systems plan such as redesignation of a proposed roadway would affect the plans within the City.

UTILITY ASPECTS - The City of Inver Grove Heights has constructed sanitary sewer, watermain and storm sewer. The design criteria and construction installations are based on the proposed plans relating to the roads. Any modifications to the road system carry two dire possibilities; the obsolescence of existing utility installations and a major revamping of planned utility extensions.

The construction of utilities existing and/or proposed to depths established were based on the proposed highway design. If revised standards will necessitate the lowering of existing utilities and/or proposed extensions, the cost of such action would be expensive and devastating to the City of Inver Grove Heights. Consider the placement of a sanitary sewer line at a depth of eight feet under a proposed grade of a freeway. It becomes necessary to lower the gravity sewer another three feet. This would require either an extensive reconstruction of the existing sewer by gravity or the installation of a lift station (s). In addition to the construction costs, the cost for maintaining

City of Inver Grove Heights

a system while constructing a new system is economically unfeasible.

INTERNAL TRANSPORTATION - PLANNING AND CONSTRUCTION - A thoroughfare plan for the City of Inver Grove Heights is used as a guide for planning purposes. The City plan has been coordinated through the Minnesota Highway Department Municipal State Aid System, the Dakota County Thoroughfare Plan and present and proposed state highway systems.

All of these projects, existing and proposed, are integrated within the framework of the original freeway alignment.

Any deviation is likely to result in an extensive reevaluation of the internal transportation network established and proposed within the City of Inver Grove Heights. The consequences of such undertaking is not only expensive monetarily, but is devastating to those who have made life style plans based upon plans developed over the past years.

CONCLUSION - The previously mentioned points all carry high social, physical and financial burdens if the federal interstate routes are to be revised.

While the previously approved routes may not be considered wholly acceptable to all we recognize that agreements previously reached cannot be broken without affecting Inver Grove Heights but also other cities who may have prepared their plans based on those approved plans.



CITY OF
SOUTH ST. PAUL

OFFICE OF CITY ENGINEER
481-1738

125 THIRD AVENUE NORTH
SOUTH ST. PAUL, MINN. 55075

August 3, 1978

Ghaleb Abdul-Rahman
Transportation Planner
Metropolitan Council
300 Metro Square Building
7th Street and Robert
St. Paul, Minnesota 55101

Re: I-35 E EIS Phase I

Dear Ghaleb:

In reference to the request for comments on the above subject.

The City of South Saint Paul has consistently taken the position of endorsing the construction of I-35E as originally planned as indicated by the enclosed resolutions dating back to October 1, 1973, with subsequent Council Resolutions dated August 16, 1976, March 7, 1977 and September 6, 1977.

Please enter these resolutions as the comments from the City of South St. Paul:

Very truly yours,

Robert G. Simon, P. E.
City Engineer

RGS:it

Encl.

City of South St. Paul



CITY OF
SOUTH ST. PAUL

OFFICE OF CITY RECORDS & CLERK
251-1537

125 THIRD AVENUE NORTH
SOUTH ST. PAUL, MINN. 55075

REGULAR MEETING

October 1, 1973

Moved by Alderman Alencich
Seconded by Alderman Apfelbacher

WHEREAS, the construction of I35E in Dakota County, as designed by the Minnesota Highway Department, and as previously approved by the affected Municipalities and the County of Dakota has been now delayed with consequential adverse effects upon governmental units involved; and

WHEREAS, there has been, and continues to be, discussion by various groups outside Dakota County with the objective of making TH3 an alternate route for I35E or which proposals would modify the use and function of TH3 as previously approved;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF SOUTH SAINT PAUL, MINNESOTA, as follows:

1. The proposals to alter the uses, functions and classification of TH3 are not concurred in, approved, and would be antagonistic and detrimental to the public health, safety and welfare of the City of South Saint Paul.
2. That the City intends to enter into an agreement under the joint powers authority of law with other governmental units for the purpose of taking such actions, including, but not limited to, legal action, to effectuate the purposes expressed in the premises of this resolution.

Adopted by the City Council this 1st day of October, 1973.

7 Yeas
0 Nays

/s/ Charles D. McDermott
City Recorder-Treasurer

/s/ Forrest W. Frownfalter
Mayor

City of South St. Paul

South St. Paul, Minnesota

August 16, 1976

Moved by Alderman Peterson

Seconded by Alderman Lanegran

WHEREAS, the construction of I-35E in Dakota County, as designed by the Minnesota Highway Department, and as previously approved by the affected municipalities and the County of Dakota has been now delayed with consequential adverse effects upon governmental units involved; and

WHEREAS, there has been, and continues to be, discussion by various groups outside Dakota County with the objective of making TH3 an alternate route for I-35E or which proposals would modify the use and function of TH3 as previously approved and constructed

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF SOUTH ST. PAUL, MINNESOTA, that the proposals to alter the uses, functions and classifications of TH3 are not concurred in, or approved, and would be antagonistic and detrimental to the public health, safety and welfare of the Citizens of the City of South St. Paul.

Adopted by the City Council this 16th day of August, 1976.

6 years
0 days

City Recorder-Treasurer

Mayor

March 7, 1977

Moved by Councilmember Milbert

Seconded by Councilmember Peterson

RESOLVED, to re-affirm the resolution adopted on August 16, 1976 relative to the construction of 35E and instruct the City Recorder-Treasurer to forward copies of the resolution to our representatives in the State Senate and House of Representatives.

Adopted by the City Council this 7th day of March, 1977.

6 years
0 days

City Recorder-Treasurer

Mayor

September 6, 1977

Moved by Councilmember Buss

Seconded by Councilmember Milbert

WHEREAS, the construction of I-35E in Dakota County, as designed by the Minnesota Department of Transportation, and as previously approved by the affected municipalities and the County of Dakota has been now delayed with consequential adverse effects upon governmental units involved; and

WHEREAS, the delay in the construction of I-35E in Dakota County and Ramsey County adversely affects the traffic patterns in the vicinity of South St. Paul; and

WHEREAS, the planned continuity of highway traffic cannot and will not be effectively satisfied until completion of this segment of I-35E,

NOW THEREFORE, BE IT RESOLVED, that the City Council of South St. Paul, Minnesota requests that the Minnesota Department of Transportation diligently strive for the completion of I-35E on the alignment that has been previously approved by the affected municipalities and the County of Dakota,

BE IT FURTHER RESOLVED, that the City Recorder-Treasurer be instructed to forward copies of the resolution to our representatives in the State Senate and House of Representatives.

Adopted by the City Council this 6th day of September, 1977.

7 years
0 days

City Recorder-Treasurer

Mayor

City of South St. Paul

APPENDIX B: Statements of Transportation
Goals, Objectives and Concerns
Relating to the Nature, Routing
and Completion of I-35E



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 5

Suite 490, Metro Square Building
St. Paul, Minnesota 55101

May 9, 1978

Mr. John Boland
Chairman
Metropolitan Council
300 Metro Square Building
7th and Robert Street
St. Paul, Minnesota 55101

Dear Mr. Boland:

By letter of May 2, 1978, Mr. Ghaleb Abdul-Rahman of your office requested that we provide the Metropolitan Council with certain information for the I-35E study in St. Paul. The following is the information requested:

1. The national objective of the Interstate system is to connect, as direct as possible, the principal metropolitan areas, cities, industrial centers, and to serve the national defense. The national objective for penetrating routes such as I-35E is to provide good internal regional circulation for Interstate traffic to reach concentrations of population, commerce and industry. The selection of routes for inclusion into the Interstate system within cities is to a large extent a matter of local study and determination. Therefore, we believe the objectives outlined in Technical Memoranda #1 adequately address the goals and objectives for this section of I-35E.

Our current national goal is to complete the Interstate system. This can be done by either building the remaining segments of the Interstate system or in the case of non-critical segments, dropping them from the system. It is, therefore, essential that the State, Regional and local interests reach a decision on I-35E in a timely manner in order to meet this goal.

2. The FHWA has not adopted a recommendation regarding the location and function of the proposed I-35E facility. Our regulations prohibit us from making a decision on location until completion of the EIS process. We believe, however, that I-35E is needed to provide an adequate link between downtown St. Paul and the south metropolitan area.
3. The Metropolitan Council should request a list of issues from the Mn/DOT for this project. They will be able to provide a more complete and in depth list than can our office. However, one issue that should be considered is the possibility of providing a high volume transit (i.e. express buses) corridor. The Pleasant Avenue corridor would appear to provide the best opportunity for this.

If you have any questions on the above information, please contact Mr. James M. Shrouds (725-7003) of my staff.

Sincerely yours,

E. Dean Carlson
Division Administrator

Federal Highway Administration



Minnesota Department of Transportation

Transportation Building, St. Paul, MN 55155

May 10, 1978

Phone 296-8531

Mr. Ghaleb Abdul-Rahman
I-35E Study Team Leader
Metropolitan Council
300 Metro Square Building
7th Street & Robert Street
Saint Paul, Minnesota 55101

Dear Ghaleb:

The Mn/DOT highway development policies (objectives) are contained in the draft Mn/DOT/PLAN under the Position Statements Chapter. They are as follows:

Highway Development Policies

1. Establish as a high priority in the highway development program the completion of the Interstate system or the withdrawal of Interstate segments and development of substitution projects. This is to be accomplished in conjunction with local units of government and Metropolitan and/or Regional Planning Organizations.
2. Continue to emphasize the reconstruction and replacement of important bridges.
3. Except for the Interstate, emphasize improvement and preventive maintenance of important highway facilities already in place rather than focusing on major new construction. This will include a critical re-evaluation of previously proposed four-lane facilities against the needs for safe, efficient, all-weather, two-lane roads in every region of the State, and a program to preserve and reduce maintenance expenses on existing highways by means of joint resealing, pavement widening, and overlay of in-place pavements. See study published in January 1978 entitled, "Highway Maintenance: Cost Benefit of Three Activities". (Target Date: July 1979)
4. Review all highway development proposals for opportunities to provide preferential treatment for multi-occupancy vehicles in urban areas and for other activities which will lead to better management of Minnesota's transportation system. (Target Date: July 1979)
5. In developing areas of the State emphasize reserving rights-of-way for future transportation purposes to meet clearly demonstrated needs.

An Equal Opportunity Employer



Ghaleb Abdul-Rahman

- 2 -

May 10, 1978

6. Continue the policy of maximizing the use of federal funds.

7. Analyze the auto/rail conflict in Minnesota particularly on those lines which carry a heavy share of unit coal trains and develop low-cost demonstration projects to ease the problems. Also develop long-term capital improvement projects and present recommendations to Congress. (Target Date: July 1979)

The Mn/DOT/PLAN also contains land use and development policies and general guidance on transportation is provided by the following:

"Base transportation investments on regional land use and transportation policies and plans to the extent that they are consistent with inter-regional and statewide needs and objectives."

In our review of the Metropolitan Development Guide, we do not believe there are any major conflicts with Mn/DOT objectives and that meeting the regional objectives will satisfy the Mn/DOT objectives in the Pleasant Avenue Corridor.

From the state perspective a direct link from south rural Minnesota may be desirable but not critical. Except for peak periods of travel, an adequate link exists which provides the mobility, accessibility and safety for statewide travel (travel with trip ends in two disparate state regions) with one possible exception; i.e. trips that begin or end in Eagan, etc. to or from the northern part of the state.

The issues regarding the Pleasant Avenue Corridor are numerous and well documented in all of the background information provided to the consultant. On April 11, 1978, the consultant presented an outline for inventory of the concerns and issues which was approved by the Project Management Team. The completion of this task should provide an excellent summary of the issues. In addition, the District 9 staff has provided the following issues for consideration:

TRANSPORTATION

System Planning

Part of comprehensive Regional Plan:

- Metro Council - Principal Arterial
- 4 miles from Lafayette Freeway (3-6 miles desirable)
- System plan based on Functional Classification
 - Distinct designs for different purposes
 - Freeway for high speed, high volume, safety
 - Lessor roadway types for other purposes.

Safety

Freeway (full access control) significantly safer than roads with partial access control.

Interstate injury and fatality rates are 30%-75% of comparable rates on conventional highway existing before freeways opened.

May 10, 1978

Numerous studies show advantages of full access control.

Serving Travel Desires

I-35E travel shed distinct from T.M. 3 travel shed.

Changing route marker-or-not completing 4 blocks won't change travel desires in south suburbs:

- Some trips will divert - longer, more fuel, etc.
 - Other trips will have slower, more congested trip in same basic corridor-other roads.
 - I-35E serves St. Paul residents
60% St. Paul generated.
 - I-35E serves non-St. Paulites too
20% Airport and Minneapolis suburb
40% generated outside
20% Dakota County
 - I-35E continuity needed for St. Paul and non-St. Paul trips
59% want to go past CBD and Capitol without connection;
must use I-94 and other local streets.
 - I-35E serves Dakota County residents going to many destinations--not just CBD--less than 10% to CBD.
 - Dakota County through trips (past CBD) significant but not prime reason--about 15% of total at Bridge.
 - Service to other parts of St. Paul more important
72%
- I-35E serves the area it passes through
Serves all of St. Paul--not just CBD
not just Dakota County.

Traffic Impacts on Other Roads

More St. Paul roads have increased volumes and lower level of service if I-35E is not built.

Traffic increases spread among many roads--many residential, narrow--pressure for upgrading.

Main impacts: Snelling, Lexington, West 7th Street, parts of St. Clair and Jefferson, Shepard Road.

Quality of Service

Less driver tension on freeways.

Greater speeds on freeways: 55 mph vs. 15-35 mph.

May 10, 1978

Greater capacity per lane

4 lane freeway	50,000-60,000 ADT
4 lane non-freeway with turn lanes	25,000-35,000 ADT

Energy Use

Less due to non-stop driving.

User Cost Reduction

Auto Drivers

Truckers

Transit

Bus in mixed traffic

Permanent transportation corridor.

SOCIAL IMPACTS

Community cohesion.

Accessibility of facilities and services.

Displacement of people.

ECONOMIC IMPACTS

Regional economic distribution.

Accessibility - improved service level St. Paul area and CBD and Dakota County.

Induced corridor development.

ENVIRONMENTAL

Improved Air Quality in CBD.

Less Energy.

One other issue recently discussed with the Federal Highway Administration is the impact of changes that would be required on the I-35 milepost and interchange numbering if I-35E is not constructed. The numbering of I-35 is now carried thru the Twin Cities on I-35E and the costs of this change are not known at the present time. I will provide additional information so that this issue can be addressed in the Draft Environmental Impact Statement.

Sincerely,

Ron Hoffman

June 2, 1978

Mr. Chaleb Abdul-Rahman
I-35E Study Team Leader
300 Metro Square Building
7th and Robert
St. Paul, Mn. 55101

Dear Mr. Abdul-Rahman:

This is in response to your letter of May 26 regarding the various alternatives for the proposed I-35E segment between Mendota Heights and downtown St. Paul.

You asked three questions in your letter and I will attempt to answer them as best I can:

1. A list of adopted transportation goals and objectives for Ramsey County.

Ramsey County has no master plan for transportation other than its five-year road and bridge construction program. This program does not address any projects that would be influenced by Interstate 35E development. We have just begun to prepare a transportation plan in conformance with 1976 Minnesota Laws, Chapter 127.

2. A statement of recommendation regarding the location and function of the proposed I-35E facility if one has been adopted.

This office has taken no position on the location of this segment of I-35E. This facility would be entirely within the limits of the City of Saint Paul, a city of the first class, and we believe recommendation for location is more properly a function of the City of Saint Paul.

3. A list of issues that have come to your attention as a result of past I-35E proposals.

This office has not been directly involved with the issues on I-35E proposals in the past.

Yours truly,



Harry E. Marshall
Executive Secretary

HEM:jo

CC: Ken Weltzin

Ramsey County



GEORGE LATIMER
MAYOR

CITY OF SAINT PAUL
OFFICE OF THE MAYOR

347 CITY HALL
SAINT PAUL, MINNESOTA 55102
612 206-4323

May 9, 1978

Mr. Ghaleb Abdul-Rahman
I-35E Study Team Leader
Metropolitan Council
300 Metropolitan Square
St. Paul, MN 55101

Dear Mr. Abdul-Rahman:

The following information is provided in response to your May 2, 1978 memo requesting information concerning the I-35E/Pleasant Avenue question:

1. The city has no officially adopted up-to-date transportation goals and objectives. As you are aware, the city's Planning Division has been in the process of developing a Street and Highway Plan for St. Paul. This plan is in preliminary stages but has not been officially adopted by the Planning Commission or the City Council. For your information, however, I have attached copies of the goals and objectives contained in the draft Street and Highway Plan. I think that this information will give you some idea of the direction that the city is heading although I would caution you again that there has been no official city action taken on this material. I have also included a copy of the city's Transportation Control Plan. You will note on pages 66 and 67 that there are some goals, objectives and policies identified. The Transportation Control Plan has been officially adopted by the Planning Commission and the St. Paul City Council although the goals and objectives contained therein represent only a very small portion of the overall transportation plan and program for the city, they may be of some use to you in your evaluation.
2. In 1975, the St. Paul City Council adopted a resolution regarding the I-35E facility. I have attached a copy of that resolution for your information. However, based on recent conversations with members of the City Council, it is my feeling that their position is now slightly altered and that they would support the concept put forth in the bill recently passed by the State Legislature concerning I-35E/Pleasant Avenue. I would anticipate that, in the near future, the City Council would be officially adopting a resolution similar in language to the State Legislature's bill.

Mr. Ghaleb Abdul-Rahman

-2-

May 9, 1978

3. There is a myriad of potential issues surrounding the I-35E/Pleasant Avenue project. I believe that Ron Matros has discussed these issues with Jim Bellus, St. Paul's Planning Administrator. I would, however, like to highlight a few of the major issues that have come to my attention during discussions on the subject: Should there be a direct or indirect connection between I-35E/Pleasant Avenue and Interstate 94? Should trucks be allowed on the Pleasant Avenue corridor or on a portion of the corridor? What impact will the decisions made concerning the Pleasant Avenue corridor have on the Short Line Road and its connections to Snelling on the north and the Pleasant Avenue corridor on the south? If trucks are banned from the Pleasant Avenue corridor, what alternative routings and construction or reconstruction would be needed to handle the traffic? What is the environmental effect of a roadway in the Pleasant Avenue corridor? What types of land uses could best be supported on the western end of the central business district, given various roadway alternatives? What effect on the long-term economy of the city of St. Paul would the various alternative roadway types have?

I hope this information will be helpful to you. If you have any questions, please do not hesitate to contact me or Jim Bellus. I will look forward to meeting with you to discuss the identified alternatives and the first-level evaluation.

Sincerely,

George Latimer
Mayor

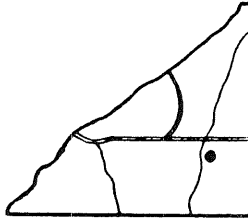
GL:vm
att.

cc: Jim Bellus
Gary Stout
Robert Sylvester, Council President

City of St. Paul

City of Mendota Heights

BANK BUILDING
750 SOUTH PLAZA DRIVE • MENDOTA HEIGHTS, MINNESOTA 55120
TELEPHONE (612) 452-1850



May 15, 1978

Mr. Ghaleb Abdul-Rahman
I-35E Study Team Leader
300 Metro Square Building
Seventh & Robert Streets
St. Paul, Minnesota 55101

Re: Your Letter of May 2, 1978

Dear Mr. Abdul-Rahman:

Thank you for your letter and the opportunity of responding to it. As you know, Mendota Heights officials have been vitally interested in the implementation of I-35E and I-494 for the past twenty years. Please consider the following statements and attached documents as our response to the three categories of information you requested:

1. Goals and Objectives

The Comprehensive Plan adopted for the Village of Mendota Heights in 1960 respected the planned corridors for the two freeways. Planned local arterials for Mendota Heights are State Trunk Highway 49 running north and south and State Trunk Highway 110 east and west, with Delaware Avenue and State Trunk Highway 13 providing additional full-distance access routes going north and south and Marie Avenue and Mendota Heights Road performing the same functions east and west.

In our adopted plans and goals, none of these roads is meant to carry long distance, interstate, and heavy commercial traffic. Those functions are to be provided by freeways I-35E and I-494.

All land development, roadways, utilities, parks and all other municipal facilities have been planned and built to accommodate these major arterials and their planned entrances and exits. Mendota Heights has not only accepted and anticipated freeway construction, but also now depends on construction within the planned corridor and with design features compatible with the investments and structures we have already provided.

Ghaleb Abdul-Rahman

-2-

May 15, 1978

The City of Mendota Heights is now in the midst of preparing an updated comprehensive plan. It is too early to quote or submit excerpts from the new plan, but suffice it to say that the new plan respects and is built around the freeway system as was shown in the original plan and according to the latest freeway planning. Without further elaboration, it should be clearly evident from the foregoing and that which follows that Mendota Heights officials have objectively guided development of the City as though Interstates 35E and 494 will be built in the planned locations and to agreeable design standards.

2. Recommendations

I am attaching Resolution No. 75-96, marked Exhibit A, which quite clearly spells out the recommendations of the City Council. This resolution specifically endorses the design concept for the two freeways recommended by the Metropolitan Council's Interstate Study Committee. It clearly indicates the City's concurrence with the Interstate Study Committee recommendations and should be regarded as our official stance.

Another recommendation as to the function of roadways is spelled out in an earlier resolution, No. 75-46, marked Exhibit B. It addresses itself to additional traffic on T.H. 110. This resolution and several others express the concern for additional traffic directed onto T.H. 110 because of incomplete or uncoordinated construction of the two freeways. I must note again that the City of Mendota Heights expresses grave concern as relates to the overloading of T.H. 110. It must not be used as a detour or bypass for completed sections of either I-35E or I-494.

A third resolution, No. 77-68, marked Exhibit C, spells out several design concepts the City officials believe to be necessary. Please note that it augments Exhibit A in that it addresses the intersection of I-35E and I-494 in more detail.

3. Issues

Several other resolutions have been adopted over the years expressing additional concerns of Mendota Heights City officials. I refer specifically to Resolution No. 77-82, marked Exhibit D, that spells out the concern for I-35E within the City of St. Paul. This resolution states that if St. Paul sees fit not to endorse a full-scale freeway, whatever concept prevails should apply to the entire stretch between I-494 and I-94. Again, we are trying to

City of Mendota Heights

May 15, 1978

prevent overloading T.H. 110.

A final resolution on issues is noted in Resolution No. 78-08, marked Exhibit E, expressing our frustration with proposed freeway changes adverse to intelligent completion of our comprehensive plan. This again addresses itself to construction in the City of St. Paul, in particular to completing the freeway system south of I-94. These last two resolutions are still fresh in the minds of the elected officials; the issues therein must be satisfactorily resolved before any freeway construction plans are approved by the Mendota Heights City Council.

In summary, I hope the above statements and associated resolutions clearly establish the position of Mendota Heights officials concerning freeway construction. We continue to support and look forward to the completion of the freeways -- all as originally contemplated many years ago!

Very truly yours,

Robert G. Lockwood

Robert G. Lockwood
Mayor

RGL:kms

LEO MURPHY
MAYOR

THOMAS EGAN
MARK PARRANTO
JAMES A. SMITH
THEODORE WACHTER
COUNCIL MEMBERS

THOMAS HEDGES
CITY ADMINISTRATOR

ALYCE BOLKE
CITY CLERK

CITY OF EAGAN

3708 PILOT KNOB ROAD
EAGAN, MINNESOTA
55122

PHONE 454-8100



June 8, 1978

Mr. Ghaleb Abdul-Rahman
I-35 Study Team Leader
300 Metro Square Building
Seventh Street and Robert Street
St. Paul, MN 55101

Re: Letter dated May 22, 1978 requesting goals/objectives and related
I-35E concerns

Dear Mr. Abdul-Rahman:

The City of Eagan has adopted a major street plan which is coordinated with county, state and interstate highway networks. According to our plan, major arterial roads are spaced approximately one mile apart running north, south, east, and west. These arterials coincide with the interchanges designated for I-35E within Eagan. The minor arterials are spaced approximately every half mile and intersect with the major arterials.

The City of Eagan has adopted a land use development guide in January, 1974. This land use guide has established goals and policies for transportation in Eagan and these goals and policies are as follows.

- GOAL- To periodically review the established Major Street Plan prepared by the City Engineer.
- POLICY- The Major Street Plan generally follows the system that evolved over the years by having streets along section lines. The Plan generally provides for a major or minor arterial street every mile in both north-south and east-west directions.
- POLICY- The City will cooperate with the Minnesota State Highway Department toward the earliest possible construction and opening of Interstate 35E.

THE LONE OAK TREE ... THE SYMBOL OF STRENGTH AND GROWTH IN OUR COMMUNITY

Mr. Abdul-Rahman
Page Two
June 8, 1978

POLICY- The City will annually consider and carry on capital improvements toward the ultimate completion of construction of streets as guided by the "Thoroughfare Plan."

POLICY- The City will continue to campaign for the construction of the Cedar Avenue bridge (State Highway No. 36 over the Minnesota River) at the earliest possible date in order to provide a much needed major transportation link to the Minneapolis area.

The location of I-35E in Eagan is recommended to be in the same corridor that has been planned since 1959 when first proposed by the Minnesota Highway Department and adopted by the Eagan Township. The Eagan City Council by resolution dated June 6, 1978 reaffirmed approval of Layout 9A of I-35E from 0.52 miles southwest of T.H. 36 (Cedar Avenue freeway) to 0.40 miles south of County State Aid Highway no. 26 (Lone Oak Road). Enclosed is a copy of a letter dated December 29, 1976 indicating Eagan's concerns related to I-35E and also enclosed is a copy of a resolution dated June 6, 1978 reaffirming the location of the proposed corridor.

If you have any questions regarding I-35E in Eagan please contact Tom Hedges, City Administrator, or myself at the Eagan City Hall.

Sincerely,

Dale C. Runkle
City Planner

skk

enclosures

City of Eagan

APPENDIX C: FIRST-LEVEL EVALUATION OF POTENTIAL I-35E CORRIDORS
(Based Upon Degrees of Compliance with Transportation Goals,
Objectives, Policies)

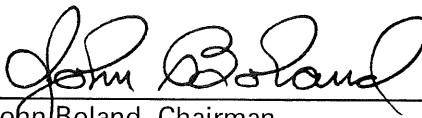
Corridor	Transportation Criteria Number														Overall Score	Ranked Category
	1	2	3		4	5	6	7			8		9	10		
			a	b				a	b	c	a	b				
Pleasant Avenue	2	5	5	5	5	4	5	5	5	5	5	5	5	5	66	H
Shepard Road	1	5	2	5	4	5	2	4	4	4	5	5	4	5	55	H
Lafayette Freeway (TH 3)	2	3	2	3	3	4	2	4	3	2	4	3	2	5	42	M
Short Line/I-94	2	5	2	3	3	3	2	3	2	2	3	3	1	5	39	M
Concord	3	1	1	2	2	3	1	3	3	2	3	2	2	4	32	L
TH 61	3	1	1	1	1	4	1	2	2	1	2	1	4	4	28	L
I-494/694	4	1	1	1	1	5	1	1	1	1	1	1	1	4	24	L

Criteria Ratings: A point range of one to five for each criterion listed in Figure 9 was used in the evaluation of the potential I-35E corridors. The better a corridor complied with a specific criterion, the higher the number of points assigned.

Categories: H = High Rank
M = Medium Rank
L = Low Rank

**APPENDIX D: PROJECT DEVELOPMENT REPORT and PRELIMINARY
LOCATION REPORT for INTERSTATE 35E**
Federal Project I-IG 35E-4(19)110 SP 6280
From: The I-35E (Lexington) Bridge
To: Existing I-35E in the St. Paul Downtown Area

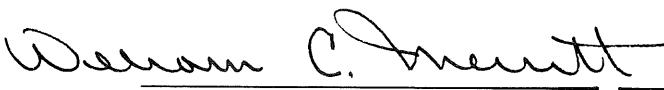
RECOMMEND FOR APPROVAL:


John Boland, Chairman
Metropolitan Council

August 10, 1978

Date:

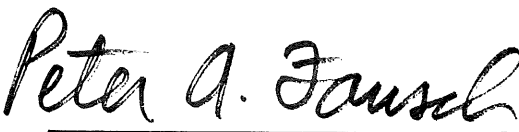
APPROVED:


William C. Merritt
Asst. Commissioner, Field Operations Division
Minnesota Department of Transportation

September 7, 1978

Date:

APPROVED:


Peter A. Fausch
Director of Transportation Development
Minnesota Department of Transportation

September 7, 1978

Date:

METROPOLITAN COUNCIL OF THE TWIN CITIES AREA

Council members and their districts*

Chairman — John Boland, North St. Paul

- | | |
|-----------------------------------|---------------------------------------|
| 1 — John J. Costello, St. Paul | 9 — Patrick Colbert, Bloomington |
| 2 — Todd Jeffery Lefko, St. Paul | 10 — Betty Kane, Golden Valley |
| 3 — Charles L. Rafferty, St. Paul | 11 — Dirk deVries, Minnetonka |
| 4 — Stanley B. Kegler, Maplewood | 12 — Charles R. Weaver, Anoka |
| 5 — George Dahlvang, Minneapolis | 13 — Marcia Bennett, Columbia Heights |
| 6 — Joan Campbell, Minneapolis | 14 — Opal M. Petersen, Stillwater |
| 7 — Gladys S. Brooks, Minneapolis | 15 — Gary Pagel, West St. Paul |
| 8 — Alton J. Gasper, Minneapolis | 16 — James Daly, Belle Plaine |

*Membership Aug. 10, 1978, when this report was adopted.