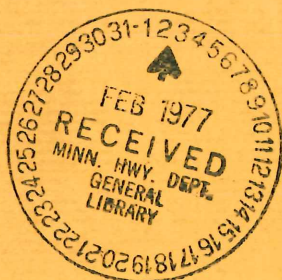
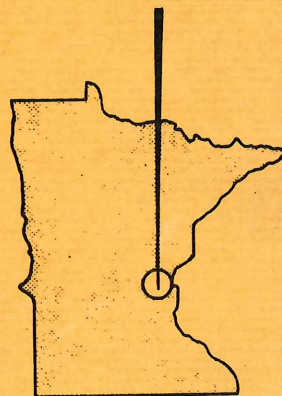
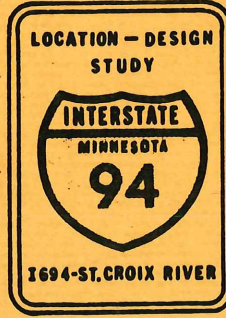
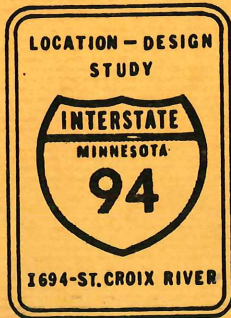
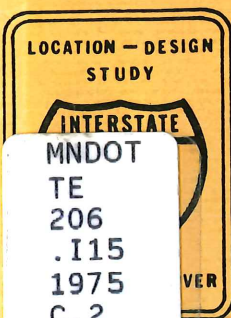




I-94 Management
Committee
Summary Report and
Recommendations to
The Commissioner Of Highways
regarding the location of



INTERSTATE 94 IN WASHINGTON COUNTY

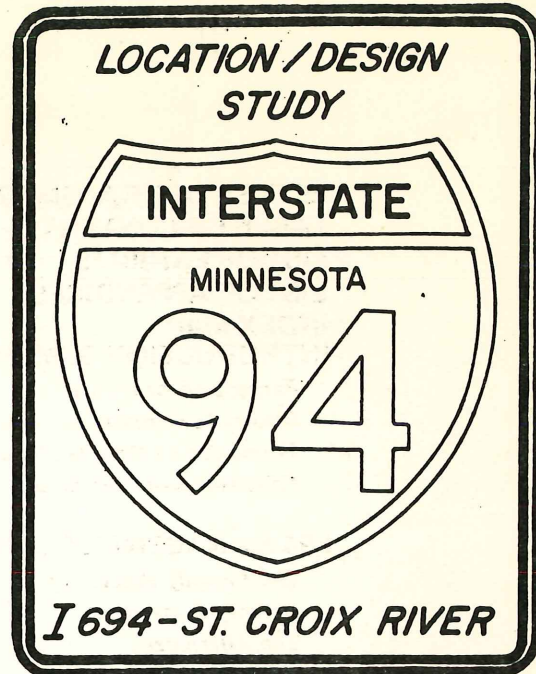


JULY 1975

This report has been prepared as a public service for the State of Minnesota, Department of Highways by the persons named herein. Its use is unrestricted and was prepared without benefit of public funding. Reprinting of this report has been authorized by the members to the Department.

July 1975

Commissioner of Highways
Minnesota Department of Highways
St. Paul, Minnesota



The I-94 Management Committee is pleased to submit our "Summary Report and Recommendations" regarding the location of Interstate 94 in Washington County.

The report summarizes our activities and accomplishments over the life of the cooperative study, and presents our recommendations regarding location and design of the freeway. This document concludes 22 months of work by our Committee and members of the Minnesota Highway Department.

We are indebted to the many agencies, groups, communities, citizens, and members of your Department who have been a part of this effort over the many months.

Stanley Olander

Stanley D. Olander, Chairman
Woodbury

Francis J. Pott

Francis J. Pott, Vice Chairman
Lake Elmo

MEMBERS OF THE COMMITTEE

David Haslund, Afton
Keith Libbey, Afton
Donald Moris, Lake Elmo
Thomas Tibbetts, Lakeland
Arvid Blackmun, Lakeland
Robert Hanson, Oakdale
Thomas Borden, Oakdale
John McPherson, West Lakeland
David Dale, West Lakeland

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William Schwab, Washington County
Opal Peterson, Metropolitan Council
Ghaleb Abdulrahman, Metropolitan Council
Karl Neid, Jr., Metropolitan Transit Commission
Hugh Faville, Metropolitan Transit Commission
David Orr, Federal Highway Administration
Merritt Linzie, Minnesota Highway Department
David Ekern, Project Manager

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APPENDICES

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Planning History of I-94 in Washington County.

APPENDIX B

I-94 Management Committee Membership and Background.

APPENDIX C

*Activity I Summary Booklet (Portions)
Prepared for I-94 Management Committee
February 21, 1974*

APPENDIX D

*Summary I-94 Open Forum, December 12,
1973
Summary I-94 Attitude Survey*

APPENDIX E

*I-94 Management Committee Guideline
Criteria for Development and Evaluation of
Alternates*

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*Activity II Summary of Responses and
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APPENDIX G

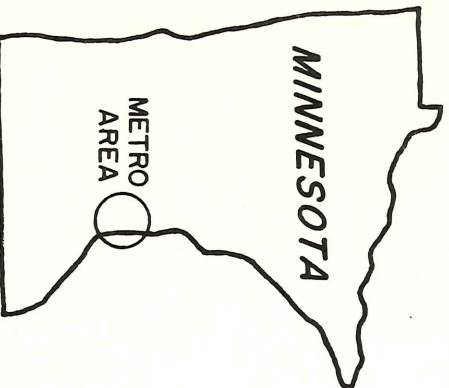
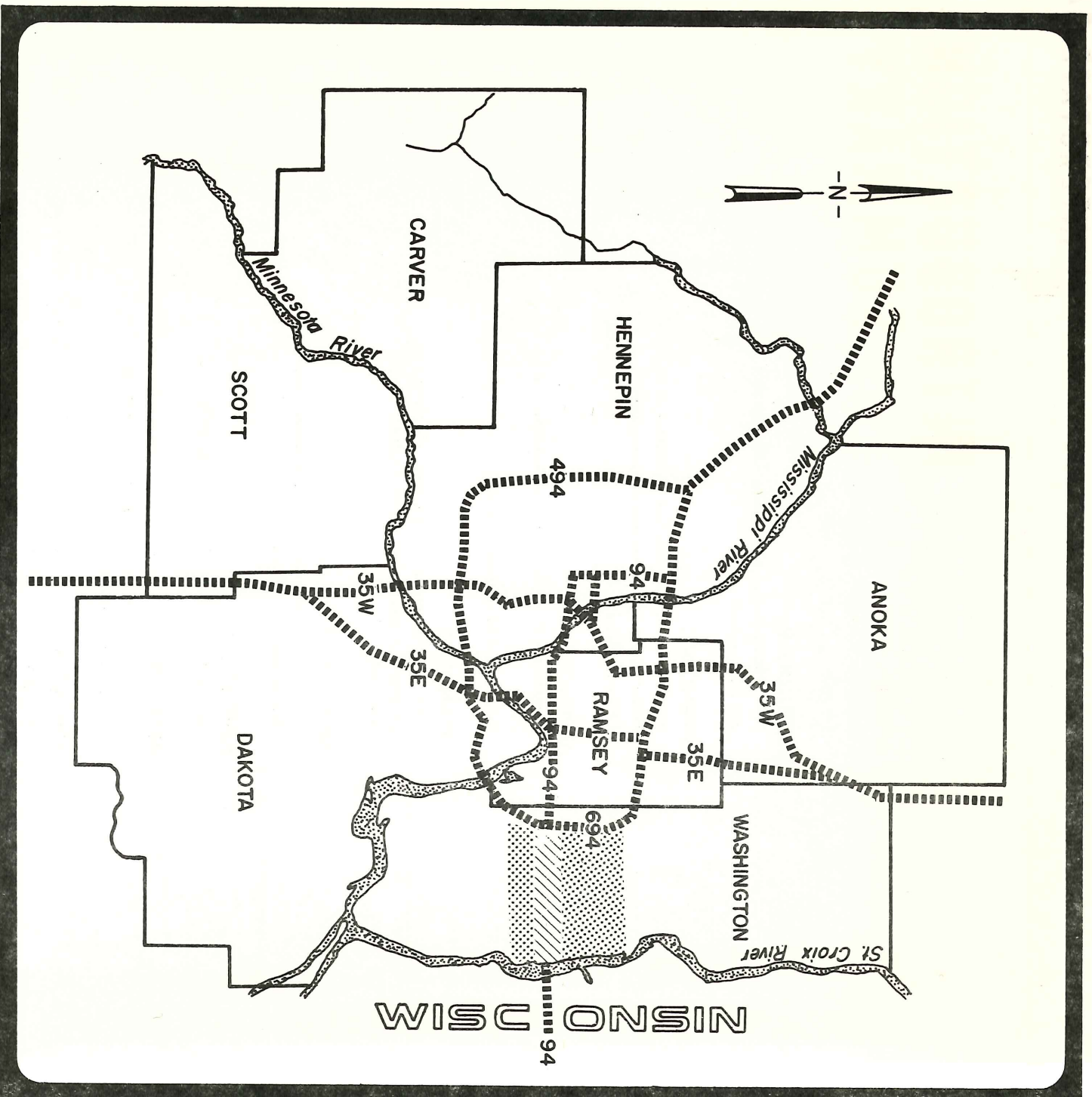
Summary I-94 Open House, May 8, 1975

APPENDIX H

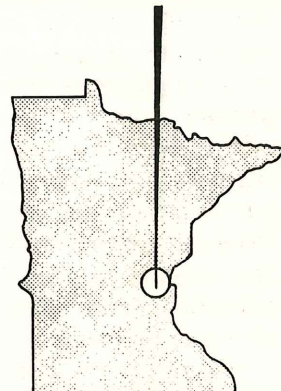
*Selected Portions of I-94 Management
Committee Minutes*

APPENDIX I

Bibliography of Technical Reports.



INTRODUCTION SUMMARY



PURPOSE OF THE REPORT

history

The purposes of this report are to:

1. Present a summary of the activities and accomplishments of the I-94 Management Committee over the life of a cooperative restudy of the location and design of I-94 in Washington County.
2. Present the Commissioner of Highways the recommendations of the Committee regarding that location, and design.

Emphasis within the report has been placed on the study process, Committee activities and the rationale for the various recommendations.

PROJECT BACKGROUND

Interstate 94 (I-94) is a part of the National Interstate Highway System. Its route from Detroit, Michigan, to Billings, Montana, is approximately 91% complete. The subject of this study is an unfinished 10 mile link between the recently completed St. Croix River bridge and the intersection with I-494/694 in Washington County, Minnesota.

Trunk Highway 12 (T.H. 12) at present serves as the connector between I-94 in Wisconsin and the intersection of I-94 and I-694/494 just east of St. Paul. Limited commercial and retail facilities have been built along the periphery of T.H. 12. Aside from residential zones, land still exists for commercial development. This section of T.H. 12 is located in a project area considered rural which appeals to people preferring a rural type of life with the convenience of a major highway for rapid commuting to work, for shopping or recreational purposes. Principal employment for residents of this area is in St. Paul/Minneapolis or suburban areas, requiring daily driving on major highways.

Planning for this section of I-94 was initiated in the late 1950's and included a series of public hearings conducted

between 1958 and 1970. During the years from 1958-1970, a number of alternate routings for this I-94 link were considered. Locations both to the south and north of the present routing of T.H. 12 were considered. The choices were essentially:

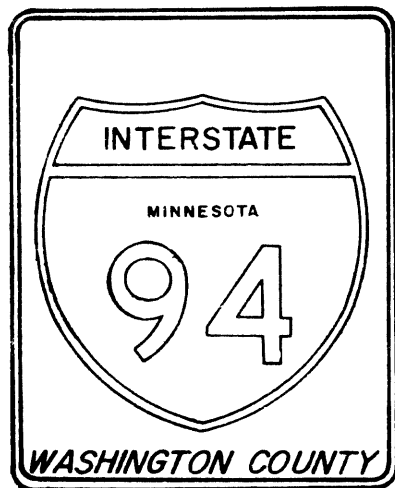
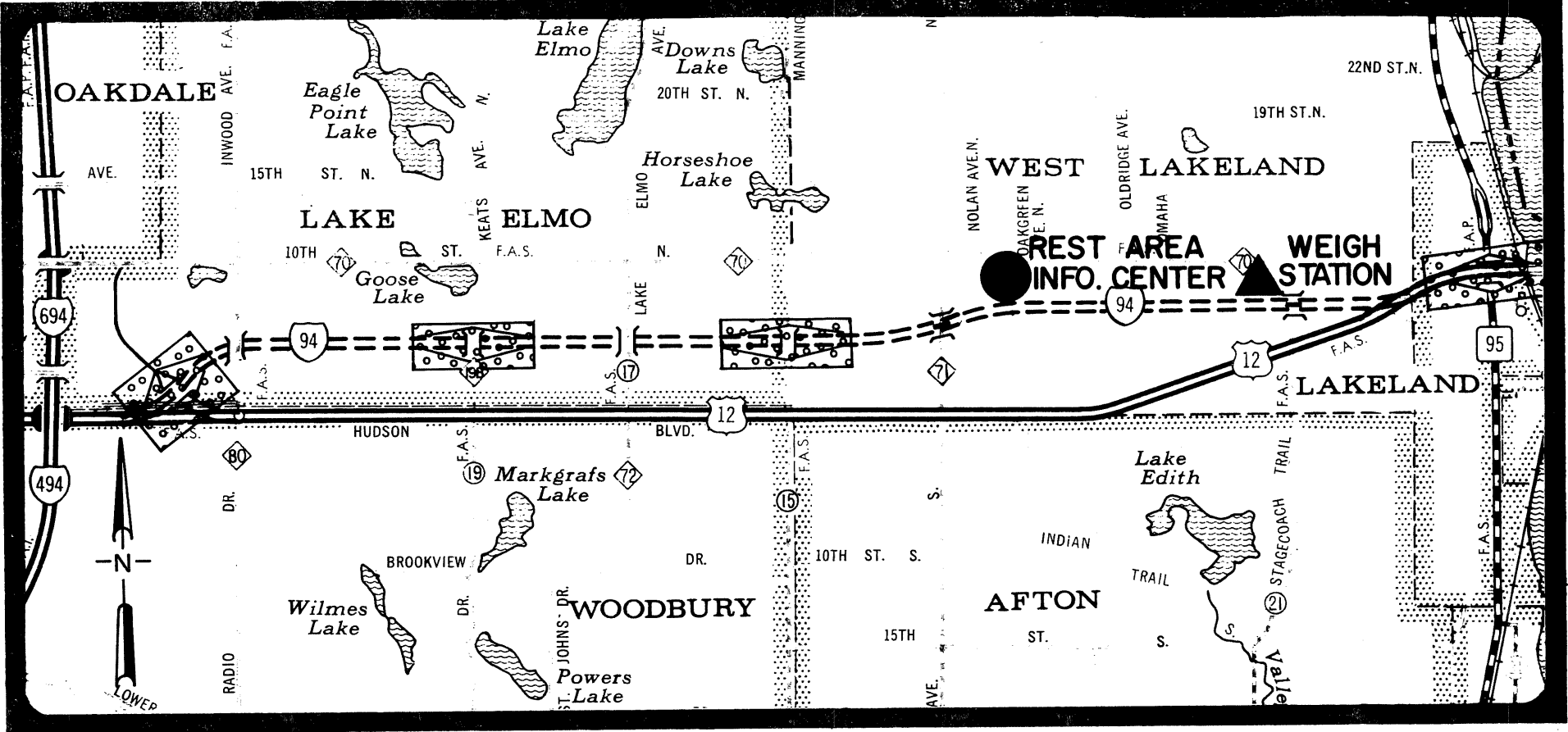
1. Upgrade T.H. 12 to freeway standards including overpasses, a rest area, a weigh station and parallel frontage roads.
2. Construct I-94 on a new routing approximately parallel to existing T.H. 12.

In 1965, a location involving a new routing for I-94 was selected, approximately ½ mile north of the present T.H. 12. Detailed designs were prepared and land for construction and right-of-way was purchased by the Minnesota Highway Department. The project, as proposed in 1973, is shown on the following exhibit. Right-of-way acquisition occurred during the late 1960's and early 1970's. Some of the residents in the immediate project area had been relocated and buildings were ready to be moved or torn down. In June 1973, concerned citizens contacted the Minnesota Highway Department. They presented a number of specific concerns and requested that the project be stopped and an Environmental Impact Statement be prepared.



Recognizing the concerns of the local citizens relative to the proposed location, the Minnesota Commissioner of Highways announced in July 1973 that construction contracts would not be awarded as planned. In making his decision, then Commissioner Ray Lappegard said in a news release July 10, 1973:

We honestly believe that Washington County and the municipalities and townships along the route have, in fact, determined the corridor location and design of Interstate 94. The planning of this segment has been performed, since the beginning of the Interstate program in 1956, openly and in concert with local,

project delayed



PROPOSED PROJECT HALTED IN JULY - 1973

- ROUTING PROPOSED
-  INTERCHANGE LOCATIONS
- REST AREA / INFORMATION CENTER LOCATION
- ▲ WEIGH STATION LOCATION
-  COMMUNITY BOUNDARIES

county and regional participation. The project has been presented to the public through the medium of public hearings by three separate route location hearings and two design hearings. The proposed location was established and approved locally, by the State and Federal authorities in 1965.

Local citizens have raised significant issues concerning future development patterns and ultimate land use in this area of Washington County. In essence, they have questioned the comprehensive planning of the municipalities, county, and Metropolitan Council, which is the cornerstone for determining future public services, such as highways. By this challenge, the Highway Department is placed in the position of weighing the wisdom of the cumulative decisions that resulted in the proposed location and design. This is obviously a clear example of the uneasy balance that must be weighed in a democracy between conflicting desires of citizens, neighborhoods, and municipalities. We have reached the conclusion that now is the proper time, before steel is set and concrete hardens, to restudy the location of Interstate 94. This restudy must be a cooperative endeavor of all levels of government, and must be a critical self analysis of the local and regional goals.

A more detailed listing of the laws, policies, and history of I-94 (as of July 1973) is included in Appendix A.

FORMATION OF THE I-94 MANAGEMENT COMMITTEE

The Commissioner promised that the restudy would be a cooperative endeavor of all levels of government, and that citizens, planning people and elected officials would be asked to participate. Thus, in August, he announced a two-level approach:

1. Citizens, communities, and agencies involved through a Management Committee.

The Management Committee provided a means to involve all levels of government as well as citizens and to provide a forum in which all information and questions could be reviewed. THE CHARGE OF THE COMMITTEE WAS DEFINED AS: GUIDING THE OVERALL STUDY PROCESS, MONITORING INPUT, ASSURING PUBLIC INVOLVEMENT, REVIEWING ULTIMATE SOLUTIONS, AND RECOMMENDING A LOCATION SOLUTION TO THE COMMISSIONER OF HIGHWAYS.

2. A Highway Department organized Interdisciplinary Study Group.

The Interdisciplinary Study Group provided a means to bring together the knowledge and viewpoints of a variety of disciplines during the conduct of project studies. THE ROLE OF THE INTERDISCIPLINARY STUDY GROUP IS ONE OF PROVIDING INFORMATION TO THE MANAGEMENT COMMITTEE AS REQUESTED, CONDUCTING THE TECHNICAL REANALYSIS OF LOCATION AND DESIGN CONSIDERATIONS, AND BEYOND THAT TO BE EDUCATIONAL.

Each of the six communities directly affected by the location of I-94 (Afton, Lake Elmo, Lakeland, Oakdale, Woodbury, and West Lakeland) were invited to appoint one citizen and one elected official of their choosing to the Management Committee. Washington County was asked to appoint an elected official and their planning coordinator. Then, it was requested that one member each be appointed from the Federal Highway Administration, Metropolitan Council,

who was involved

Metropolitan Transit Commission, and Minnesota Highway Department (the Metropolitan Transit Commission and Metropolitan Council appointed two members each, one policy and one technical), making a total of 20.

Appendix B provides the membership and background of those who participated as members of the Management Committee.

To achieve its charge, the Management Committee came to early agreement on several important issues. These include: (1) the need for a highway, (2) two clearly defined terminal points, (3) a defined study area, and (4) the use of phased study process.

The process adopted defined a three-activity study framework. Activity I was an input or inventory activity culminating in the selection of locations to be studied for impact analysis. Activity II was one of considering the impacts of the alternates. Activity III will be one of obtaining formal reaction through the Environmental Impact Statement process.

The restudy has been conducted in an open meeting process between August 1973 and July 1975. During the course of the study, the Management Committee, directing the approach, has solicited involvement, defined alternates, adopted evaluation criteria, reviewed technical data and defined recommendations.

PRINCIPAL RECOMMENDATIONS

Based on the results of the I-94 Management Committee study efforts, the following recommendations to the Commissioner of Highways are made regarding the location and design of Interstate 94 between its junction with Interstate 494/694 and the St. Croix River in Washington County.

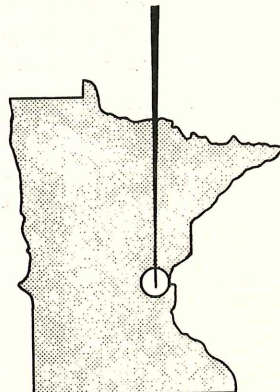
1. That Interstate 94 (I-94) be located on a routing parallel to and approximately one-half mile north of current Trunk Highway 12. This location, during the study, has been referred to as Alternate 1 (Northern Route). Basically, this is the location

which had reached the stage of contract letting in July 1973. (p. 30)

2. That initial interchanges on this route should be constructed at Trunk Highway 12, County Road (C.S.A.H.) 19/19B and Trunk Highway 95. It is also recommended that provisions be made for construction of a staged interchange at County Road 80. (p. 34)
3. That the Rest Area/Information Center site be located approximately 0.4 miles west of the St. Croix River (commonly called the bluff site), and that the Weigh Station site be located approximately 0.1 mile west of County Road (C.S.A.H.) 21. (p. 37)
4. That a Bicycle Trail be included in the design and construction of I-94. (p. 37)
5. That the Minnesota Highway Department study a suggested revision for the eastern portion of the recommended routing of I-94. (p. 39)

the restudy

I-94 MANAGEMENT COMMITTEE ACTIVITIES



the charge

THE RESTUDY PROCESS

The charge of the I-94 Management Committee was to guide and direct an overall restudy (or study) effort, monitor study input, assure public involvement, and achieve the goal of recommending solutions to the Commissioner of Highways.

study framework

The Committee was to act as the policy and decision-making arm of the study effort, while a Highway Department organized group of specialists (known as the Interdisciplinary Study Group) was to act as a technical resource and support for the Committee.

the givens

In early meetings, the Committee came to agreement on several basic issues which we felt were necessary as givens. These givens were:

1. The need for a facility of Interstate Design. Since I-94 is part of the Interstate System of Highways, and it has been acknowledged by most that the system should be completed, it was agreed that the study would deal with the siting and design of an interstate freeway with consideration given to multi-modal possibilities.
2. That the facility selected must meet certain fixed end points. These were the St. Croix River Bridge on the east and the junction with I-494/694 on the west.
3. A defined study area. To provide the widest possible base for relevant data collection and local impact analysis, study area limits were defined as:

on the south: the lower limits of Woodbury and Afton

on the north: an east-west line defined by Trunk Highway 36 and Trunk Highway 212

on the east: the St. Croix River

on the west: the Washington County border

activity I inventory

(shown on the index map at the beginning of the document).

4. The use of a phased study process. This given was recognized in order to provide structure and predictability to the activities of the Management Committee.

A three-activity study framework was adopted by the Committee in order to achieve its charge and goal.

The activity framework adopted contained three phases designed to achieve the goal of recommending a solution. These phases are defined and illustrated on the following exhibit. This framework was selected for several reasons. First, it provided for the Committee a form within which to structure its activities. The framework, while giving structure, also provided flexibility so that the Committee could investigate areas of interest and concern as they became apparent. Second, the framework illustrated the relationship between the restudy effort and the legislated requirements which must be followed by the Minnesota Highway Department. Third, it recognized the community conditions which existed at the time the restudy began, that is, two highly polarized groups supporting two divergent opinions. Fourth, it provided a public statement on the part of the Committee as to its process and a guarantee of various levels and opportunities for involvement and consideration of views and opinions during the study.

Activity I was an input or inventory activity culminating in selection of locations to be studied for impact analysis. The idea behind this inventory activity was to make a comprehensive survey of the identified study area to develop a base of economic, transportation, political, environmental, social, institutional, and special interest data.

To achieve the intermediate goal of defining alternates, four objectives were established:

1. To gain an understanding of the decision structure in government.

Inventory— the comprehensive survey of the identified study area to develop a base of economic, transportation, political, environmental, social, institutional, and special interest data.

ACTIVITY I

INVENTORY

- I-94 Management Committee
- M.H.D. Interdisciplinary Study Group

Community Concerns
Agency Concerns
 local
 state
 federal
Political Concerns
Special Interest Concerns
Public Concerns

Impact analysis— once the alternates have been identified they shall be evaluated to determine their social-economic-environmental impact.

ACTIVITY II

IMPACT ANALYSIS OF THE ALTERNATES

- I-94 Management Committee
- M.H.D. Interdisciplinary Study Group

Community Evaluation
Agency Evaluation
 local
 state
 federal
Political Evaluation
Special Interest Evaluation
Public Evaluation

The final activity is the formal selection and documentation of the solution to the location of I-94.

ACTIVITY III

FORMAL SELECTION OF A LOCATION

- Minnesota Highway Department
- Others

Formal review and input.

STUDY FRAMEWORK

2. To gain an understanding of the decision-making criteria used by the various levels of government.
3. To clarify the issues and concerns surrounding the project at all levels of government and the public.
4. To develop a comprehensive technical inventory of the area.

*activity II
impact analysis
of alternates*

The second activity has been one of considering the impact of the alternates identified. The alternates defined were evaluated to determine their social, economic, and environmental impacts.

This required the development of public and technical criteria by which to measure the effect of the alternates selected, to apply that criteria and report those impacts, both plus and minus. The culmination of this phase is the recommendation of a solution to the Commissioner of Highways by the Management Committee.

who was involved

For Activity II, the Committee defined three objectives. First, development of criteria as a public statement of the "yardstick" the Committee would use to measure the alternates. Second, application of the Committee criteria. In addition, the Committee felt it was important that the various levels of government and the public also have the opportunity to measure the alternates. Third, to have prepared a technical analysis of the alternates selected reporting the statistics of the alternates and providing a means of interaction between the Management Committee and the Interdisciplinary Study Group.

Activity III becomes one of a formal selection and documentation process and is represented by the filing of an Environmental Impact Statement and other formalized procedures carried on by the Minnesota Highway Department.

The Committee understands that the objectives of this activity will be: First, the filing of a Draft Environmental Impact Statement which will include the recommendations of the Management Committee. Second, that an additional formal public hearing will be held. That this public hearing will be followed by the preparation of a Final Environmental

Impact Statement and a decision through the Commissioner of Highways.

As can be seen, each of the phases or activities is typified by a mix and interaction of establishing a plan, providing involvement of the various levels of government and the public, and openly documenting technical data.

The format selected by the Committee was one of open public meetings held in the evenings on a regularly scheduled basis. This provided the forum in which all the information and concerns gathered over the life of the study were received and monitored.

It was through this study framework that the Committee felt it could best assure the completion of the charge given to it.

ACTIVITY I INVENTORY

Activity I took place over a span of 13 meetings beginning in September 1973 and completed in April 1974.

During this period, the Committee heard over 42 presentations covering a range of topics from the role of various agencies in transportation planning to the desires of special interest groups such as RAPP I-94 (Residents Against Pavement Pollution) and the I-94 Truth Association to the report of technical findings on various topics by the Interdisciplinary Study Group from the Minnesota Highway Department.

Presentations or input were received from:

- 6 Federal Agencies
- 6 State Agencies
- 3 Metropolitan Agencies
- 6 Communities
- Washington County
- The Valley Branch Watershed District
- 3 School Districts
- 4 Major Developers
- 4 Special Interest Groups
- 14 Members of the Minnesota Highway Department Interdisciplinary Study Group

(A complete list of agencies and groups involved is shown on the following page.)

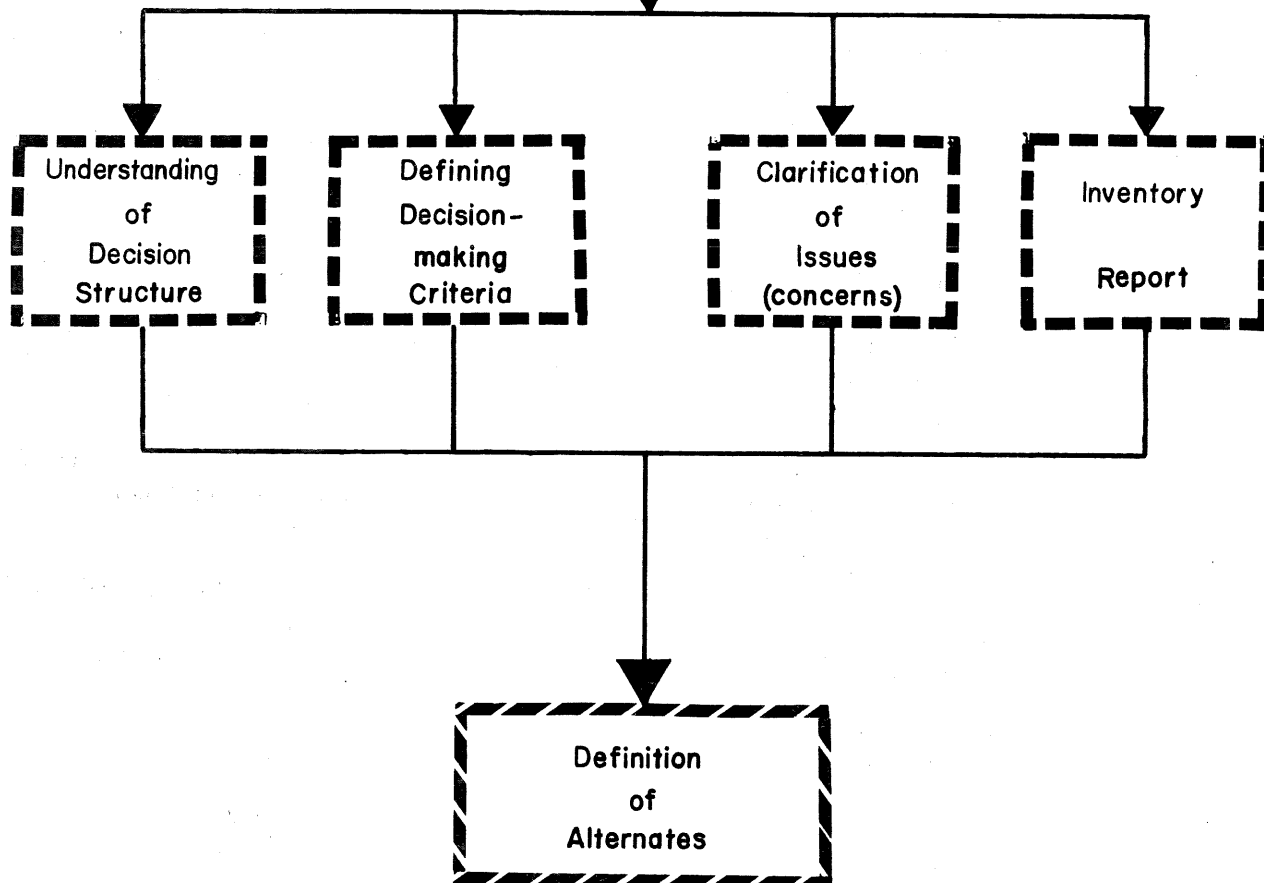
*activity III
selection of
a solution*

Inventory— the comprehensive survey of the identified study area to develop a base of economic, transportation, political, environmental, social, institutional, and special interest data.

INVENTORY

-I-94 Management Committee
-M.H.D. Interdisciplinary Study Group

Community Concerns
Agency Concerns
 local
 state
 federal
Political Concerns
Special Interest Concerns
Public Concerns



ACTIVITY I — INVENTORY

GOAL & OBJECTIVES

In addition, an "Open Forum" was held on December 12, 1973, to provide the opportunity for the individual citizen to be heard prior to the selection of any alternates. Also, 1,000 area residents were contacted by a special home interview and attitude survey conducted by the Minnesota Highway Department through National Biocentrics, Inc., a Consultant. (See Appendix D)

AGENCIES & GROUPS INVOLVED

FEDERAL AGENCIES

1. U.S. DEPARTMENT OF AGRICULTURE
Soil Conservation Service
Letter - December 6, 1973
2. U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
3. U.S. DEPARTMENT OF INTERIOR
Bureau of Sport Fisheries and Wildlife
Letter - December 11, 1973
4. U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Presentation - September 6, 1973
Presentation - November 29, 1973
5. U.S. DEPARTMENT OF ECONOMIC DEVELOPMENT
6. U.S. ENVIRONMENTAL PROTECTION AGENCY

STATE AGENCIES

1. MINN. DEPT. OF ECONOMIC DEVELOPMENT
Presentation - November 15, 1973
2. MINN. DEPT. OF NATURAL RESOURCES
Presentation - November 1, 1973
3. MINN. ENVIRONMENTAL QUALITY COUNCIL
Presentation - January 17, 1974

4. MINNESOTA HISTORICAL SOCIETY
Presentation - November 15, 1973
5. MINNESOTA POLLUTION CONTROL AGENCY
Presentation - November 1, 1973
6. STATE PLANNING AGENCY
Presentation - November 15, 1973

REGIONAL AGENCIES

1. METROPOLITAN COUNCIL
Presentation - September 6, 1973
2. METROPOLITAN SEWER BOARD
Presentation - October 18, 1973
3. METROPOLITAN TRANSIT COMMISSION
Presentation - September 6, 1973

POLITICAL

1. HONORABLE JEROME H. HUGHES
(Senate District 50)
2. HONORABLE JEROME BELISLE
(House District 50A)
Comment - November 5, 1973
3. HONORABLE ROBERT J. BROWN
(Senate District 51)
Letter - November 6, 1973
4. HONORABLE GARY LAIDIG
(House District 51A)
5. HONORABLE MICHAEL SIEBEN
(House District 51B)

LOCAL UNITS OF GOVERNMENT

1. WASHINGTON COUNTY
Presentation - September 20, 1973
2. AFTON
Presentation - September 20, 1973
3. LAKE ELMO
Presentation - September 20, 1973

4. LAKELAND
Presentation - September 20, 1973
5. OAKDALE
Presentation - September 20, 1973
6. WEST LAKELAND TOWNSHIP
Presentation - September 20, 1973
7. WOODBURY
Presentation - October 4, 1973
8. VALLEY BRANCH WATERSHED DISTRICT
Letter - November 15, 1973
9. SCHOOL DISTRICT 834
Letter - November 21, 1973
10. SCHOOL DISTRICT 833
Letter - November 14, 1973
11. SCHOOL DISTRICT 622
Letter - November 29, 1973

DEVELOPERS

1. COLBY LAKE
Presentation - October 4, 1973
2. DAYTON HUDSON
Presentation - October 4, 1973
3. MINNESOTA MINING AND MANUFACTURING COMPANY
Presentation - October 4, 1973
4. WASHINGTON CENTRAL PLAZA
Presentation - October 4, 1973

SPECIAL INTERESTS

1. I-94 TRUTH ASSOCIATION
Presentation - October 18, 1973
2. METRO EAST
Presentation - October 4, 1973
3. MINNESOTA FEDERATED GARDEN CLUBS
Presentation - November 29, 1973
4. RAPP I-94
Presentation - November 1, 1973

PUBLIC

1. ATTITUDE SURVEY
Presentation - January 3, 1974
2. OPEN FORUM
Held December 12, 1973

MINNESOTA HIGHWAY DEPARTMENT
(Interdisciplinary Study Group)
1. ENVIRONMENT
Presentation - January 31, 1974
2. SOCIAL-ECONOMIC
Presentation - February 7, 1974
3. TRANSPORTATION
Presentation - February 7, 1974
4. DESIGN
Presentation - February 21, 1974
5. EXISTING TRAFFIC CONDITIONS
Presentation - January 31, 1974
6. NOISE AND AIR QUALITY
Presentation - February 21, 1974

Through this activity, over 1,000 pages of input were amassed which led to a summary of concerns, a summary of public attitudes provided by the open forum and attitude survey, and the definition of alternates to be studied further.

The Committee used a formal presentational format for this group of meetings. Each agency or group was asked to respond to pre-selected questions in their formal presentation. Following this was an informal question and answer period in which the audience was also invited to participate.

Specifically, the objectives of gaining an understanding of decision-making structure and criteria were achieved throughout the various presentations. Each of the communities, the various metropolitan, state, and federal agencies share in some way the responsibility of reasoned and balanced decision making.

Each were asked to respond to the following questions:

what was accomplished

gaining an understanding of decision-making structures and criteria

1. What is your role in the transportation planning process?
(i.e.) — How is agency organized?
— What are your legislated duties?
— What jurisdictional responsibilities (permit-granting authority, plan approval, etc.)?
2. What are your major concerns in the study area defined on the enclosed map? (These may be broad scale or specific areas identified as vulnerable to destruction, areas that should be preserved and enhanced and areas that might be attractive to development.)
3. What criteria would or does your agency use in reviewing Environmental Impact Statements?

These two areas are addressed throughout the transcripts of the meetings in addition to the legislated responsibility of the various agencies, State and Federal, who have provided input.

Clarification of issues or expression of concerns was achieved through the full range of communication techniques. These concerns and issues were summarized in a 37-page booklet published February 21, 1974, and entitled Summary of Activity I (see Appendix C). Through the medium of the "Open Public Forum", we were able to gain some measure of structured informal contact with the general public. The understanding we achieved through the "Open Forum" was also reflected in a Highway Department sponsored Public Attitude Survey.

Our desire throughout this first phase was to move the issues and positions away from preconceived solutions in order that alternates might be selected from the broadest possible base of understanding.

The Inventory Report was based on information prepared by the Interdisciplinary Study Group in series of 14 presentations covering some 12 hours and dealing with the technical areas of:

- I. ENVIRONMENT
 - Foundations
 - Water Systems
 - Land Use, Vegetation, Wildlife
 - Aesthetics
- II. SOCIAL-ECONOMIC
 - Community Characteristics
 - Services Background
 - Tax Base
 - Development Probabilities
 - Et cetera
- III. TRANSPORTATION CONCERNS AND PRINCIPLES
- IV. DESIGN PRINCIPLES
- V. EXISTING TRAFFIC CONDITIONS

THE ALTERNATES

Based on the information developed during the first activity and much discussion, the Committee came to the awareness that two basic alternates deserved in-depth study and consideration. Thus, in April 1974, the Committee formally adopted these two alternates.

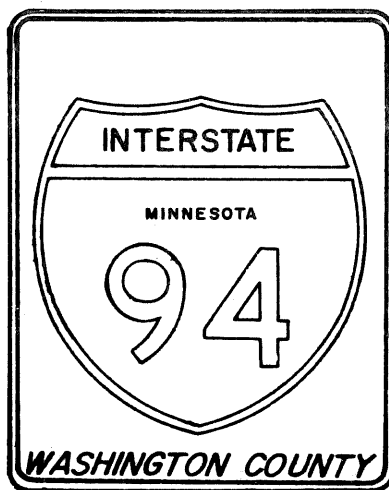
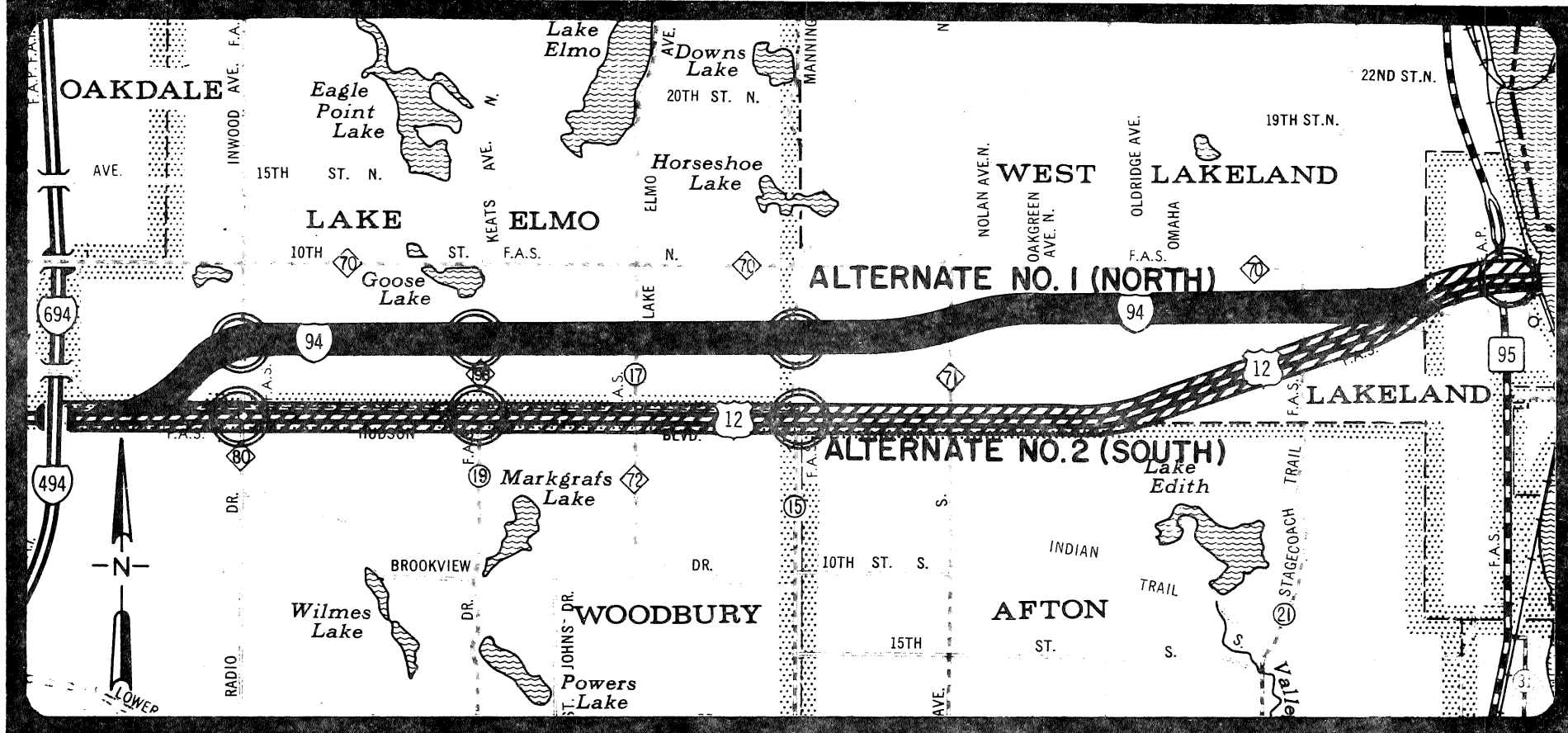
Alternate No. 1 (North Alternate, Northern Route, North Alignment, North Corridor) — Is defined as the originally proposed alignment of I-94 (one half mile north of T.H. 12). The additional charge was made that this alternate was to be re-evaluated in light of all new considerations (concerns), design and access with recommendations to be made in all areas of identified adverse impact.

Alternate No. 2 (South Alternate, Southern Route, South Alignment, South Corridor) — Is defined as an alignment generally described by the existing location of T.H. 12.

Design standards commensurate with the greatest driver safety were to be applied. To allow for better comparison, interchanges on a study basis only were

*clarification
of issues
and concerns*

*technical
inventory
report*

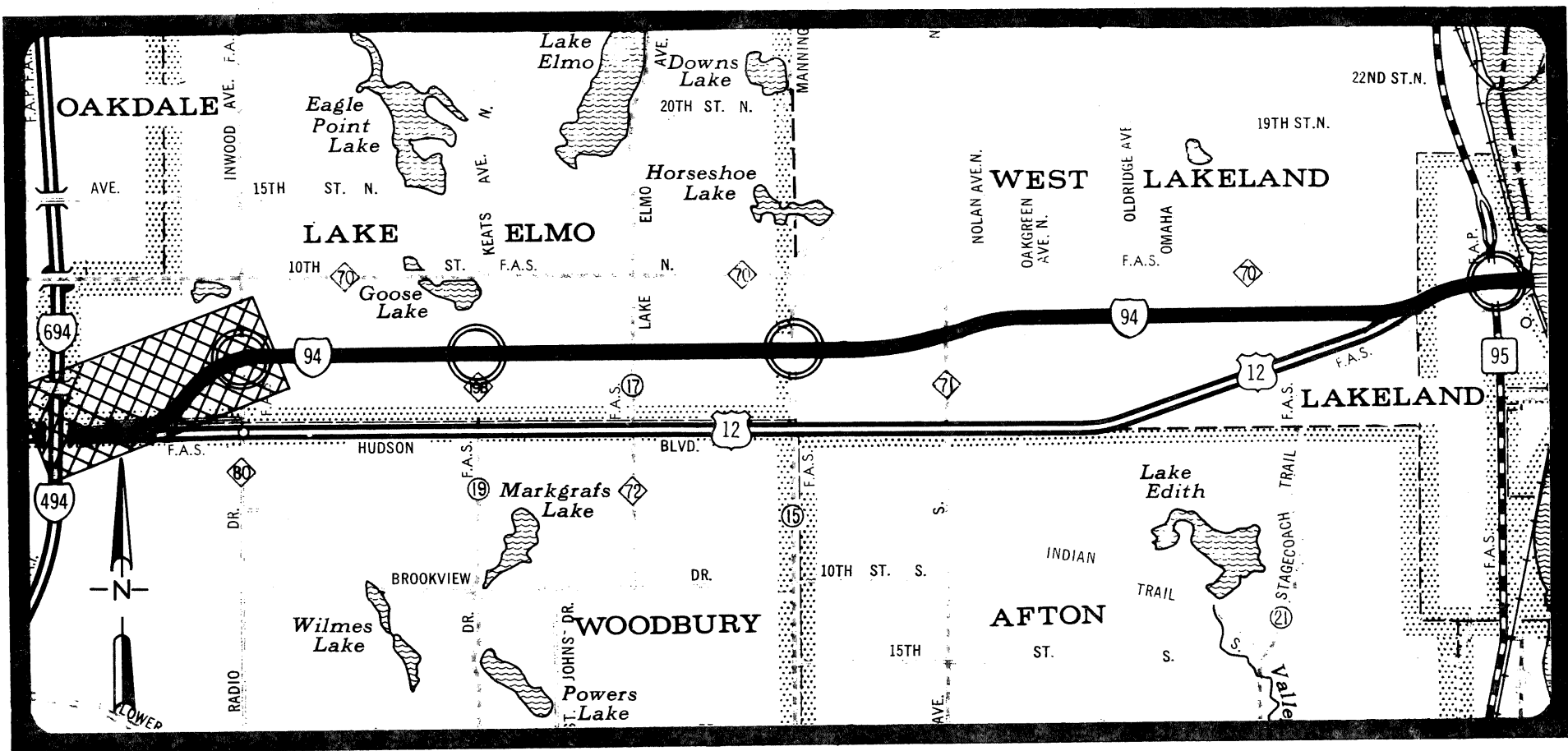


ALTERNATES (DEFINED BY THE MANAGEMENT COMMITTEE)

 ALTERNATE 1 (NORTH ALTERNATE)

 ALTERNATE 2 (SOUTH ALTERNATE)

 INTERCHANGE LOCATIONS



AREA OF STUDIES A AND B

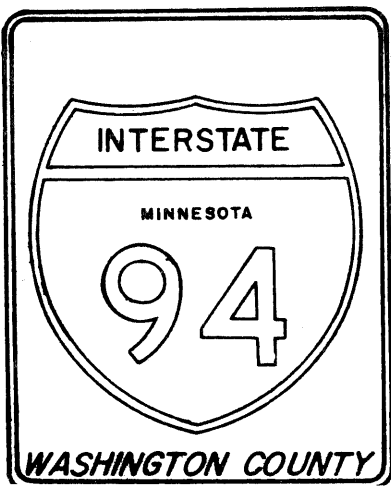
 ALTERNATE NO. 1 (NORTH ALTERNATE)



INTERCHANGE LOCATIONS



AREA OF STUDIES A AND B



to be designed at County Road 80, County Road 19, County Road 15 and T.H. 95. These locations were selected because they were part of the plan delayed in July 1973. Each alternate was to have identified for it possible Rest Area/Information Center and Weigh Station sites and a bicycle trail location. These are shown on pages 19 & 20

Early in Activity II, these two alternates were supplemented by an additional study which the Committee requested for Alternate 1 page 31.

Since much concern had been raised regarding a direct connection between the Northern Route and T.H. 12, two additional designs were developed in the area shown on pages 19 & 20.

These were described as follows:

— Study A - This alternate provides a full cloverleaf interchange with collector-distributor roads, between I-694/494 and I-94; a diamond interchange between County Road 80 and the North Alignment for I-94; direct eastbound and westbound connections between the mainlines of I-94 from St. Paul to replace T.H. 12.

— Study B - This alternate provides a full cloverleaf interchange, with collector-distributor roads, between I-694/494 and I-94; a full interchange between T.H. 12 (Helmo Road) - I-94 and I-694/494 (although the interchange appears similar to the design shown in 1973, it is different in concept and design); and no interchange between County Road 80 and the North Alignment for I-94.

(Details of all alternates are available from the Project Manager at the Minnesota Highway Department.)

ACTIVITY II IMPACT ANALYSIS OF THE ALTERNATES

Activity II took place over a span of 15 meetings beginning in April 1974 and reaching a conclusion in May 1975. The Committee, through the second activity, reviewed over 1,500 pages of material.

Technical as well as agency, community, and public oriented concerns and reactions were reviewed. We again heard the desires of a range of groups including RAPP I-94 and the I-94 Truth Association. The list of those involved is the same used in Activity I, and we have indicated on the following page who participated and when.

During this period, the Committee adopted a more informal style and began to make use of subcommittees in order to deal with the many complex and detailed factors related to the alternates.

Before actual analysis and in-depth study could begin, the Management Committee recognized the need to provide some guidelines to the Interdisciplinary Study Group. Thus, a subcommittee was appointed to develop criteria by which to guide the analysis and provide a public statement of the items to be evaluated. This task was accomplished on April 25, 1974, and on that date the formal charge was given to the Highway Department. The Criteria for Evaluation was published in a 10-page booklet adopted by the Management Committee on April 25, 1974. (See Appendix E)

who was involved

*development of
evaluation
criteria*

FEDERAL AGENCIES

1. U.S. DEPARTMENT OF AGRICULTURE
Soil Conservation Service
Letter - January 30, 1975
2. U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
Letter - February 18, 1975
3. U.S. DEPARTMENT OF INTERIOR
Fish and Wildlife Service
Letter - February 5, 1975
4. U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Letter - December 26, 1974
5. U.S. DEPT. OF ECONOMIC DEVELOPMENT

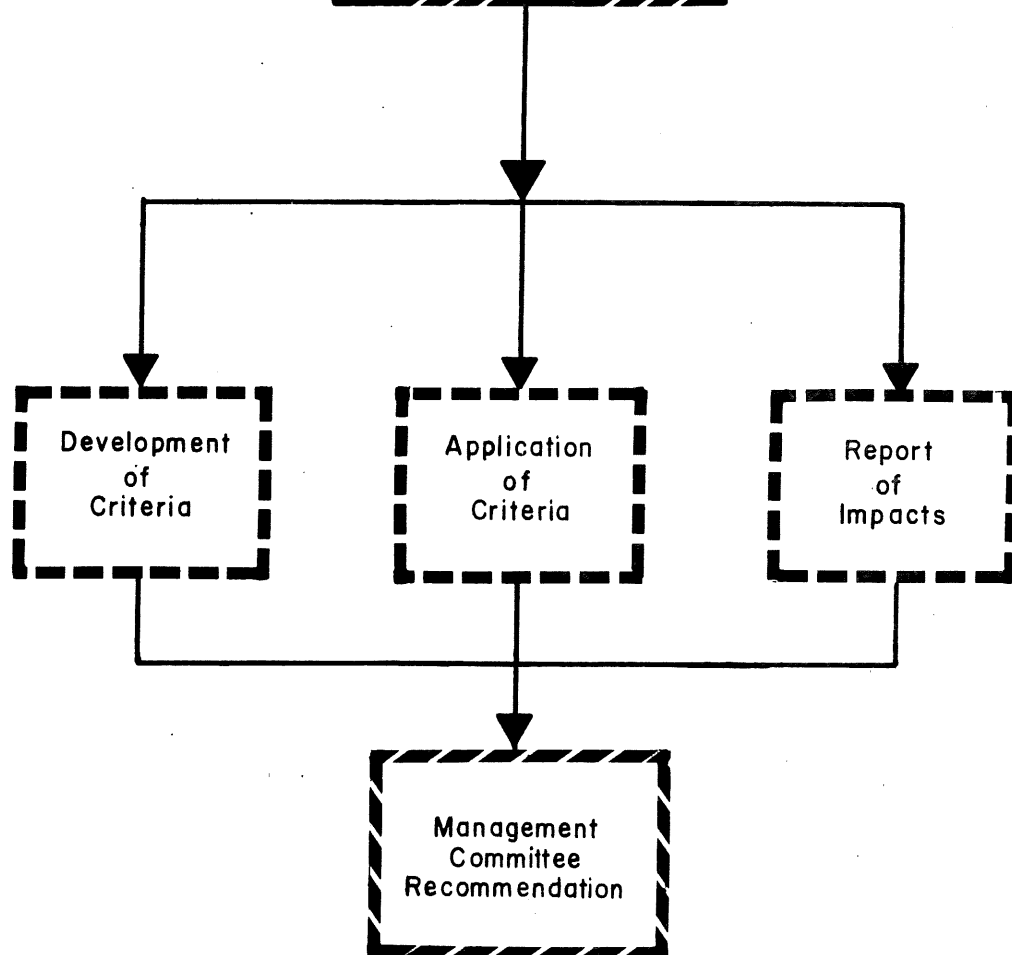
Impact analysis
once the alternates
have been identified
they shall be evaluated
to determine their social-
economic-environmental
impact.

**IMPACT ANALYSIS
OF THE
ALTERNATES**

- I-94 Management
Committee

- M.H.D. Interdisciplinary
Study Group

Community Evaluation
Agency Evaluation
 local
 state
 federal
Political Evaluation
Special Interest
 Evaluation
Public Evaluation



ACTIVITY II - IMPACT ANALYSIS

GOAL & OBJECTIVES

6. U.S. ENVIRONMENTAL PROTECTION AGENCY

STATE AGENCIES

1. MINN. DEPT. OF NATURAL RESOURCES
Letter - January 31, 1975

2. MINNESOTA HISTORICAL SOCIETY
Letter - October 15, 1974
Presentation - December 12, 1974

3. STATE PLANNING AGENCY
Letter - March 13, 1975
Presentation - April 10, 1975

4. MINN. DEPT. OF ECONOMIC DEVELOPMENT

5. MINN. ENVIRONMENTAL QUALITY COUNCIL

6. MINNESOTA POLLUTION CONTROL AGENCY

REGIONAL AGENCIES

1. METROPOLITAN COUNCIL
Letter - January 27, 1975
Presentation - April 10, 1975

2. METROPOLITAN WASTE CONTROL COMMISSION
Letter - January 9, 1975

3. METROPOLITAN TRANSIT COMMISSION
Letter - January 31, 1975

LOCAL UNITS OF GOVERNMENT

1. WASHINGTON COUNTY
Letter - February 4, 1975
Presentation - April 24, 1975

2. AFTON
Letter - January 24, 1975

3. LAKE ELMO
Letter - February 12, 1975

4. LAKELAND
Letter - March 14, 1975

5. OAKDALE
Letter

6. WEST LAKELAND TOWNSHIP
Letter - February 11, 1975

7. WOODBURY
Letter - January 21, 1975

8. VALLEY BRANCH WATERSHED DISTRICT
Letter - February 27, 1975

9. SCHOOL DISTRICT 834
Letter - January 24, 1975

10. SCHOOL DISTRICT 833
Letter - January 24, 1975

11. SCHOOL DISTRICT 622
Letter - January 31, 1975

DEVELOPERS

1. DAYTON-HUDSON PROPERTIES
Letter - February 13, 1975
Presentation - February 13, 1975

2. MINNESOTA MINING & MANUFACTURING
Letter - February 6, 1975

3. WASHINGTON CENTRAL PLAZA
Letter - February 10, 1975

4. COLBY LAKE
Letter - January 17, 1975

SPECIAL INTERESTS

1. RAPP I-94, INCORPORATED
Presentation - February 27, 1975
Letter - March 25, 1975

2. I-94 TRUTH ASSOCIATION
Presentation - February 27, 1975

3. MINNESOTA FEDERATED GARDEN CLUBS

Presentation - February 13, 1975

4. METRO EAST

PUBLIC

1. OPEN HOUSE

May 8, 1975

MINNESOTA HIGHWAY DEPARTMENT (INTERDISCIPLINARY STUDY GROUP)

1. ALTERNATE DESIGNS

Presentation and Discussion - November 25, 1974

Discussion - February 13, 1975

2. ARCHAEOLOGICAL AND HISTORIC SITES AND PUBLIC USE LANDS REPORT

Discussion - December 12, 1974

3. RIGHT OF WAY AND RELOCATION STUDY

Discussion - December 12, 1974

*work of the
interdisciplinary
study group*

4. SOCIAL AND ECONOMIC INVENTORY, CONSIDERATIONS AND IMPACTS ANALYSES

Discussion - December 12, 1974

5. GEOTECHNICAL ANALYSIS

Discussion - December 12, 1974

6. VEGETATION AND WILDLIFE ANALYSIS

Discussion - December 12, 1974

7. WATER SYSTEMS ANALYSIS

Discussion - January 16, 1975

8. AESTHETICS: A VISUAL ANALYSIS

Discussion - January 16, 1975

9. COMPREHENSIVE TRAFFIC AND INTERCHANGE ANALYSES

Discussion - January 16, 1975

Discussion - January 23, 1975

10. AIR QUALITY REPORT

Discussion - January 23, 1975

11. NOISE ANALYSIS

Discussion - January 23, 1975

12. CONSTRUCTION COSTS, CONSTRUCTION STAGING, ANNUAL MAINTENANCE COSTS REPORT

Discussion - February 6, 1975

13. BICYCLE TRAIL STUDY

Discussion - February 6, 1975

14. REST AREA - INFORMATION CENTER/WEIGH STATION ANALYSIS

Discussion - May 8, 1975

Discussion - May 22, 1975

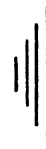
With these tasks accomplished, the Management Committee appointed a new subcommittee to monitor continued study progress and then stood in recess until November 1974 when the appropriate studies were completed.

Following the Definition of Alternates, the Development of Evaluation Criteria, and the charge given by the Management Committee (during the recess), the Interdisciplinary Study Group began its technical evaluation process. As in the first activity, the design and evaluation process was divided among the four basic areas:

- Design
- Transportation
- Environment
- Social-Economic

Each area was guided in its work by the charge of the Management Committee and the criteria and evaluation requirements of the various federal, state, and local review agencies.

The work of the technical arm of the Committee resulted in the publication of two design plans and a series of 14 technical analyses reports. (See Appendix I for the list of technical analyses reports)



prepared.) These reports covered a full range of technical topics, from comprehensive traffic projections for the year 2000 A.D. to an analysis and proposal of interchange location. They considered right-of-way needs, the involvement of historic sites, and broad social and economic impacts. The environmental reports dealt with geology, water systems, vegetation and wildlife impacts, and aesthetic considerations. Beyond this, a series of special impact studies dealing with noise, air quality, construction and maintenance costs, a bicycle trail and the rest area/weigh station were prepared.

In November 1974, the Management Committee reconvened to undertake completion of the last two objectives (Application of Criteria and Report of Impacts) prior to making recommendations.

We began by hearing a formal presentation of the alternate designs which had been prepared. At the same time, we received 11 of the 14 technical reports. (These were followed later by the remaining three.) Between December and February, we held some 14 hours of informal discussions over three meeting periods with members of the Interdisciplinary Study Group regarding the designs, the technical analysis reports, and various topics related to concerns which we had identified.

In addition, the Committee began another series of contacts with the groups we had contacted previously. Our pre-selected questions this time were:

1. Identify specific areas and/or items of interest to your agency which you feel would be either beneficially or adversely affected by either alternate.
2. Identify possible measures which you might recommend to minimize the harm to adversely affected areas or items defined in Question 1.
3. Identify criteria or items which you feel might aid the Committee in reaching a recommendation to the Commissioner of Highways.

4. Express a preference as to which alternate fulfills your agency's plans and criteria.

The responses to these questions were in writing or by presentation. These have been included or summarized in a booklet contained in Appendix F.

In March 1975, we completed the formal reaction period. By this time much material, both technical, agency, and special interest, had been collected. It was at this point that the Committee began to seriously discuss the recommendations that we would make on various topics.

We qualified the areas of our recommendations to deal with four principal items: (1) the alignment that should be used, (2) where interchange or access points should be located, (3) comment on the rest area/information center and weigh station sites, and (4) the bicycle trail.

Eventually, there evolved a fifth recommendation which is discussed in the last section of the report.

We have included the primary minutes of the discussions regarding our recommendations in Appendix H.

During the later stages of this phase of our work, on two occasions, concerns were raised that a compromise solution to the study lay in adopting a so-called "north-south alternate". That is, using the north alternate from I-694/494 to County Road 15, and the south alternate from there to the River. As a body, we discussed this compromise, and at one point appointed a subcommittee to investigate its feasibility for further study. After consideration, we as a Committee could find no good reasons to give the alternate further consideration. Therefore, it was never adopted as an alternate, and we have never recommended it for further study.

We also appointed two subcommittees to discuss and make recommendations regarding interchange and access locations for the alternates under consideration. (These reports are contained in Appendix H.)

On May 8, 1975, we again provided an opportunity for the general public to

*recommendation
development*

*what was
accomplished*

*north-south
alternate*

*completion of
management
committee
activities*

come in and review the information which had been developed, to discuss this information with us and members of the Interdisciplinary Study Group, and to give the Committee their informal comments. These comments are contained in Appendix G.

In May, the Committee finalized and adopted the recommendations which are contained in the final section of this report. We concluded our formal deliberations on May 22, 1975.

ACTIVITY III FORMAL SELECTION OF A LOCATION

*draft
environmental
impact
statement*

Following the delivery of the Management Committee Recommendations to the Commissioner of Highways, it is our understanding that the following steps will occur.

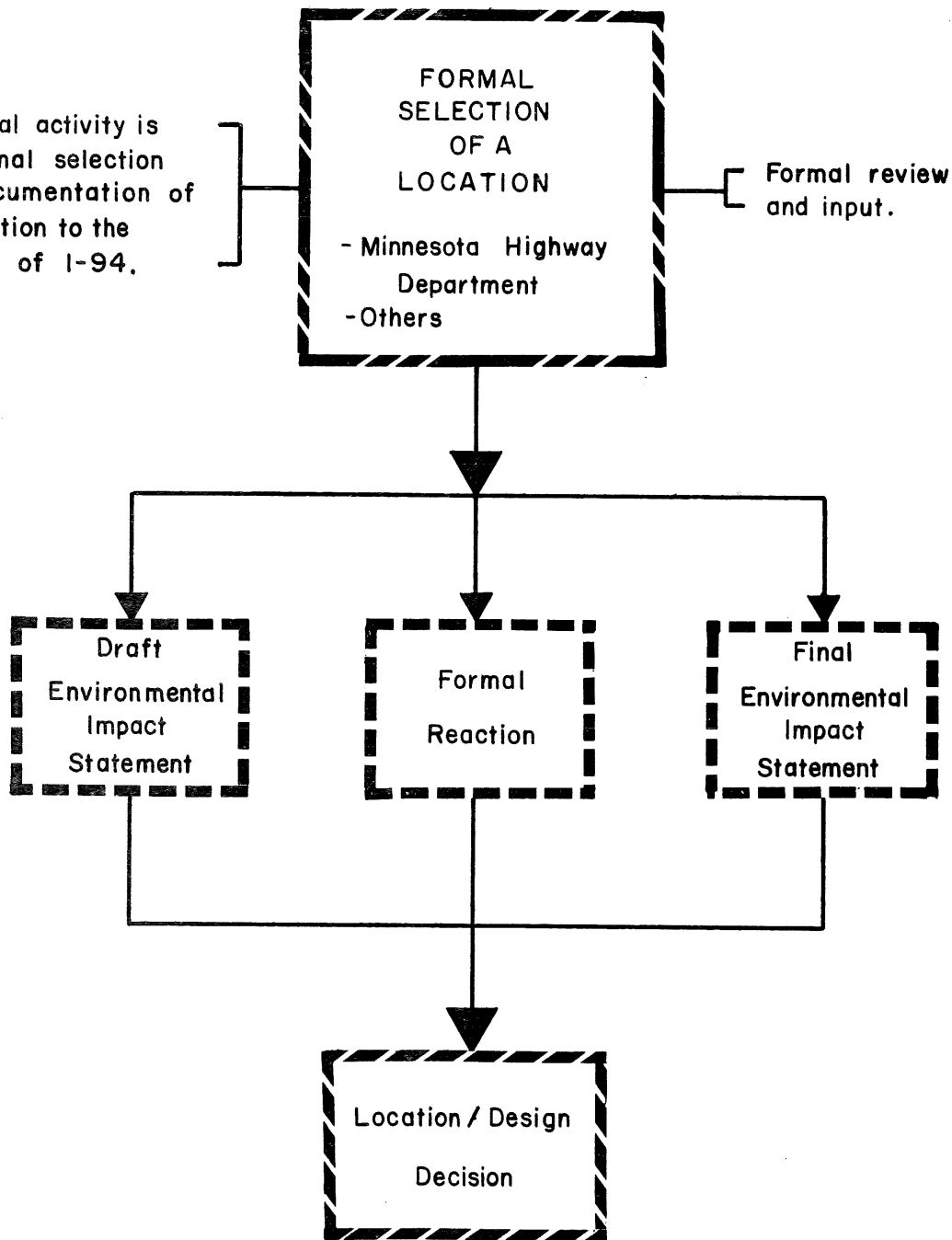
1. The Minnesota Highway Department, working with the Federal Highway Administration, will prepare and submit a Draft Environmental Impact Statement (E.I.S.) for review and comment. This review will take place at national, state, and local levels and additional public involvement will be sought. We further understand that the recommendations of this Committee will be made an integral part of this Draft E.I.S.
2. The Minnesota Highway Department will hold a formal public hearing on this project.
3. Following this public hearing, the Minnesota Highway Department, working with the Federal Highway Administration, will prepare and submit a Final Environmental Impact Statement addressing all the comments that have been received during this formal process.
4. The Commissioner of Highways, in concert with Federal Highway Administration, Metropolitan Council, and Metropolitan Transit Commission, will make a formal determination regarding the location and design of I-94 in Washington County.

*formal public
hearing*

*final
environmental
impact
statement*

decision

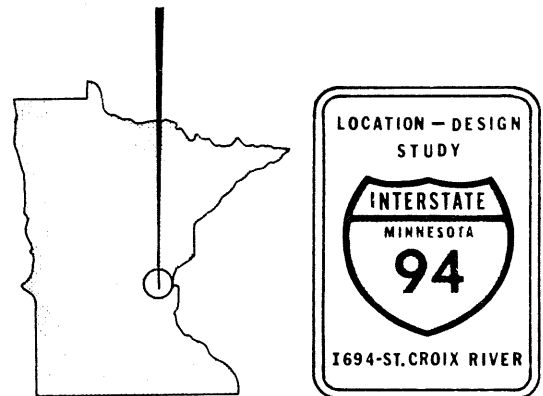
The final activity is the formal selection and documentation of the solution to the location of I-94.



ACTIVITY III – FORMAL SELECTION

GOAL & OBJECTIVES

PRINCIPAL RECOMMENDATIONS



PRINCIPAL RECOMMENDATIONS

The I-94 Management Committee recognizes that no committee, agency, or individual stands alone in the decision making process. It was the charge of this Committee to conduct a comprehensive and searching reappraisal of the location and design of this highway. The issues involved in its location and design are varied and complex. This is evidenced by 20 months of study by this Committee, the 14 technical reports produced, the presentations and responses of the governmental units, state and federal agencies, and citizen groups.

We believe that, because of the complexity of issues involved and the co-operative and wide-reaching nature of the restudy process, the recommendations contained within this report represent a rational re-evaluation of the proper location and design of this route. We believe that these recommendations can and should form a base from which decision making should logically occur.

We believe further that no decision or recommendation is stagnant or just for the present, but must be cognizant of the past and respectful of the future.

Interstate 94 carries with it a significance at national, state and local levels. This significance is illustrated by its role in the National System of Interstate and Defense Highways. A system which, when completed, will connect 90% of the cities in the nation with 50,000 or more people and will serve at least 50% of the nation's urban and rural population.

Its role, at a state level, to promote and serve out-state economic development and satisfy major recreational demands cannot be understated. This segment of I-94 is a unique gateway to the State and the Twin City Metropolitan Area from the east. This is demonstrated by its being the largest traffic volume entry to the State. Therefore, the old axiom that "first impressions are lasting impressions" is particularly applicable to this highway. Gateways deserve special treatment to provide the sights and images best suited to the offerings of

the region.

Finally, its active role in the shaping of metropolitan, county, and community planning is demonstrated by the various planning documents and studies which have been produced over the last 10 years. It has been included in various transportation studies by metropolitan agencies; is recognized in the Washington County Comprehensive Plan; and is a part of the corridor communities' comprehensive planning.

The recommendations, associated discussions and minority opinions obviously cannot capture the full weight of all the input, technical studies, and many hours of personal and committee discussion which have brought them about. Within each of the recommendations, however, we have attempted to capture the essence of what was most significant in defining that recommendation and present, where applicable, the minority or dissenting view.

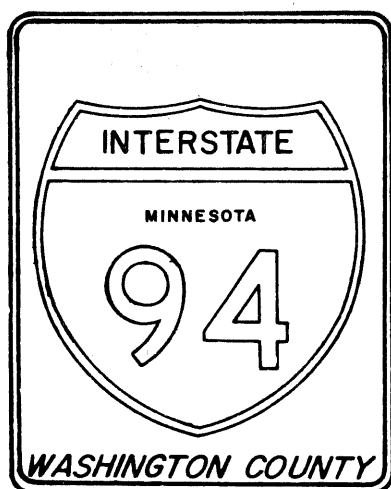
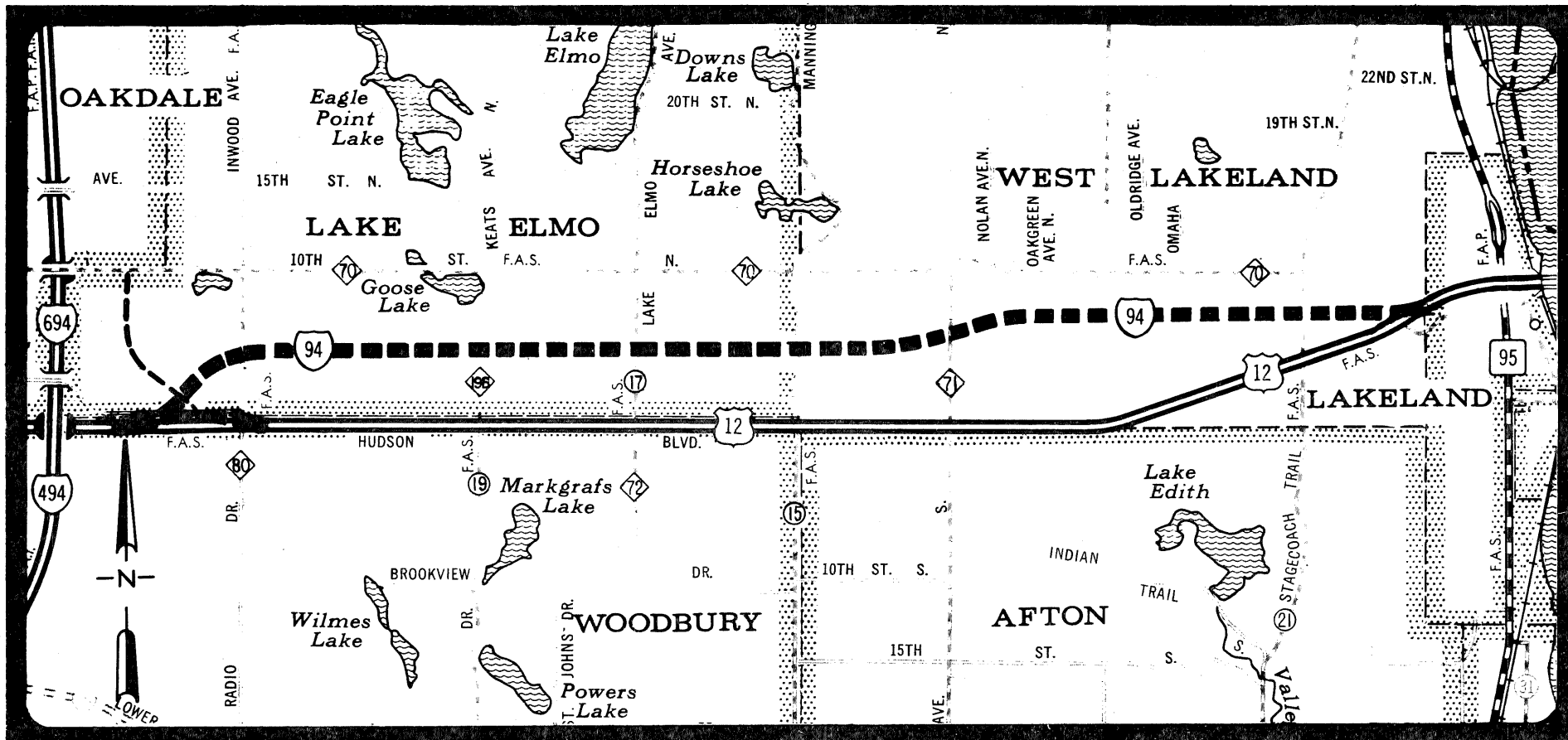
Obviously, for a complete analysis, we would point to the technical reports listed in Appendix I and the transcripts of our meeting minutes. Within Appendix H, we have included various sections of the Committee meeting minutes dealing with the referenced recommendation.

RECOMMENDATION 1

The I-94 Management Committee recommends to the Commissioner of Highways a routing of Interstate 94 parallel to and approximately one-half mile north of current Trunk Highway 12. During the course of the study, this location has been referred to as Alternate 1, the Northern Route, the Northern Alignment, or the North Alternate. Basically, it is that location which had been selected in 1965 and had reached a stage of contract letting in July 1973.

The location recommended is shown on the following map.

This is perhaps the primary and most important recommendation made by the Committee. The four recommendations



RECOMMENDATION - 1 **RECOMMEND THE USE OF THE NORTH ALTERNATE**

■■■■■■ ALTERNATE 1 - NORTH ALTERNATE

which follow amplify on this primary recommendation.

Each of the members of the Committee may, as individuals, rate the rationale for this common recommendation on a different scale. However, based on the information at hand and the personal values within each of us, there is majority agreement that the reasoned, balanced, and logical solution to this complex issue lies in this first recommendation.

It is our perception that this highway conflict and indecision has created some community anxiety that could be lessened by making a decision. The action of making a decision is, of course, equal regardless of which alternate is chosen. However, such a recommendation can be completed sooner on the Northern Route, thus, possibly further lessening some of the community concern.

Generally, the factors which have contributed to this recommendation have fallen into three categories. These we have defined as direct (immediate or short term) effects, transportation and safety related issues, and the issue of future land use or development.

Direct effects deal with those items which we have found to be quantifiable. Items such as disruption of homes and businesses, construction costs, completion of construction, ease of construction, etc., define this category.

Transportation and safety related issues deal with the Committee concern for the separation of interstate and local traffic, safety for the user and the need for a positive connection between the service road system (existing T.H. 12) and the interstate highway.

The last category, and perhaps most difficult to deal with, is the recognition of and concern for future planning and its relationship to past practice and current attitude. This one topic alone has been the center of continued and serious discussion on the part of the Committee.

Perhaps the most obvious and direct impact of the study is the comparative disruption of the two alternates. Based

on published figures, substantially fewer homes and businesses will be displaced. The impact on the land and its resources could feasibly be far greater on the Southern Route with the necessary installation of frontage and service roads.

When taken in its total context, the amount of right-of-way needed for either alternate is substantial.

The Northern Route would be safer during the construction period of several years because traffic would not have to be detoured as it would during construction of the Southern Alternate. The Northern Route can be completed two to four years sooner than the Southern Route which contributes to safety and transportation quality (more traffic capacity at an earlier date).

The initial costs of land acquisition and construction, admittedly conservatively stated, also favor the Northern Route.

Historical preservation considerations favor the Northern Route.

The environmental impacts of a highway (that is the wildlife, vegetation, air quality, water systems) in either corridor are less significant when measured against the total resources of the surrounding area and especially when compared to the same impacts of other future land use.

In summary, the direct impact issues clearly lead toward the conclusion favoring the Northern Route.

The Committee, during the course of the study, has seen great emphasis placed on the desires for the separation of local and through traffic uses. In addition, we have seen emphasis on providing a safe highway for the user.

Barring some drastic change in present transportation build-up, we believe a single freeway system on the Southern Route would not be adequate to provide motorist safety for both interstate and local traffic. The separation of traffic to short and long-run usages will provide optimum benefits to both, allowing commerce to operate as it has along T.H. 12, hopefully with guidance from the governing bodies in future development. Through travel on the northerly inter-

*transportation
and
safety*

direct impacts

state freeway system will move freely with the minimum of hindrances.

We perceived that better highway transportation service would be achieved by having two highways (T.H. 12 and I-94), than by having only one highway. The separation of local and interstate traffic resulting from two routes contributes to safety and convenience for local users.

We endorse the concept, through selection of the Northern Route, of using T.H. 12 as the service road system which will support the freeway. We believe that this will eliminate design situations with adjacent frontage roads which have resulted in undesirable development in other parts of the metropolitan area.

Finally, under this category, we endorse the concept of providing the safest possible freeway design commensurate with the level of use which is anticipated and which provides the options necessary to recognize future development.

This reinforces the concept that this interstate route should be considered and planned as a relatively permanent corridor for transportation uses over a long period of time.

This restudy effort has always come back to focus on future land use, what is desired and how to guide it. The highway itself, after it is built, cannot control the adjacent land use. The cities, counties, metropolitan and state governments can and must accept this responsibility. Therefore, the issue of future land use is primary and it must be recognized that the location of the highway is just a factor.

During these past years, the Metropolitan area has seen the development of several concepts for effective land use planning and control. The newly adopted policies of the Metropolitan Council to control urban sprawl is a reflection of the community concern for logical and predictable growth, while providing public services at a reasonable cost. This study has shown that there appears to be a conflict between local land use plans, as they exist, and metro-

politan, and state land use planning.

We sense that the communities in Washington County are willing to accept the concepts of a Metropolitan Urban Service Area and, in time, their land use plans will be revised to reflect their interpretation of this basic policy.

Further, we believe that other policies dealing with the availability of sewers, local zoning, and other public services will reinforce this concept.

Freeways, although a factor, will be less significant to future land use than they have been in the past. Accessibility to the area must be balanced. Transportation should serve the area but not to the extent that it overly influences local and metropolitan planning.

The Highway Department has the responsibility to plan and design a highway, based on need, compatible with the existing and future land use. In this case, possibly because of changing plans and changing public attitudes, a conflict developed. We believe that the solution selected through these recommendations represents an interface between the wisdom of the decisions made in the past and what today are perceived to be the desires for the future.

Obviously, the minority view disagrees with the recommendation of the majority and recommends the Southern Route (Alternate 2). The minority does recognize the necessity of a freeway, but maintains that the only acceptable routing for the freeway is along the current location of T.H. 12. The basis of this opinion lies in four areas.

First is the opposition to the proliferation of three high-level type highways planned within a one mile band between T.H. 12 and County Road 70.

Second, land use could be minimized on T.H. 12 through design applications. Future use of the median by transit has been reduced, and median space could be reduced.

Third, the minority contends that this alternate provides for the best utilization of lands, and will cause the least environmental damage. State and federal laws direct that environmental damage is

*minority view
future land use*

of paramount consideration for major public actions.

Fourth, the minority opinion feels that specific impacts of a Northern Route would:

- erode the preservation of the existing lifestyle in the community
- erode the preservation and conservation of the natural environment
- interrupt and disrupt community services and facilities by splitting of communities
- disrupt community cohesion by division of the community
- cause and has caused displacement of people, farms and businesses
- create new sources of air, noise and water pollution
- needlessly use prime farmland
- have a noise impact at the Oakland Junior High School
- not only landlock a large portion of West Lakeland, but it is also entirely against the community's desire for growth.

In summary, the minority view weighs very heavily the effects as seen on Washington County and its residents, its environment and ecology versus the immediately affected homes and businesses, construction times and construction costs. Stack them against the number of years that this freeway will exist, and individual problems diminish, businesses flourish, and inconveniences are gone. The addition of the North Alternate encourages increased reduction of natural resources, increased automobile usage and provides improved access to future developments. This creates a cycle of continuing expansion and is contrary to the control of urban sprawl as cautioned, to the Committee, by the Metropolitan Council. It will tend to increase the growth rate of Washington County. With the general depletion of our natural resources, it seems wasteful to encourage a project that will destroy the productive agricultural land, destroy natural habitat, encourage unwanted growth and, in general, disrupt the natural environment as it is known today. These considerations, of course, favor the South Alternate utilizing the existing Trunk High-

way 12 and conserving as much land as possible.

RECOMMENDATION 2

The I-94 Management Committee recommends to the Commissioner of Highways that on the recommended location initial interchanges be designed and constructed at Trunk Highway 12, County Road (C.S.A.H.) 19/19B and Trunk Highway 95. The Committee further recommends that provisions be made for the construction of a staged interchange at County Road 80.

These recommendations are illustrated on the following page.

The reasons for this recommendation are guided by the principles of maintaining the desired lifestyles of community residents, providing for controlled growth patterns while encouraging adequate separation of local and interstate traffic, and allowing the efficient use of existing road networks.

In general, we view the recommended North Alternate and current T.H. 12 functioning as a freeway and supporting service road system. This implies the need for strong positive access to T.H. 12 to service its needs as a supporting road system. Secondly, we recognize the desires of the Metropolitan Council and local residents to maintain a lower density of development.

Looking at the recommended alternate, we feel that the lack of a suitable ingress and egress from T.H. 12 on the western end to I-94 would be a definite deterrent to local traffic use. Therefore, an interchange in this location will allow area residents the opportunity to utilize the existing and anticipated locally oriented business development desired along existing T.H. 12. It will provide area residents an alternate choice of access and egress to their communities. It will serve a secondary access function to proposed major developments in the area. This interchange, we feel, will complement community planning.

The area between the I-694/494 interchange and County Road 80 pre-

*trunk highway 12
interchange*

county road
(county state
aid highway)
19/19B
interchange

county road
(county state
aid highway)
19/19B

county road
(county state
aid highway)
15

trunk highway 95

staging
county road 80 or
county road 19/19B

trunk highway 95
interchange

direct connection
to T.H. 12
eliminated

county road 80
interchange
(staged)

minority view

county road 80

sents a unique design problem in implementing an interchange with T.H. 12. The designs we have reviewed to date for this interchange, we feel, are not yet adequate. However, the concept has been demonstrated as feasible and we endorse it.

The validity of an interchange at County Road 19 is demonstrated in several reasons.

An interchange in this location will be close to the Metropolitan Council defined Urban Services Limits and, therefore, will serve as a controlling influence on access into the eastern portions of Washington County. County Road 19 provides an excellent existing route through central and southern Washington County. The road fits well into community and county planning and will serve a strong need for access to the proposed Dayton-Hudson Corporation development.

We feel that since County Road 19/19B can serve a mix of locally oriented and longer through-county traffic that its need for an initial interchange is clear.

We have looked on the need for an interchange at T.H. 95 as being obvious. This interchange will not only serve the function of access to the community, but also serves as a connection between two major state routes.

The staging of the County Road 80 interchange is a recognition of its emerging role in county and community planning. We feel that eventually it will complement the recommended access at T.H. 12 and the interchange at County Road 19/19B. Further we feel that by staging this interchange, a tool will be provided to deal with anticipated development between I-694/494 and County Road 19/19B.

A minority view suggests that interchanges be provided at County Road 80, County Road (CSAH) 19/19B, County Road (CSAH) 15 and T.H. 95.

The basic reasons are stated in the Interchange Subcommittee Reports (Appendix H) and the technical report "Interchange Analysis Report".

County Road 80 would serve an area

that is certain to develop. The area is within the Metropolitan Council's 1990 Metropolitan Urban Service Area and is presently sewered or planned for sewers. This development is compatible with regional and local plans. Interchange spacing of one mile would comply with accepted standards.

An interchange at County Road 19 is needed for the reasons stated in the majority recommendation.

County Road 15 has been long planned by Washington County as a future north-south transportation corridor and serves the airport, Oakland Jr. High School and Metropolitan Regional Park as well as a substantial portion of the rural area.

A T.H. 95 interchange is needed for the reasons stated in the majority recommendation.

Either the County Road 80 or the County Road 19/19B interchange could be staged. However, it is unknown if a planned but unbuilt interchange is any deterrent to development. Also an opinion was expressed that staging of an interchange may be unwise since construction and use of the facility is about 5 years away and the need may be further accentuated in this period.

The elimination of an interchange or direct connection from I-94 to T.H. 12 would result in:

- A cost savings for construction and right-of-way.
- Possible retardation of development pressure along T.H. 12 by indirection of travel (I-94 to T.H. 12) and slight increase in travel time (about 1 minute).
- Compliance with accepted standards for interchange spacing.
- Allow design of conventional and less confusing interchanges.
- A perceived loss of accessibility for the sparse existing commercial establishments along T.H. 12 and those residents that would continue to utilize T.H. 12 for their regular travel patterns.

RECOMMENDATION 3

The I-94 Management Committee recommends to the Commissioner of Highways that on the recommended routing of I-94 the proposed rest area/information center site be located approximately 0.4 miles west of the St. Croix River, a site commonly called the bluff site. It is also recommended that the proposed truck weigh station facility be located approximately 0.1 mile west of County Road (C.S.A.H.) 21.

This site combination is identified in the technical report entitled Rest Area - Information Center and Weigh Station Report as Alternate 1-2. These sites are illustrated on page 38.

While we recognize that the primary objective of the rest area program on the Interstate Highway System is to provide for the comfort of the traveler and to contribute to his safety, we believe that on this route we have the additional objective of welcoming the visitor to Minnesota and providing him with a pleasing and lasting first impression of the State.

This site for the Rest Area/Information Center will take advantage of the bluff view of the scenic St. Croix River Valley. The building will be located at the high point of the site and provide what we believe will be a striking view. The River Valley from this location can be seen for several miles.

While it has been noted that the site may have undesirable traffic considerations, we feel that area characteristics, view of the River Valley, and uniqueness of the site recommend it highly as the preferred location.

Weigh stations serve a two-fold purpose on the highway system. Their primary use is for enforcement of load limits set by the State Legislature. The State Patrol is the agency responsible for this activity. The secondary use of the weigh station is by the Highway Department for research purposes.

The State Patrol has requested that the site should be located within a short distance of the border and prior to the

rest area to facilitate efficient operation of the site. Although the recommended location is to the west of the rest area, we believe it fulfills the purposes and needs which have been identified for it.

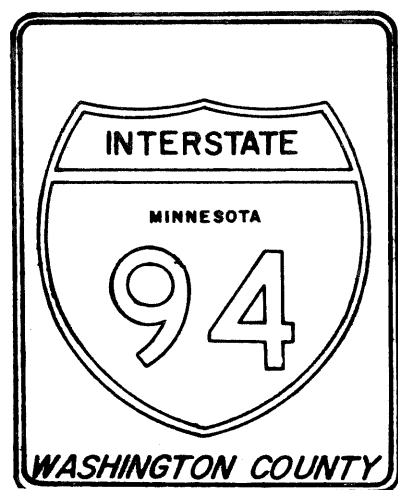
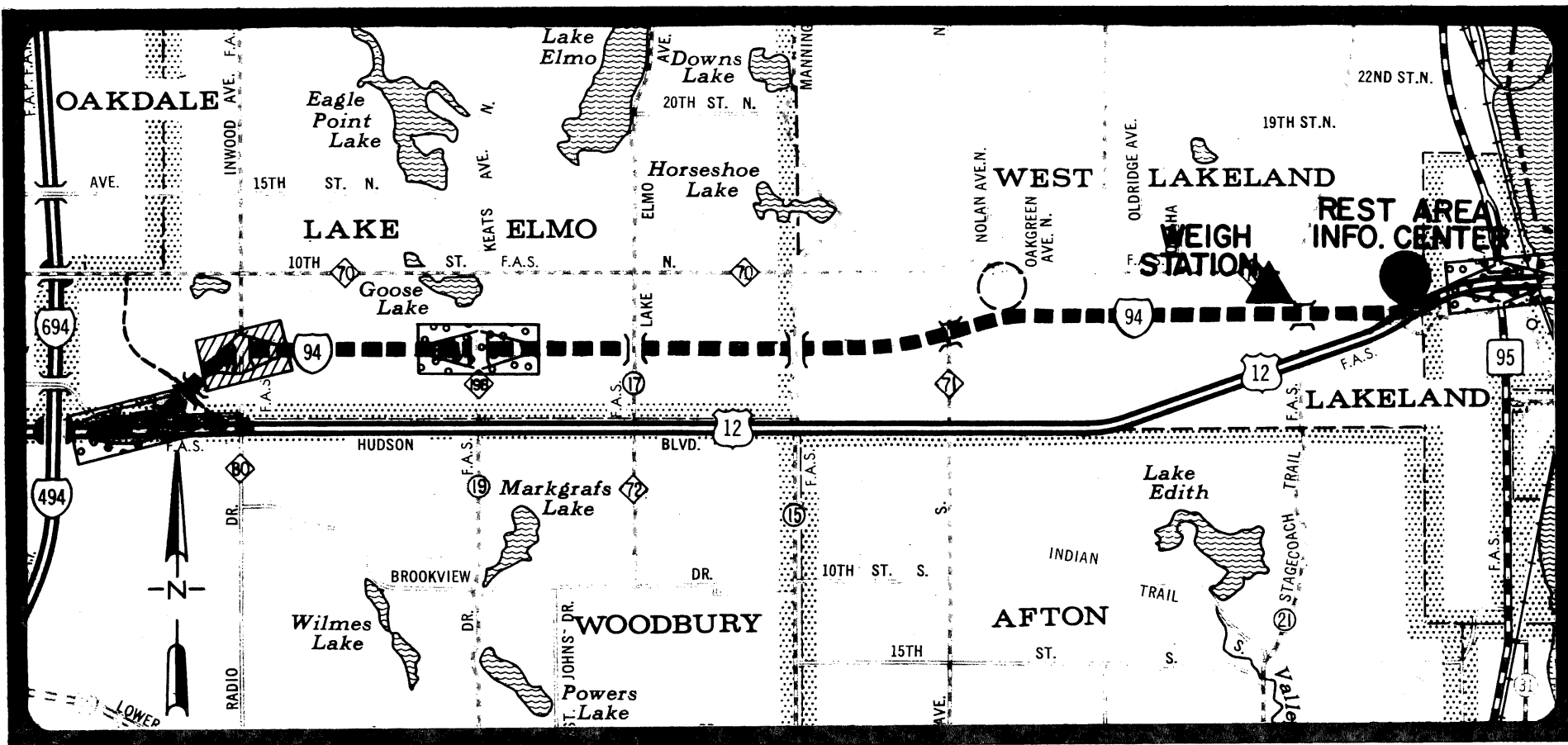
RECOMMENDATION 4

The I-94 Management Committee recommends that a bicycle trail be included in the design and construction of Interstate 94.

As the popularity of biking increases throughout the metropolitan and surrounding areas, the pressures for developing adequate bike trail systems will also increase. Because of the public awareness as to the needs for physical fitness, recreation, and environmental protection, bikeways and bicycling have been favorite activities throughout our area. Recognizing these facts, state and local agencies have begun planning "bike and hike" trail systems throughout the seven-county metropolitan area, anticipating the future needs of the bicycling public.

The Minnesota Department of Highways, in cooperation with the Federal Highway Administration, has also recognized that the "highway corridor" can become a "multiple-use" corridor which may include a variety of activities. In the planning of Interstate 94, the Highway Department has identified the need for a bike trail system which would connect the metropolitan East St. Paul area with the St. Croix River recreational area. At the same time, the bike trail system would also tie into existing and future bike trails planned throughout the area, allowing the cyclist access to much of the regions existing and future recreational areas.

Through the direction of the Governor's Office, the Minnesota Department of Highways, in cooperation with the Department of Natural Resources, has developed a bikeway system which extends from the I-694/494 junction, following the I-94 right of way, to the St. Croix River bridge crossing, a distance of 10 miles. This planning effort



RECOMMENDATION - 3

RECOMMENDED SITES FOR REST AREA/INFORMATION CENTER AND WEIGH STATION

- ▲ WEIGH STATION
- REST AREA / INFORMATION CENTER
- ORIGINAL REST AREA / INFORMATION CENTER

fosters the concept of joint use of public lands.

Because there is a growing popularity in biking and because this project does present a unique opportunity to provide a bikeway facility, we have recommended its construction. We have found that the trail fits well into an extensive trail pattern in Wisconsin and Washington County. Also, it will tie the St. Paul Trail System and area communities to the Great River Trail along T.H. 95. We believe it will tie in well with the Metropolitan Parks and Open Space Plan which indicates a rather extensive trail system.

A minority view regarding the inclusion of a bicycle trail facility was expressed during its consideration. This view centered around mixing a bicycle trail in a joint right of way with a heavily travelled Interstate highway, the fact that the trail is not specifically shown on the current Metropolitan Trail System Plan, and the responsibilities of maintaining and enforcement on the trail. It was suggested that an alternative of routing the trail on another road (such as County Road 70) should be investigated.

It was the minority view that the trail would be difficult to maintain and police. Keeping unauthorized vehicles, horses and snowmobiles off the trail were considered to be major problems. Insulating the trail from those properties outside the highway right of way was also considered to be a disadvantage.

RECOMMENDATION 5

The I-94 Management Committee recommends to the Commissioner of Highways that the Minnesota Highway Department study a suggested revision to the eastern portion of the recommended routing of I-94. The suggested area for this revision extends between County Road 17 on the west and County Road 21 on the east. It is recommended in this area that the alignment be revised to approximately parallel and be located on the south side of an existing Northern States Power transmission line.

The area of this suggested study is indicated on the following illustration.

This recommendation has come out of the Committee's concern for the perceived impact of this highway on the residents and community of West Lakeland Township.

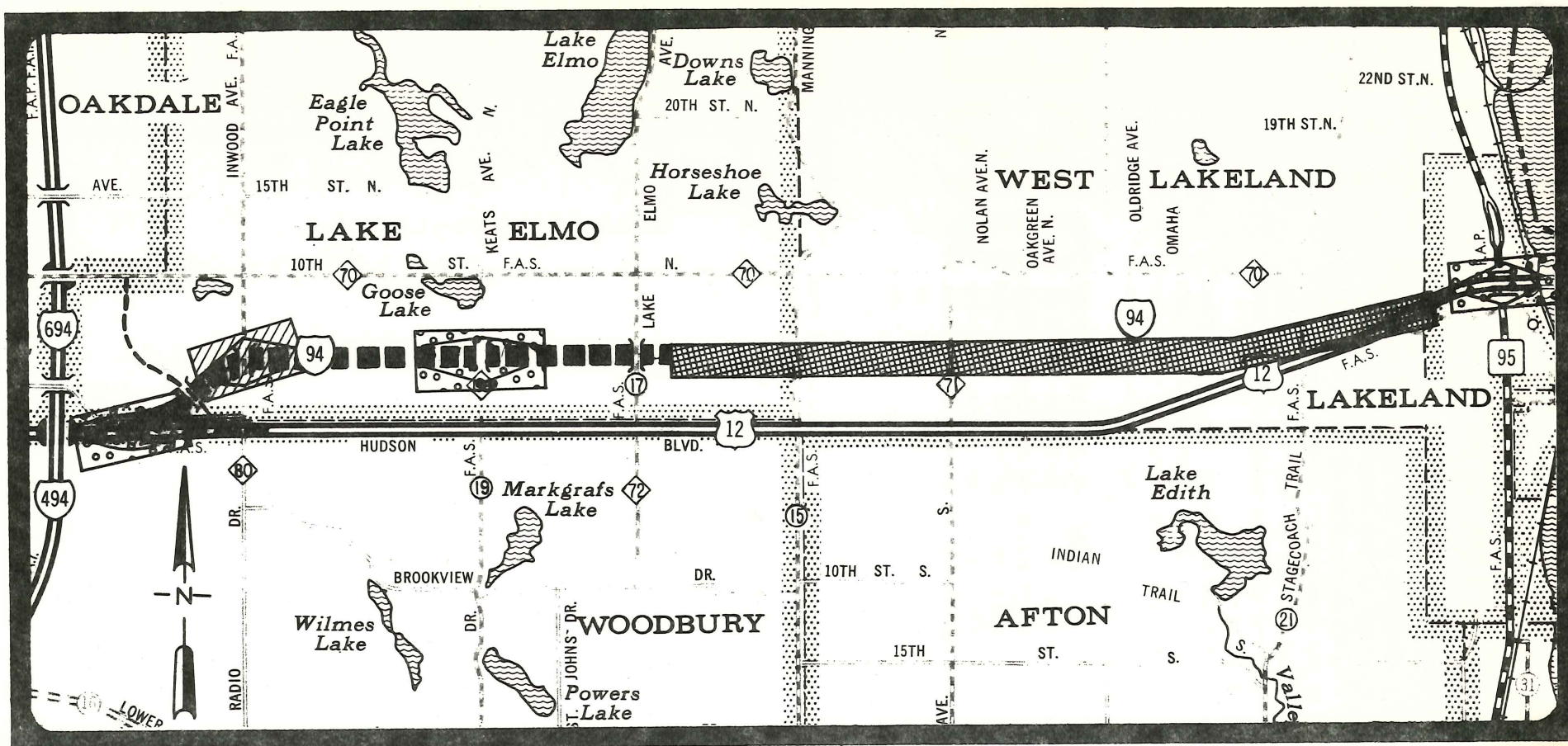
Whereas we believe that the adopted location of I-94 is appropriate and best serves the intents of nation, state, and community, we recognize the concerns of the residents of this community.

West Lakeland has expressed throughout the restudy process their concerns regarding the severance of their community, and the fear of unwanted and uncontrolled development occurring

minority view

because of the recommended location. It is our opinion that some of the local impact of this highway on West Lakeland may be modified by this suggested study.

Therefore, we have suggested this study be conducted and considered by the Minnesota Highway Department.



RECOMMENDATION - 5

SUGGESTS STUDY OF REVISION TO NORTH ALTERNATE



SUGGESTED AREA OF REVISION



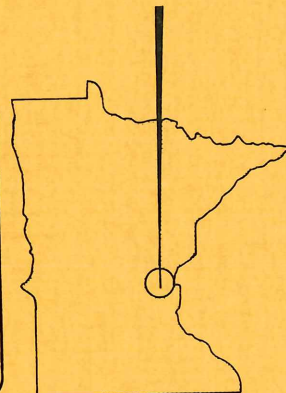
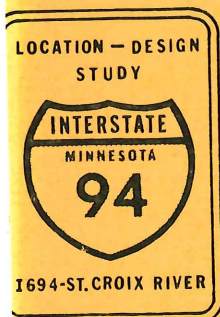
INITIAL INTERCHANGE LOCATION



STAGED INTERCHANGE LOCATION

APPENDICES

I-94 MANAGEMENT COMMITTEE
SUMMARY REPORT AND
RECOMMENDATIONS TO THE
COMMISSIONER OF HIGHWAYS
REGARDING THE LOCATION
OF INTERSTATE 94 IN
WASHINGTON COUNTY
JULY 1975



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PLANNING HISTORY OF I-94 IN WASHINGTON
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I-94 MANAGEMENT COMMITTEE MEMBERSHIP AND
BACKGROUND

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ACTIVITY I SUMMARY BOOKLET (PORTIONS)
PREPARED FOR I-94 MANAGEMENT COMMITTEE
FEBRUARY 21, 1974

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SUMMARY I-94 OPEN FORUM - DECEMBER 12, 1973
SUMMARY I-94 ATTITUDE SURVEY

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I-94 MANAGEMENT COMMITTEE-GUIDELINE
CRITERIA FOR DEVELOPMENT AND EVALUATION OF
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ACTIVITY II SUMMARY OF RESPONSE AND
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SUMMARY I-94 OPEN HOUSE, MAY 8, 1975

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SELECTED PORTIONS OF I-94 MANAGEMENT
COMMITTEE MINUTES

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BIBLIOGRAPHY OF TECHNICAL REPORTS

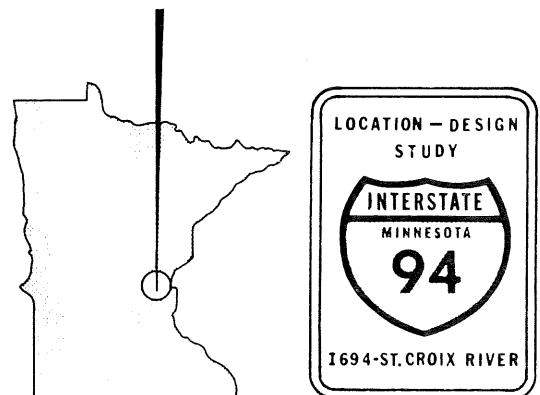
APPENDIX A

PLANNING HISTORY OF I-94

THIS APPENDIX CONTAINS A SUMMARY OF THE PLANNING HISTORY OF I-94. IT WAS PREPARED IN JULY, 1973 BY THE MINNESOTA HIGHWAY DEPARTMENT AS BACKGROUND INFORMATION FOR THE PROJECT.

INCLUDED IS A LISTING OF THE MAJOR PLANNING STEPS REQUIRED BY LAW AND POLICIES AT THE TIME THE PROJECT WAS STOPPED IN JULY, 1973, AND A NARRATIVE AND CHRONOLOGICAL DESCRIPTION OF HOW THESE STEPS HAVE BEEN COMPLETED.

ALSO INCLUDED IS A LISTING OF CONTRACTS WHICH HAD BEEN COMPLETED OR WERE PROPOSED AT THE TIME THE RESTUDY BEGAN.

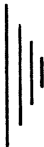


S. P. 8282 (T.H. 94)
FROM JCT. OF T. H. 694 AND T. H. 494 TO
ST. CROIX RIVER IN WASHINGTON COUNTY

MAJOR PLANNING STEPS
REQUIRED BY
LAWS AND POLICIES
(PREPARED IN JULY 1973)

Federal Aid Highway Act of 1944	Established the National System of Interstate Highways and initiated the planning of it.
Federal Aid Highway Act of 1956	Appropriated funds for the construction of the National System of Interstate and Defense Highways. The Act required one Public Hearing on all Federal-Aid Projects.
Highway Act of 1966	Provided protection for public parks, recreation areas, wildlife and waterfowl refuges, or historic sites (4)f.
Highway Act of 1968	Established the preservation of Section 4(f) lands as a national policy. Required Public Hearings on Federal-Aid Projects. Established a policy of relocation assistances.
State Statute passed May 9, 1969	Revised Minnesota Law to be in compliance with the Federal Act on Right of Way acquisition to include relocation benefits.
PPM 20-8 effective January 14, 1969 and amended September 29, 1972.	Requires a minimum of two Public Hearings, location study reports and design study reports for Federal-Aid Projects.
National Environmental Policy Act of 1969.	This Act established a national environmental policy, established the Council on Environmental Quality, and requires a detail statement of the environmental effects of a proposed Federal-Aid Project.
Interim Guidelines Issued by FHWA effective November 24, 1970 and the later PPM 90-1 Issued August 24, 1971 and revised September 7, 1972 relates to NEPA.	<p>The guidelines established procedures for processing highway projects that received design approval prior to February 1, 1971. This procedure as stated was:</p> <p>“Highway sections which receive design approval on or after January 1, 1970, and before February 1, 1971, that are classed as a major action are to be reassessed by the (Highway Agency) in consultation with the FHWA division engineer or his representative. The written reassessment should consider if the highway plans were developed in such a manner as to minimize adverse environmental consequences”</p>

INTERSTATE 94



For projects receiving design approval after February 1, 1971, the PPM established the "Draft" and "Final" Environmental Impact Statement procedure.

Highway Act of 1970

Requires that highway planning consider the social, economic and environmental effects of the highway. The Act provided for the Uniform Relocation Assistance Program.

Chapter 117.095 of State Statutes

This Statute was revised May 28, 1971, in order that the State Law on relocation would be in compliance with the Federal Act of 1970.

I.M. 80-1 Issued April 30, 1971

Establishes the procedures of the Relocation Assistance Program.

Minnesota Statute 161.17 - Approval of Plans - Subd. 2 Interstate System Minnesota Statutes 1965.

Provides for the close cooperation between the Department and local governing bodies in the development of plans for the Interstate System. Furthermore, provides for the submittal of final plans to municipalities for their approval. If the municipality does not approve the final plans, a reviewing process by a planning commission is established.

**S. P. 8282 (T. H. 94)
FROM JCT. OF T. H. 694 AND T. H. 494 TO
ST. CROIX RIVER IN WASHINGTON COUNTY**

**MAJOR PLANNING STEPS
ACCOMPLISHED IN COMPLIANCE WITH
LAWS AND POLICIES
(PREPARED IN JULY 1973)**

A location public hearing was held on April 23, 1958, and continued on July 9, 1958. This public hearing was held in accordance with provisions of the Federal Aid Highway Act of 1956. Subsequent to the 1958 hearings, additional studies were undertaken because of the difficulties associated with constructing Interstate 94 along the existing Trunk Highway 12 corridor. These studies culminated in a location public hearing held on May 5, 1965. This hearing was held in accordance with the provisions of the Federal Aid Highway Act of 1956. This additional hearing was held because a new location for I-94 was being considered that differed from those presented in 1958. This new location is the presently proposed location for I-94.

The Federal Highway Administration (FHWA) approved the revised location (that location presented at the May 5, 1965 hearing and the present proposed location of I-94) on August 26, 1965.

The project then progressed to the layout or design stage. In the design stage, such features as number of lanes, interchange types, preliminary right of way needs, etc., are determined.

A design public hearing was held on April 1, 1970. This hearing was held in accordance with Section 128, Title 23, United States Code, as set forth in FHWA Policy and Procedure Memorandum 20-8 (PPM 20-8). Interstate 94 as shown at this hearing

was on the location discussed at the location public hearing of May 5, 1965, and which is the presently planned location.

At the April 1, 1970, hearing, there was some opposition to the location of a rest area and weigh station. The Minnesota Highway Department then developed alternate locations for the rest area and weigh station. These alternatives were presented at a design public hearing on August 19, 1970.

Some separate reports were prepared on the main roadway and on the rest area and weigh station. Therefore, to separate these reports, we will refer to the main roadway as I-94 as opposed to the rest area and weigh station.

A design study report on I-94, as required by FHWA PPM 20-8 was sent to the FHWA on December 29, 1970. This requested design approval of the project. The FHWA gave design approval on January 28, 1971.

On July 8, 1971, the Minnesota Highway Department sent the FHWA a Re-evaluation of Environmental Consequences on I-94 in accordance with FHWA Interim guidelines for implementing Section 102(2)C of the National Environmental Policy Act of 1969. The FHWA endorsed this re-evaluation on August 17, 1971. The "Interim guidelines" and the later PPM 90-1, which concerns the National Environmental Policy Act of 1969, provided procedures for handling projects that received design approval prior to February 1, 1971. This procedure as stated in PPM 90-1 5c is-

"Highway sections which received design approval on or after January 1, 1970, and before February 1, 1971, that are classed as a major action are to be reassessed by the (Highway Agency) in consultation with the FHWA division engineer or his representative. The written reassessment should consider if the highway plans were developed in such a manner as to minimize adverse environmental consequences. . . ."

Thus, the submittal of July 8, 1971, complied with Federal Laws and Procedures.

The design of the rest area and weigh station did not receive design approval prior to February 1, 1971. An Environmental Impact Statement - Negative Declaration in accordance with the National Environmental Policy Act of 1969 was submitted to

the FHWA on August 18, 1971. The FHWA endorsed this statement on September 14, 1971.

This completed compliance with the National Environmental Policy Act of 1969 for both I-94 and the rest area and weigh station.

A design study report on the rest area and the weigh station was sent to the FHWA on October 8, 1971. The FHWA gave design approval on October 29, 1971, with conditions and reaffirmed this approval after the conditions were met on October 25, 1972.

The addendums to the I-94 design study report were sent to the FHWA. Addendum No. 1 was sent in October 1971 and documented a change in east and westbound roadway spacing. This will permit future transit roadways or additional lanes. The FHWA approved this addendum on October 6, 1971. Addendum No. 2 was submitted to the FHWA on September 27, 1972. It documented the addition of a bicycle trail within the proposed right of way. The FHWA reaffirmed design approval on October 18, 1972.

In addition to the steps noted above, the concurrence of the State Planning Agency was obtained on October 20, 1970, and of the Metropolitan Council on September 23, 1970. The MHD also had preliminary plan approval from all municipalities along this segment.

S. P. 8282 (T. H. 94)
FROM JCT. OF T. H. 694 AND T. H. 494 TO
ST. CROIX RIVER IN WASHINGTON COUNTY

DATE HISTORY
OF COMPLIANCE WITH
LAWS AND POLICIES
(PREPARED IN JULY 1973)

April 23, 1958 continued to July 9, 1958

Location Public Hearing. Alternate locations for Trunk Highway 94 were considered.

May 5, 1965

Location Public Hearing to consider corridor North of Trunk Highway 12.

August 26, 1965

Federal Highway Administration Location approval of the corridor considered at the May 5, 1965 Hearing lying between Trunk Highway 12 and County Road 70 (Minnehaha Avenue).

November 26, 1968

Wisconsin Public Hearing for second Interstate Highway Bridge over the St. Croix River.

April 1, 1970

Design Public Hearing that considered the social, economic and environmental effects of the proposed highway design features.

August 19, 1970

Design Public Hearing on the Rest-Information Center and the Weigh Station.

September 23, 1970

Metropolitan Council concurrence.

October 20, 1970

State Planning Agency concurrence.

January 28, 1971

Federal Highway Administration design approval of the Trunk Highway 94 plan.

June 14, 1971

Federal Highway Administration approval of right of way acquisition for Trunk Highway 94 from St. Croix River to C.S.A.H. 15.

August 17, 1971

Federal Highway Administration endorsed the Re-evaluation of Environmental Consequences in accordance with Section 102 (2)c of the National Environmental Policy Act of 1969.

INTERSTATE 94

September 14, 1971

Federal Highway Administration of the Environmental Impact Statement - Negative Declaration for the Rest-Information Center and Weigh Station.

October 6, 1971

Federal Highway Administration approved Addendum 1 which revised the mainline roadway spacing to provide for future mass transit options.

October 29, 1971

Federal Highway Administration conditional design approval of the Rest-Information Center and Weigh Station. October 25, 1972 Federal Highway Administrative design approval without conditions of the Rest-Information Center and Weigh Station.

March 24, 1972

Federal Highway Administration approval of right of way acquisition for Trunk Highway 94 from C.S.A.H. 15 to Junction Trunk Highway 694 and 494.

October 18, 1972

Federal Highway Administration approved Addendum 2 which incorporated a Bike-Recreation Trail into the facility.

MUNICIPAL APPROVALS:

Preliminary plan approval of every major change in the design has been received from each municipality affected. The dates of the municipal approval of the final preliminary plan as now designed are:

Woodbury	June 11, 1971
Lakeland	June 15, 1971
Lake Elmo	October 27, 1971

APPROVAL OF FINAL CONSTRUCTION PLANS:

Lakeland	On Council Agenda June 19, 1973
Lake Elmo	Approved June 5, 1973
Oakdale	Approved May 22, 1973
Woodbury	Approved June 13, 1973

VALLEY BRANCH WATERSHED DISTRICT

Preliminary review received April 17, 1973. Final action by Board of Managers to be taken June 14, 1973.

DEPARTMENT OF NATURAL RESOURCES

Preliminary approval received. Final Issuance of permit will be made following Watershed District Action.

RESOLUTIONS OF SUPPORT

Washington County Board - May 21, 1973 Village of Afton - May 29, 1973.

**S. P. 8282 (T. H. 94)
FROM JCT. T. H. 694 AND T. H. 494 TO
ST. CROIX RIVER IN WASHINGTON COUNTY**

PAST AND FUTURE CONSTRUCTION CONTRACTS (PREPARED IN JULY 1973)

*Sub-structure - new St. Croix River Bridge (administered by Wisconsin):

Let	October 1970
Completed	Early 1972
Cost	\$1,310,510

*Superstructure new St. Croix River Bridge (administered by Wisconsin):

Let	April 1971
Open	July 1973
Cost	\$4,024,380

INTERSTATE 94

*Approaches to New St. Croix River Bridge:

Let	March 1971
Completed	October 1972
Cost	\$213,460

*Trunk Highway 94 Bypass in Lakeland which allows construction of the Trunk Highway 95 interchange and the handling of traffic during the construction of Trunk Highway 94:

Let	November 1972
Open	July 1973
Cost	\$747,900

Grading of Trunk Highway 94 from Junction Trunk Highway 694-494 to St. Croix River including grading of Rest Area and Weigh Station:

Letting Date	June 22, 1973
Completion	Fall of 1976
Est. Cost	\$7,000,000

Trunk Highway 94 Bridge Construction contract for 13 bridges from Junction Trunk Highway 694-494 to St. Croix River (13 bridges):

Letting Date	September 1973
Completion	Fall of 1975
Est. Cost	\$3,704,000

*Deck repair and widening of existing St. Croix River Bridge, eastbound bridge (administered by Wisconsin):

Letting Date	October 1973
Completion	Fall of 1974
Est. Cost	\$920,000

Trunk Highway 94 surfacing from junction 694-494 to St. Croix River including surfacing at the Rest Area and Weigh Station:

Letting Date	January 1975
Completion	Fall of 1976
Est. Cost	\$3,900,000

Fencing, signing and lighting on Trunk Highway 94 from Junction Trunk Highway 694-494 to St. Croix River:

Letting Date	March 1975
Completion	Fall of 1976
Est. Cost	\$580,000

Trunk Highway 94 Rest Area building near County Road 71 (including landscaping):

Letting Date	July 1975
Completion	Fall of 1976
Est. Cost	\$340,000

Trunk Highway 94 Weigh Station building near County Road 21:

Weigh station buildings require Legislative Building Commission approval and appropriation. At this date, this approval and appropriation have not been granted.

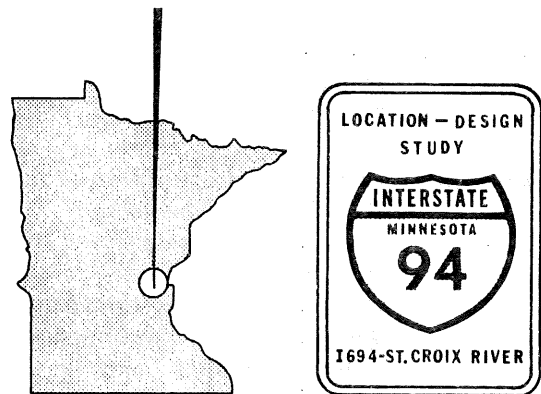
Est. Cost	\$175,000
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*Denotes projects or contracts which have been completed.

**The projected (or estimated) letting dates contained in this summary are based on conditions as they existed in July, 1973.

APPENDIX B

I-94 MANAGEMENT COMMITTEE MEMBERSHIP AND BACKGROUND



INTERSTATE 94

CITY OF AFTON

ELECTED OFFICIAL:

Mr. David Haslund

Occupation: Mail Order Catalog Business

Background: Former member Afton-Lakeland
School Board
Former member Afton Village
Planning Commission
Currently member Afton Village
Council
Afton representative to the I-94
Corridor Study Group

Term: August, 1973 to July, 1975

CITIZEN:

Mr. Keith Libbey

Occupation: Attorney

Background: Member Park and Recreation
Commission
Afton Planning Commission
President and Chairman of Afton
School Board
Afton-Lakeland Pre-School Center

Term: August, 1973 to July, 1975

CITY OF LAKE ELMO

ELECTED OFFICIAL:

Mr. Robert R. Watson

Occupation: Manager of the G. C. Murphy Co., St.
Paul, Minnesota

Background: Chairman of the Board of the former
East Oakdale Township
Lake Elmo representative to the I-94
Corridor Study Group
Currently, liaison between the Lake
Elmo Planning Commission and the
Village Council, and in the same
capacity between the Village Council
and the Dayton-Hudson Development.
Village Councilman

Term: August, 1973 to April, 1975

CITIZEN: (ELECTED OFFICIAL)

Mr. Francis J. Pott

Occupation: Senior Buyer, Honeywell, Inc.

Background: Former member of the Lake Elmo
Planning Commission.
Lake Elmo representative to the I-94
Corridor Study Group
Captain and treasurer of the Lake
Elmo Volunteer Fire Department.

Term: August, 1973 to July, 1975

CITIZEN:

Mr. Donald J. Moris

Occupation: Financial Vice President, Zayre
Shoppers' City

Background: Graduate of St. Thomas College -
1961
Certified Public Accountant
Member of the American Institute of
Certified Public Accountants.
Member of the Minnesota Society of
Certified Public Accountants
Life long resident of Lake Elmo.

Term: April, 1975 to July, 1975

CITY OF LAKELAND

ELECTED OFFICIAL:

Mr. Reuel C. Phillips

Occupation: Director of Engineers
Univac Defense Systems Division
(St. Paul)

Background: Former Chairman Lakeland Planning
Commission
Current Mayor of Lakeland

Term: August, 1973 to April, 1974

ELECTED OFFICIAL:

Dr. Thomas B. Tibbetts

Occupation: Dentist

TOWNSHIP OF WEST LAKELAND

Background: Received degree in Dentistry from
University of Minnesota - 1962
Member of Lakeland Village Council
1968-1974
Currently Mayor of Lakeland and
member Lower St. Croix Valley
Advisory and Planning Commission.

ELECTED OFFICIAL:

Mr. John McPherson

Occupation: Dairy Farmer

Term: November, 1974 to July, 1975

Background: Served on the Washington County
Planning Commission as one of the
original members.
Chairman of the first West Lakeland
Planning Commission.
Currently Chairman of West Lakeland
Town Board.

CITIZEN:

Col. Arvid W. Blackmun (Ret.)

Occupation: High School Teacher

Term: August, 1973 to July, 1975

Background: Graduate of St. Thomas College
Graduate of Hamline University
U.S. Marine Corps Retired 1964
Currently teaching high school at St.
Paul Harding

CITIZEN:
Mr. Jack Reed

Occupation: Works at Control Data

Term: August, 1973 to July, 1975

Background: On Civil Defense communications in
West St. Paul.
I-94 Steering Committee, Chairman
Chairman West Lakeland Planning
Commission for 2 years.

CITY OF OAKDALE

ELECTED OFFICIAL:

Mr. Robert C. Hanson

Term: August, 1973 to September, 1973

Occupation: Purchasing Manager
Economics Laboratory, Inc.
St. Paul, Minnesota

CITIZEN:
Mr. David W. Dale

Background: Past member of the Park and Play-
ground Commission of Village of
Oakdale

Occupation: Work Coordinator
Minneapolis Schools, Special
Education

Term: August, 1973 to July, 1975

Background: Member West Lakeland Planning
Commission
Chairman Republican Legislative
District 51A
Member Minneapolis Mayor's Council
for Employment of the Handicapped
Former Member Eden Prairie Planning
Commission

CITIZEN:

Mr. Thomas R. Borden

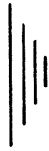
Occupation: Technologist, 3M Company, St. Paul

Background: Member of Planning Commission,
Village of Oakdale

Term: September, 1973 to July, 1975

Term: August, 1973 to July, 1975

INTERSTATE 94



CITY OF WOODBURY

ELECTED OFFICIAL:

Mr. Stanley J. Olander

Occupation: Industrial Marketing Manager
Birchwood-Casey Co., Eden Prairie,
Minnesota

Background: Council, Village of Woodbury, 1967
to 1975
Woodbury Jaycees
Woodbury-Community Club

Term: August, 1973 to July, 1975

CITIZEN:

Mr. John Currell

Occupation: Realtor, Appraiser, Farmer

Background: Town Board, 1956 through 1962
Planning Commission, 1963, 1964;
1965 through 1970
President of State Board of Realtors
in 1962
President of Institute of Farm Land
Brokers of Minnesota in 1961
Vice President and President of
National Institute of Farm Land
Brokers from 1964 to 1967
Director of St. Paul Board of Realtors
in 1957, 1958, and 1959.
Chairman of Plat Book Committee for
Washington County in 1969 and 1970

Term: August, 1973 to July, 1975

WASHINGTON COUNTY

ELECTED OFFICIAL:

Mr. Idor A. Pederson

Occupation: Washington County Commissioner

Background: County Commissioner since 1944
Most recently County Board
Chairman 1966-1972
Currently County Commissioner

Term: August, 1973 to September, 1973

ELECTED OFFICIAL:

Mr. Peter E. Tibbetts

Occupation: Farmer

Background: Member Washington County Board
for 13 years
Member Metro Inter County Council
for 2 years
Member Governor's Crime
Commission for 5 years
Charter Member Cottage Grove Lions
Club
Charter Member of V.F.W.
Member of American Legion
Membership in Various Lodges

Term: October, 1973 to April, 1975

ELECTED OFFICIAL:

Mr. Arthur B. Schaefer, Jr.

Occupation: Insurance Agent

Background: Attended College and additional
training in business courses.
Clerk of Grant Township for 8 years.
Member Lake Elmo Lions Club
Elected Washington County Board of
Commissioners in November of 1974.

Term: April, 1975 to July, 1975

TECHNICAL REPRESENTATIVE:

Mr. William A. Schwab

Occupation: Washington County Planning
Coordinator

Background: Graduated with Degree in Public
Administration - University of
Minnesota
Village of Shoreview - Village
Administrator
Village of Roseville - Assistant to the
Director of Public Works

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Currently Washington County
Planning Coordinator

Occupation: Transportation Planner
Metropolitan Council

Term: August, 1973 to July, 1975

Background: He is a graduate Architect with a minor in Traffic Engineering. Prior to his coming to the Metropolitan Council, Mr. Abdulrahman was employed at several Twin Cities planning-architectural firms. Mr. Abdulrahman has specific staff responsibilities for highway and sub-area corridor studies.

METROPOLITAN COUNCIL

POLICY REPRESENTATIVE:

Dr. Stanley B. Kegler

Occupation: Vice President for Administration
University of Minnesota

Background: Served on the Metropolitan Council since March 1971. Council member from District 2 encompassing Northern Ramsey and Washington Counties. Currently Vice President for Administration at the University of Minnesota.

Term: August, 1973 to July, 1975

TWIN CITIES AREA METROPOLITAN TRANSIT COMMISSION

POLICY REPRESENTATIVE:

Mr. Bruce G. Nawracki

Term: August, 1973 to February, 1975

Occupation: Employed by C. B. Ellyson Co., St. Paul

POLICY REPRESENTATIVE:

Mrs. Opal Petersen

Occupation: Administrative Assistant to the Director of the Minnesota Vietnam Bonus Division

Background: Graduate of Minneapolis Business College
Member and former steward of Office and Professional Employees Union, Local No. 12.
Member Washington County Historical Society
Active in numerous political campaigns.
Former Vice President 1st Congressional District Democratic Farmer Labor.
1974 Candidate for State Legislature
Member "Eastern Star"
Education Director St. Paul's Lutheran Church in Stillwater.

Background: Mr. Nawracki attended the University of Minnesota. President of the Metropolitan Section of the League of Minnesota Municipalities, won the League's C.C. Ludwig Award in 1970, presented annually for distinguished municipal service. Original appointee from the two counties (Anoka and Washington) in 1967, when the MTC was created by the Minnesota Legislature. Mr. Jack R. Meyer resigned to take a position out-of-state; Mr. Nawrocki was reappointed. Currently is Columbia Heights Mayor and represents Anoka and Washington Counties on the Metropolitan Transit Commission.

Term: August, 1973 to February, 1975.

POLICY REPRESENTATIVE:

Mr. Karl Neid. Jr.

TECHNICAL REPRESENTATIVE:

Mr. Ghaleb Abdulrahman

Occupation: Business Representative for Hotel Bar Restaurant Employees Local 17.

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Background: A graduate of Hill High School in St. Paul, Neid attended Marquette University, the University of Minnesota, Minnesota Metropolitan State College and a Union Leadership Academy of the AFL-CIO. His academic specialties were political science and labor relations, with further study in housing and urban policy.

A member of the Minnesota Canoe Association, Home Services Association Board of Directors, Eastside YMCA and the Citizens League. He is a former president of Blessed Sacrament Holy Name Society, and was a charter member of Consumer Action Now.

Has been active on behalf of organized labor in dealing with legislative bodies. He is also politically active, having served as campaign manager in several legislative contests, and filled offices in his local and state DFL party.

Term: March, 1975 to July, 1975.

TECHNICAL REPRESENTATIVE:

Mr. Hugh C. Faville

Occupation: Transportation Planner
Metropolitan Transit Commission

Background: Formerly referral coordinator for the Metropolitan Council, Mr. Hugh C. Faville joined the Metropolitan Transit Commission staff in December, 1970, as transportation planner.

A graduate of the University of Wisconsin and the Massachusetts Institute of Technology. Mr. Faville, a native of Wisconsin, has held planning and engineering positions in Tacoma, Washington; Providence, Rhode Island; and Manitowoc, Wisconsin.

Mr. Faville was an assistant professor at Michigan State University.

Member of the American Institute of Planners and the American Society of

Planning Officials.

Term: August, 1973 to July, 1975.

FEDERAL HIGHWAY ADMINISTRATION

REPRESENTATIVE:

Mr. James Mohr

Occupation: Employed by the Federal Highway Administration

Background: Mr. Mohr is one of three District Engineers in the Minnesota Division Office and is responsible for the administration of Federal-aid highway matters in the seven county Minneapolis-St. Paul Metropolitan Area.

Term: August, 1973 to April, 1974

REPRESENTATIVE:

Mr. David H. Orr

Occupation: Civil Engineer

Background: 1961 Graduate of Michigan State University.

Participant in 3 year F.H.W.A. Training program involving assignment in 8 F.H.W.A. Regions. Assignments involving design, construction, and administration of federal aid highway programs.

Currently F.H.W.A. Area Engineer involved in federal approval and processing of design and construction programs in Metropolitan Area.

Term: November, 1974 to July, 1975.

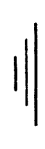
MINNESOTA DEPARTMENT OF HIGHWAYS

REPRESENTATIVE:

Mr. Kermit K. McRae

Occupation: Civil Engineer

Background: Formerly a Project Engineer in charge of various construction projects.



District Preliminary Design Engineer.
Assistant District Engineer in charge
of Pre-Construction Activities.
Assistant District Engineer in charge
of Pre-Design Activities.

Term: August, 1973 to November, 1974.

REPRESENTATIVE:

Mr. Merritt H. Linzie

Occupation: Civil Engineer

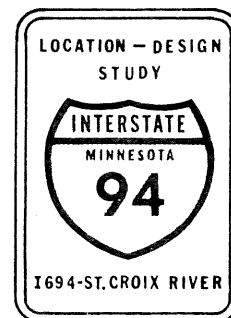
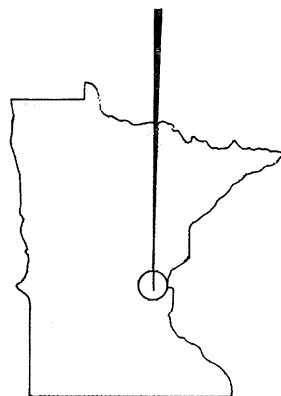
Background: B.S. of Civil Engineering from North
Dakota State University - 1962.
Past 11 years in Railway Negotiations
Section for Minnesota Highway
Negotiated highway construction
problems with railroads and
performed railroad engineering
functions for Department of Public
Service.
Currently Assistant District Engineer
in charge of Pre-Design activities.

Term: November, 1974 to July, 1975

APPENDIX C

ACTIVITY 1 SUMMARY BOOKLET (Portions)

PREPARED FOR I-94 MANAGEMENT COMMITTEE
FEBRUARY 21, 1974



I-94 LOCATION/DESIGN

SUMMARY OF ACTIVITY I

Activity 1 has dealt with obtaining a comprehensive survey of the identified study area to develop a base of social, economic, environmental, political, institutional special interest and public data.

This information to be used to achieve the objectives of:

1. UNDERSTANDING THE DECISION MAKING STRUCTURE
2. DECISION-MAKING CRITERIA USED BY VARIOUS LEVELS OF GOVERNMENT
3. CLARIFYING ISSUES AND CONCERNS IN THE STUDY AREA
4. QUANTIFYING FACTORS WHICH CAN EXERT AN INFLUENCE ON THE SELECTION OF ALTERNATIVE.

The goal of the first activity is then the Definition of Alternatives to be used in impact Analysis during Activity II.

This booklet summarizes the input, concerns, and factors identified in the first activity.

The booklet is organized to reflect the following categories:

FEDERAL AGENCIES

STATE AGENCIES

REGIONAL AGENCIES

LOCAL UNITS OF GOVERNMENT

DEVELOPER'S

SPECIAL INTERESTS

POLITICAL

PUBLIC

*M.H.D. INTERDISCIPLINARY STUDY GROUP

Each summary indicates any position stated regarding the restudy process and those concerns expressed during the inventory activity.

This summary, together with the presentations and other input materials, should form a base by which to achieve Definition of Alternatives.

*The M.H.D. summary section enumerates only the factors or considerations which enter alternative selections.

FEDERAL AGENCIES

1. U.S. DEPARTMENT OF AGRICULTURE
Soil Conservation Service

Letter - December 6, 1973 by: Harry M. Major
2. U.S. DEPARTMENT OF INTERIOR
Bureau of Sports Fisheries and Wildlife

Letter - December 11, 1973 by: Charles A. Hughlett
3. U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

Presentation - September 6, 1973 Meeting 2 - W. W. Fryhofer

Presentation - November 29, 1973 Meeting 8

UNITED STATES DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE

A. POSITION: None stated

B. CONCERNS:

1. Protection of:
 - Prime agricultural lands
 - Wetlands
 - Flood lands
 - Steep fragile lands
 - Natural and Scenic lands
- a. Afton - Valley Creek: A system of gullies and steep areas with many overlooks and rocky escarpments.
- b. There are steep, natural and scenic areas in the following

areas that have limited development:

Colby Lake-Wilmes Lake area

Lake Jane-Sunfish Lake area

West Lakeland area Sections 15, 22, 28, 20, 29, 32

- c. Bissel Mounds of Afton area are natural, scenic and geologically interesting land features that should remain undisturbed.

Historic and Scenic areas

- a. Bolles Mills Plaque: Site of the first waterpower grist mill.
- b. Tahlstrom Cemetery: Cemetery of early settlers; first Swedish Itinerant missionary in Minnesota is buried there.

(THESE AREAS WERE IDENTIFIED DURING THE INVENTORY PRESENTATION REGARDING THE ENVIRONMENT OF JANUARY 31, 1974)

2. Provisions for control of erosion and management of water during construction.
3. Provisions for land treatment on the project lands, rights-of-way access roads and borrow areas.
4. The effect of water discharges from the project lands or rights-of-way onto other properties.
5. The effects of disruption of the natural drainage pattern on other properties.
6. The impact on existing conservation systems.
7. The amount of prime farmland or other significant water and land resource areas being irreversibly or irretrievably lost.
8. The impact of severance of farmland seriously affecting farming operations.
9. The impact of the proposed action on the stability, growth, and well-being of the rural communities.
10. The stockpiling, protection or proper disposition of topsoil.

UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF SPORT FISHERIES AND WILDLIFE

A. POSITION: None stated

B. CONCERNS:

Our major concern with this project is that wildlife habitat, particularly any wetlands or marshes within the corridor, be preserved.

UNITED STATES DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

A. POSITION: None stated

B. CONCERNS:

1. Geometric Design Standards:

"They (freeways) should be designed as two separate one-way roads to take advantage of terrain and other conditions for safe and relaxed driving, economy, and pleasing appearance. All known features of safety and utility should be incorporated in each design to result in a National System of Interstate and Defense Highways which will be a credit to the Nation. In determination of all geometric features, including right-of-way, a generous factor of safety should be employed and unquestioned adequacy should be the criterion. All design features required to accommodate the traffic of the year for which the highway is to be designed shall be provided in the initial design; however, where justifiable, the construction may be accomplished in stages."

In 1967 the Federal Highway Administration issued requirements that the State improve their standards on high traffic highways by incorporating at least:

- a. Shoulder slopes no steeper than 6:1.
- b. At least 30 feet offset to piers where feasible.
- c. Full 10 feet shoulders across bridges.
- d. At least 30 feet offset to roadside obstacles such as highway signs, culvert ends, etc., and the use of breakaway support designs for installations such as light poles and

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sign posts which are necessarily placed within the 30 foot offset distances.

- e. Improved guardrail design.

In summary, in consideration of the character of the area, there is not much prospect of constructing I-94 on any substantially lesser width of right of way than the width which was found necessary on the north location. The width of right-of-way is a very simple product of the application of the generally prevailing standards in the particular situation. The principal variable is the topography and since the difference between the two locations is moderate only minor variance would result. It should be noted, however, that in constructing on the present line existing access to abutting properties would be cut off and it would become necessary, therefore, to construct frontage roads for most of the length of the project, resulting in a probable increase in the gross width requirements.

2. Selection of Location Alternatives:

Section 101(b) of Title 23, U.S. Code has some language in its last sentence which directs the use of existing highways for interstate construction, to the extent that such use is practicable, suitable and feasible. It goes on to state, however, that it is the intent of this language that local needs to the extent practicable, suitable and feasible, be given equal consideration with the needs of interstate commerce.

The words, practicable, suitable and feasible in the first part of this sentence describe the normal process for deciding to use an existing location or to seek a new location. The background of this provision in the law was concern in the early days of the program with some views that the interstate highway was solely intended or primarily designed for the long distance traveler, travelling from one state to another. Congress was making it clear that they intended the routes to serve local needs, that is, community needs, on an equal basis with interstate travel. This very simply means that as a route enters a metropolitan area and when "local" travel

needs become predominant, then the design becomes largely dictated by local travel needs. What Congress seemed to be saying is that traffic is traffic, and that we should not differentiate between the needs of the long distance traveler and the local trip.

3. Preservation of Park Lands:

(Section 138, Title 23, U.S. Code - Preservation of Park Lands)

This is also referred to as the 4(f) requirement. This simply provides that when a public park, recreation area or wildlife and waterfowl refuge of National, State or local significance is involved in a highway improvement, the Secretary shall determine that there is no feasible and prudent alternative for the use of such land and that such program include all possible planning to minimize harm before proceeding with the project.

To our knowledge there are no lands of this character involved within the limits of this project.

4. Preparation of Environmental Impact Statement:

(National Environmental Policy Act (NEPA))

Section 4332 (2) (c), Title 42, United States Code (popularly known as Section 102 (2) (c) of the National Environmental Policy Act of 1969, P.L. 91-190) states in part that all agencies of the Federal Government shall:

"Include in every recommendation or report on proposals for legislation and other major Federal actions significantly affecting the quality of the human environment, a detailed statement by the responsible officials on ---

(I) The environmental impact of the proposed action.

(II) Any adverse environmental effects which cannot be avoided should the proposal be implemented.

(III) Alternatives to the proposed action.

(IV) The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity, and

(V) Any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.

Prior to making any detailed statement, the responsible Federal official shall consult with and obtain the comments of any Federal agency which has jurisdiction by law or special expertise with respect to any environmental impact involved. Copies of such statement and the comments and views of the appropriate Federal, State, and local agencies which are authorized to develop and enforce environmental standards, shall accompany the proposal through the existing agency review processes."

There has been some question as to who should write an Environmental Impact Statement (EIS). The NEPA indicated that for Federal programs the responsible agency officials are to prepare the statement. In the case of the highway program, since it is a reimbursement program reimbursing the State for eligible costs of their projects, FHWA guidelines, with the consent of the Council for Environmental Quality, provides for the preparation of the statement by the respective highway department, but subject to FHWA close review and inputs, so that on its completion and satisfaction to the FHWA, the document is concurred in and adopted as an FHWA or Federal agency document.

STATE AGENCIES

1. MINNESOTA DEPARTMENT OF ECONOMIC DEVELOPMENT

Presentation - November 15, 1973 meeting
- by: Francis Geisenhoff

2. MINNESOTA DEPARTMENT OF NATURAL RESOURCES

Presentation - November 1, 1973 Meeting 6
- by: Ms. Vonni Hagen

3. MINNESOTA ENVIRONMENTAL QUALITY COUNCIL

Presentation - January 17, 1974 Meeting 10
- by: Jean Heilman

4. MINNESOTA HISTORICAL SOCIETY

Presentation - November 15, 1973 Meeting 7
- by: Leslie Peterson

5. MINNESOTA POLLUTION CONTROL AGENCY

Presentation - November 1, 1973 Meeting 6
- by: Ron Way

6. STATE PLANNING AGENCY

Presentation - November 15, 1973 Meeting 7
- by: Harry Reed

MINNESOTA DEPARTMENT OF ECONOMIC DEVELOPMENT

A. POSITION: None stated

B. CONCERNS:

1. The immediate area - the orderly development of business, commerce and industrial locations and services to the local population in terms of adequacies and geographic adjacencies.

The geography under consideration here is only a portion of Washington County, but the visual impact of the western edge of the study area is conspicuous in industrial locations as the 3M Company; retail

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locations as Sun Ray Shopping Center and Byerly's Food Store; and commercial overnight and food services accommodations as the Ramada and Howard Johnson Inns. They all provide jobs, sales outlets, new households and an array of services for the immediate population, but also do this for outside the area commuters and travelers. The general effect of Highway I-94 as the service lane to the activity needs no belaboring.

2. The importance of I-94 as a major entry and exit artery of the State. This point deals with intra and inter-state commerce of Minnesota's export and import of goods and services, as well as the automotive passenger traffic of the State's tourist and travel industry. Thus, this extent of highway not only plays a major role in the immediate area, but acts as a most significant economic asset for the State as a whole. This significance is spelled out more concisely with further analysis of the Woodbury County Station data. This counter records the highest traffic enumeration of any counter in the State, except a few of those which measure the busiest intersection of the State's three largest cities.

MINNESOTA HISTORICAL SOCIETY

A. POSITION: None stated

B. CONCERNS:

(Preliminary Review of Sites of Historic and Prehistoric Significance Within the I-94 Study Area)

1. Areas of Prehistoric Significance:

Only three prehistoric archaeological sites have been recorded to date within the study area. It is highly likely, however, that unrecorded prehistoric cultural material also exists in many other places within this vicinity.

Site 21-WA-25, Prehistoric Habitation
SE ¼ Sec. 5, T29N, R20W
Present condition and significance unknown

Site 21-WA-11, Prehistoric Burial Mounds (4)

NW ¼ Sec. 35, T29N, R20W

Largely destroyed by cultivation and gravel excavation

Site 21-WA-10, Prehistoric Burial Mounds (6)

W ½ Sec. 23, T28N, R20W

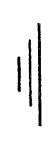
Largely destroyed by town of Afton

2. Areas of Historic and Architectural Significance:

Although surveys for sites of historical and architectural significance have not been completed within the I-94 study area, a number of sites have been recognized as potentially important by personnel from the Minnesota Historical Society's Historic Sites Survey. Two sites within the study area have been placed on the National Register of Historic Places, and four others appear on the State Inventory of Historic Sites. Many of the important sites and structures within the study area are concentrated within the communities of Stillwater, Bayport, Lakeland, Afton, and the area of Valley Creek. These localities contain a number of significant sites for the interpretation of the history of the St. Croix Valley. This interpretive potential displayed by these river settlements demands very close consideration if any of these units is endangered by highway construction.

3. Sites of Historic and Architectural Significance:

Some twenty-eight individual sites have been recognized as having possible interpretive potential. Although thorough research has not been conducted regarding these sites, a preliminary listing of potential historic and architectural sites is included for use in the I-94 corridor study.



Preliminary List of Potential Sites of Historical and Architectural Significance.

Map Number	Site	Location	Significance
1**	Washington County Court House	Stillwater	Architecture
2**	Court House	Lakeland	Architecture
3*	1848 Convention Site	Stillwater	Political Affairs
4*	Erastus Bolles House	Valley Creek	Agriculture
5*	Afton Village Schoolhouse	Afton	Education
6*	Octagon Barn	NE ¼ Sec. 30 T28N, R20W	Architecture
7	St. Johannes Church	SW ¼ Sec. 6, T29N, R20W	Architecture
8	Residence	SW ¼ Sec. 6, T29N, R20W	Architecture
9	Stillwater Junction	NE ¼ Sec. 9, T29N, R20W	Transportation
10	Residence	SW ¼ Sec. 8, T29N, R20W	Architecture
11	Residence	SW ¼ Sec. 10, T29N, R20W	Architecture
12	Lake Elmo R.R. Station	Lake Elmo	Architecture
13	Lake Elmo Bank	Lake Elmo	Architecture
14	Rentz Homestead	NW ¼, Sec. 32, T29N, R20W	Immigration & Settlement
15	Guardian Angels	SW ¼ Sec, 33, T29N, R21W	Religion & Architecture
16	Residence	SE ¼ Sec. 31, T29N, R20W	Architecture
17	Residence	SE ¼ Sec. 32, T29N, R20W	Architecture
18	St. Peters Church	SE ¼ Sec. 6, T28N, R20W	Architecture
**Sites on National Register of Historic Places			
*Sites on State Inventory of Historic Sites			
19	Halfway House	SW ¼, Sec. 2, T28N, R20W	Transportation
20	St. Johns Church	Center Sec. 11, T28N, R21W	Architecture
21	Residence	SW ¼, Sec. 8, T28N, R20W	Architecture
22	Residence	NW ¼, Sec. 8, T28N, R20W	Architecture
23	Woodbury Church	N ½ Sec. 17, T28N, R21W	Architecture
24	Old Afton Mill Structure	W ½ Sec, 17, T28N, R20W	Commerce & Architecture
25	Residence	SE ¼, Sec, 14, T28N, R21W	Architecture
26	Residence	NE ¼ Sec. 23, T28N, R21W	Architecture
27	Residence	SE ¼ Sec. 23, T28N, R21W	Architecture
28	McHattie Homestead	SE ¼ Sec. 23, T28N, R21W	Architecture

The present condition and real significance of most of the historic sites included in this preliminary report would require field investigations before evaluation or recommendations could be made. The historic and prehistoric sites listed above and located on the accompanying map of the I-94 study area certainly represent only a portion of the materials which exist in this area. Since the study area has never

been thoroughly surveyed for historic or archaeological sites, it is imperative that any corridors or alternate corridors for I-94 construction be carefully surveyed under the auspices of the Trunk Highway Archaeological Reconnaissance survey before construction is begun. It would be advisable that the Highway Archaeologist be kept informed of any projected corridor locations so that the necessary field surveys

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could be conducted as early in the planning stage as possible so that any significant sites on the route could be evaluated and dealt with.

(THESE AREAS WERE DISPLAYED DURING MINNESOTA HIGHWAY DEPARTMENT PRESENTATION OF ENVIRONMENT INVENTORY ON JANUARY 31, 1974).

MINNESOTA DEPARTMENT OF NATURAL RESOURCES

A. POSITION: None stated

B. CONCERNS:

1. Identified areas of concern:

(T29N - R19W);

Section 33 there are some maple and oak trees that are in excess of 100 years.

Section 34 Norway Pines and Red Pines.

Section 31 and 32 there are heavily wooded areas.

(T29N - R21W);

Section 33, a recharge area in the southeast corner. It's possible that sediment created during construction could cause a problem. This would be something that would have to be looked into.

Section 34, Goose Lake; if that were affected, we would be concerned with that.

(T28N - R20W);

Section 35, there is a marsh. If you got into Edith Lake we would be concerned with that because it feeds a trout stream.

We find that there is nothing critical in terms of wildlife habitat in the area.

2. Additional Items of Concern:
The Minnesota Statutes, Chapter 105

requires that any person, firm, local governmental unit or state agency wishing to change the course, current or cross section of any public water must obtain a permit from the Commissioner of Natural Resources before proceeding with the work. In other words, once plans are developed, final plans are developed by the Highway Department, they will submit an application for a permit to cross a body of water. If there's a stream that you happen to be crossing, you'll have to get a permit to do it.

The Department of Natural Resources will generally discourage any activity within public waters which would result in the irreversible or irretrievable commitment to the resource.

We oppose any new highway embankment across or into any lake, flowage or impoundment.

Routes with the least number of stream crossings will be favored.

Opposing highway construction which will cross, encroach upon or damage fish and wildlife habitat within lakes and rivers, etc. So we don't at this point see any problem in your area.

Naturally, suggestions like crossing streams should be designed to fit the natural character of the stream. You put bridges over streams which have sport fishing spawning runs. When channeling is unavoidable, it should be undertaken. But all these things get worked out at the time final details get worked when permit applications come in. Ordinarily, it's not really that much of a problem for us.

MINNESOTA ENVIRONMENTAL QUALITY COUNCIL

A. POSITION: None stated

B. CONCERNS:

Preparation of an Environmental Impact Statement.

MINNESOTA POLLUTION CONTROL AGENCY

- A. POSITION: None stated
- B. CONCERNS:
1. Minimizing any adverse effects to air quality.
 2. Minimizing any adverse effect of noise pollution.
 3. Minimizing any adverse effect on water quality.

MINNESOTA STATE PLANNING AGENCY

- A. POSITION: None stated
- B. CONCERNS:
1. Concerned that the Minnesota Highway Department with other state agencies, Regional Agencies (such as M.C., M.T.C.), and county and municipal governments at a very early stage in the formulation of plans.
 2. That there is agreement on the need for the System (interstate, Statewide, Regional).
 3. That the following considerations be made of the alternatives:
 - a. Transportation:
 - Level of service of the highway.
 - Alignment of the highway.
 - Affect on lateral traffic or county roads crossing highway.
 - b. Cost:
 - Capitol Investment.
 - Operating cost.
 - c. Environmental:
 - Tradeoffs between natural features and manmade features.
 - d. Land Use Planning:
 - Consistency and compatibility.

REGIONAL AGENCIES

1. METROPOLITAN COUNCIL

Presentation - September 6, 1973 Meeting

2 - by: G. Abdurrahman

2. METROPOLITAN SEWER BOARD

Presentation - October 18, 1973 Meeting 5
- By Lonnie Dye

3. METROPOLITAN TRANSIT COMMISSION

Presentation - September 6, 1973 Meeting
2 - by: H. Faville

METROPOLITAN COUNCIL

A. POSITION:

Since the Minnesota Highway Department decided to restudy the issue of I-94 the original recommendation by the Council adopting the alignment of I-94 as we see it, can be re-evaluated again and changed according to what the study comes up with.

We would be concerned with spacing of interchanges, neighborhood interruptions, lakes, and major diversified centers.

B. CONCERNS:

(TRANSPORTATION CHAPTER,
METROPOLITAN DEVELOPMENT GUIDE)

1. The transportation system should provide sufficient mobility for all persons to participate in the full range of social and economic opportunities of the Metropolitan Area.
2. Transit facilities and services should meet the basic transportation need of persons who cannot or choose not to use automobile transportations.
3. Transit investments should assure reasonable peak-period accessibility to major activity centers through increased service generally within the I-694/I-494 beltway; In those areas where transit service is not planned as an optional travel mode, highway investment should attempt to provide a reasonable level of service for peak travel demands.
4. Highways should support the economic and social position of the Metropolitan Area by

providing for movement of people and goods between the Metropolitan Area and the State, the Upper Midwest Region, and the Nation.

5. The transit and highway system should complement and facilitate local movement provided by local streets, bicycle paths, and pedestrian facilities.
6. Transportation planning and investment should provide for the efficient movement of goods including consideration of truck routes, intermodal terminals, use of modern distribution systems, incorporation of goods movement systems into design of major activity centers, and elimination of conflicts between people movement and goods movement.
7. Transportation facilities and services should help to shape and direct redevelopment and new urban development.
8. Plan and design transportation facilities to conserve natural resources and existing man-made facilities and to reduce the total need for new public investment.
9. Transit facilities and services should support the shaping and staging of redevelopment, development, and intensification of the central business districts, major diversified centers, other planned activity centers, and their surrounding neighborhoods.
10. Land access interchanges should not be placed within or near open space protection areas, in order to prevent pressure for development of such areas.
11. If no prudent and reasonable alternative exists, transportation facilities may traverse open space protection areas, but land access interchanges should not be provided and design should minimize negative impact upon the natural systems.
12. Parkway or similar design concepts should be applied in the location, land acquisition, and design of transportation links where natural features make such design appropriate.
13. Planning of bikeways and trails should consider the need for a metropolitan-wide network.
14. Highway and transit facilities leading to major diversified centers should not become a barrier to non-vehicular movements.
15. Support transportation programs which reduce the total particulate and gaseous emissions from autos, trucks, and other vehicles.
16. Begin an intensive effort toward discouraging use of automobiles if auto emission standards are not met by 1977 or if degradation of the ambient air continues due to emissions from automobiles.
17. Support the development by federal, state, and local agencies of uniform and consistent metropolitan-wide vehicle noise standards and regulations, and noise-compatible development and construction codes.
18. Assess and monitor the fossil fuel situation and its impact on future modal splits and transit needs.
19. Transit planning and implementation should provide for sufficient transit corridors to recognize the bi-centered and multi-corridor development pattern of the Metropolitan Area.
20. Spacing and location of transit corridors should result in a balanced demand upon the system so that vehicle selection can be scaled to metropolitan-wide needs.
21. Principal arterials should not cut across the grain of local streets and land development.
22. The following guidelines apply to interchange spacing and location on the principal arterial system within the planned area of urbanization.
 - a. Locate interchanges only at crossings with principal and minor arterials.

- b. Interchange spacing should be a minimum of two miles in lower density areas.
- c. Interchange that produce mainline weaving movements should be a minimum of one mile apart in fully developed areas.
- d. Ramps in the downtown and major activity center areas are acceptable at spacing less than a mile only if no weaving movements are produced by such ramps and adequate signing is provided.
- e. Ensure safe and efficient operation of the metropolitan transportation system and achievement of metropolitan development objectives.

METROPOLITAN SEWER BOARD

A. POSITION: None stated

B. CONCERNS:

1. Concerned with location in terms of construction of future interceptors and treatment plants.
2. The development impact of I-94 is of major concern both in the location of interchanges, the type of development that would occur by completion of the interstate, and demands for sewer service, urban growth east of St. Paul.
3. The timing of completion of I-94 and the need for sewer service for local municipalities and metropolitan facilities to serve the growth patterns created by the interstate construction.
4. The pattern of growth along the interstate in terms of densities and the location of development.
5. The growth potential and design of the interstate in terms of being a major commuter corridor which would bring fast, moderate or slow incremental growth to the area will have a major effect on the design of interim and permanent treatment and interceptor facilities.

METROPOLITAN TRANSIT COMMISSION

A. POSITION:

The MTC in its planning work is not committed to any specific alignment for I-94 from I-694 to the St. Croix River, but rather is more directly concerned with the location of the major diversified center which it is expected will be developed in this area. In addition, the MTC is interested in development of a design for the freeway to permit future addition of fixed guideway facilities within the freeway right-of-way.

B. CONCERNS:

1. At the time of approval of its System Concept Plan, the MTC also endorsed development of the committee freeway-expressway system (System 16) which includes both the Trunk Highway 12 expressway and I-94 on a new alignment. If the major diversified center is located east of I-694 and the fixed guideway line is extended to it, the MTC will be interested in exploring the possible use of the I-94 freeway right-of-way with the fixed guideway located in the median.
2. Because of its interest in this matter, the MTC staff contacted the Minnesota Highway Department early in 1971 regarding the design of this section of I-94. At that time, the MTC was informed that 54 feet would be available in the median for future addition of lanes, or for incorporation of a busway or fixed guideway transit facility. Noting that the width that was being provided in the median would be adequate for future transit use, the MTC staff on April 6, 1971, indicated acceptance of the design of I-94 as a four-lane highway. However, it was noted that any increase in capacity of this four-lane highway would be accomplished through the addition of lanes within the median. The MTC requested that any proposals for future changes in median width be submitted to the MTC for evaluation in light of long-range transit plans in existence at the time.

LOCAL UNITS OF GOVERNMENT

1. WASHINGTON COUNTY

Presentation - September 20, 1973 Meeting 3

- by: William Schwab

2. AFTON

Presentation - September 20, 1973 Meeting 3
- by: David Haslund

3. LAKE ELMO

Presentation - September 20, 1973 Meeting 3
- by: Robert Watson, Francis Pott

4. LAKELAND

Presentation - September 20, 1973 Meeting 3
- by: Reuel Phillips

5. OAKDALE

Presentation - September 20, 1973 Meeting 3
- by: Robert Hanson

6. WEST LAKELAND TOWNSHIP

Presentation - September 20, 1973 Meeting 3
- by: David Dale

7. WOODBURY

Presentation - October 4, 1973 Meeting 4 -
by: John Currell

8. VALLEY BRANCH WATERSHED DISTRICT

Letter - Read into record on November 15,
1973 Meeting 7

9. SCHOOL DISTRICT 834

Letter November 21, 1973

10. SCHOOL DISTRICT 833

Letter November 14, 1973

11. SCHOOL DISTRICT 622

Letter November 29, 1973

VILLAGE OF AFTON

A. POSITION: None stated

B. CONCERNS:

Afton is concerned that its development and planning be done carefully. Environmental protection is primary. Through traffic is discouraged. It will continue to control development of an urban nature which requires the services of sewer, water and drainage until such services become available.

VILLAGE OF LAKE ELMO

A. POSITION: None stated

B. CONCERNS:

None expressed.

VILLAGE OF LAKELAND

A. POSITION: None stated

B. CONCERNS:

Our concern with this project is no matter where the highway goes, one end of it is fixed right in the middle of our village, the bridge is there, we have a bypass.

VILLAGE OF OAKDALE

A. POSITION: None stated

B. CONCERNS:

1. We, of course, have a very vital indirect interest in what happens on I-94 as it goes east, no matter where it goes, as to the impact it's going to have on our village where we do border and on the impact zone within the village which runs well into the village to the north from existing and proposed I-94.

2. Hadley Avenue, running north and south through the village, which is only developed in segments now, is planned as a major north-south arterial, tying in with I-94 south and and I-694 on the north and possibly even crossing I-94 at sometime in the future into Woodbury.

3. We have a very heavy concentration of population in close proximity to I-94 as it now exists and is already developed in relation to Oakdale. Tanners Lake Park is also in close proximity to the existing I-94 and this won't change any of the plans as far as immediate impact for the continuation of I-94.

TOWNSHIP OF WEST LAKELAND

A. POSITION:

Recognizing that the Metropolitan location of West Lakeland Township will influence its future in many ways, through land speculation, press toward development and the impending freeway, the community is concerned that the rural flavor of the area be maintained and sustained with maximum feasibility. In view of this we present the following picture of our township.

West Lakeland's past dates back to the pre-Civil War period in Minnesota history. The area was parcelled into large farms. There are within West Lakeland descendants of original settlers. As in the past, some residents today earn their living by farming.

Even though the large farmsteads of the past have been broken into smaller more highly developed farms and, in some instances, residential areas, the love of land and feeling of independence the original settlers had still prevails in the present West Lakeland population.

Residents who have entered the community life during the past 15 years have moved here because of the beauty of the land. They have expressed at many local meetings the desire to hold the community to the rural, open space concept.

Further, recognizing how the future can affect the basic community philosophy of the present, West Lakeland has provided for industrial and commercial development along the present Highway 12. The residential development, ranging from smaller acreage to large hobby farms, indicates the community's desire for the green space/open area development plan. West Lakeland expects the future community development, including the industrial and commercial areas, to blend rather than conflict with the community way of life.

B. CONCERNS:

1. The feeling regarding the proposed northern route of the highway runs strongest in West Lakeland because I am quite certain that there are more residents from West Lakeland present here tonight than any other community.

2. We have people who are concerned that if Trunk Highway 12 is developed, the right of way will infringe on their land and it will take away portions of the development that is there now.
3. We have strong feeling on the other side that the community does not need another strip running through the community that will landlock a portion of it and there is concern regarding the present highway location going as close to Oakland Junior High School as it does, as all of our junior high students attend Oakland Junior High.

VILLAGE OF WOODBURY

A. POSITION: None stated

B. CONCERNS:

Desire for cooperative and continuous planning between the various levels of government.

WASHINGTON COUNTY

A. POSITION: None stated

B. CONCERNS:

1. As you will note, looking at the land use plan, the primary corridor of east-west development through the county is located along Trunk Highway 12. There is a heavy corridor between Highway 12 and the proposed 94 as it did exist. The type of use that was indicated on the plan was Planned Unit Development, primarily of the commercial-industrial nature, high rise, heavy density along that area. North of I-94 to Minnehaha Avenue is a heavy residential zone to the south in Woodbury which is primarily industrial.
2. I think that one of the things we have to keep in mind as this committee goes along is the type of land use that basically follows a freeway of the caliber that we're talking about building. I think we can see throughout the metropolitan area every place that a freeway of this caliber has come in, land use has followed it of a commercial, industrial or high density residential area. The committees have done a lot of planning. They've made a lot of commitments as to where their single family zones are; they have already set aside certain

areas in their planning processes and planned for sewers, traffic and highway circulation to fall within prescribed corridors. I think some of the corridors that are represented on this map, as far as land use and what we have heard tonight, start restricting our scope of how far either way we can go. If we do feel that neither Highway 12, proposed I-94 or even Minnehaha is the route, then we're either going to veer a considerable distance to the north or a considerable distance to the south, so that we do not have to give a lot of consideration to what impact this will have on proposed land use, not just what's there. I think at that point we're going to have to start going back and looking at what the local communities are able to provide in the way of services in those areas.

3. Major Roadway Plans:
Minnehaha Avenue (upgrade to 4 lane facility)
County Road 80 (no immediate plans) crossing of I-94
CSAH 19 (4 lane facility crossing I-94) with interchange
CSAH 17 (4 lane facility) crossing I-94
CSAH 15 (4 lane facility crossing I-94) with interchange
County Road 71 (no immediate plans for upgrading) crossing of I-94
CSAH 21 (no immediate plans for upgrading) crossing of I-94

VALLEY BRANCH WATERSHED DISTRICT

- A. POSITION: None stated
- B. CONCERNS:
Insuring compatibility of I-94 with Watershed District Overall Plan.

SCHOOL DISTRICT 834

- A. POSITION:
In general, our school board has been opposed to changes in zoning the decrease the district's assessed valuation or increase the number of students for which we are responsible. Our board is presently studying the implications of the two I-94 routes but has not taken an official position as of this date.

B. CONCERNS:

1. Student and bus crossing safety of major highways.
2. Effect of I-94 location on district schools.

SCHOOL DISTRICT 833

A. POSITION:

As long as I-94 siting does not go south of present Trunk Highway 12 to interfere with School District 833 boundaries we have no objection to its previously planned location or adjusted location except as indicated herein.

SCHOOL DISTRICT 622

A. POSITION:

Whereas, the present configuration of Minnesota Highway 12 between Interstate 694 and the eastern boundary of Independent School District No. 622 presents a serious safety problem to the transportation of school children within the boundaries of Independent School District No. 622 and,

Whereas, there are plans in process to improve traffic patterns between St. Paul and Wisconsin,

Be it therefore resolved that the School Board of Independent School District No. 622 encourage the highway department to expedite the construction of I-94 in a manner which will alleviate the present safety problem while maintaining satisfactory access to all parts of the school district.

B. CONCERNS:

1. Safety of bus crossings on major highway.
2. Maintaining satisfactory access to all parts of school district.

DEVELOPERS

1. COLBY LAKE

Presentation - October 4, 1973 Meeting 4 -
by: Barbara Lukermann

2. DAYTON-HUDSON

Presentation - October 4, 1973 Meeting 4 -
by: Richard Wolsfeld

3. MINNESOTA MINING AND MANUFACTURING COMPANY

Presentation - October 4, 1973 Meeting 4 -
by: Robert Owens

4. WASHINGTON CENTRAL PLAZA

Presentation - October 4, 1973 Meeting 4 -
by: Armin Buetow, Michael Finnemann

MINNESOTA MUTUAL COLBY LAKE DEVELOPMENT

A. POSITION:

Our development, already some distance to the south of the current proposed right-of-way for I-94, would potentially enjoy more rapid access to the freeway system if the route were to be brought south. However, we do not feel that this is critical in any way to the future success of our project.

Despite the fact that Colby Lake does not abut the I-94 corridor directly, its future marketability is closely tied with development on the east side as a whole. With 2,200 acres of land and a projected population of 21,000, this development will be a major generator of future traffic, a large portion of which would feed directly into the interstate system.

B. CONCERNS:

1. We feel that there is a potential negative impact to our development, and surrounding projects, if there cannot be a speedy completion of the freeway system on the east side of St. Paul. The final decision as to alignment, key access points, and thereby the tributary highway feeder system onto the freeway has impact on all major urban developments. Without this decision, other actions will inevitably be held in limbo. We have made our plans for collector streets on the basis that County Road 19 will have a full interchange with I-94.

2. The potential impact of a new transit fixed guideway component to metropolitan transportation on future development in the east side is tremendous. Here we have large undeveloped tracts in close proximity to the central city and almost unique opportunity to make transit a "shaper" of the urban environment if plans are laid early enough. We hope that any transportation planning for the metro east area, will make provision for the transit element, and would wish to have this a part of our own development plans for the Colby Lake area.

3. Interstate Highways are in themselves major shapers of future land use. It is our concern that the freeway alignment take into full consideration the adverse aspects of exposing residential areas to noise and pollutants.

4. Our major concern at this time is that a relatively early decision, and a commitment of public funds be made to provide extended sanitary sewer service to the east side of the St. Paul market area. Without the utility service, other concerns fall into secondary importance. The expansion of public sewer, is, for our development, perhaps the single most critical public decision that remains to be made.

DAYTON-HUDSON CORPORATION

A. POSITION:

We would prefer that the alignment remain in the planned location. We purchased the property on the basis of the alignment and have been developing our plans accordingly.

B. CONCERNS:

1. Our duty to achieve an individual development of commercial, office and residential land uses would seriously be jeopardized because of the difficulty of anticipating land patterns on the land we do not presently represent between the regional center and Trunk Highway 12.
2. The handling of traffic between the project and interstate would be greatly aggravated.



3. We feel that issues under discussion present an excellent opportunity to review interchange plans of the Highway Department and may result in some modifications in the best interests of everybody.

MINNESOTA MINING AND MANUFACTURING COMPANY

A. POSITION:

We advocate no particular alignment.

B. CONCERNS:

1. We depend on transportation and more than half of our needs are going to come from the east of 3M Center.
2. We are concerned for the safety of our workers as they come to and from work.

WASHINGTON CENTRAL PLAZA

A. POSITION:

Our plans have been predicated on the development of the originally planned I-94. We feel there is a need for both facilities.

B. CONCERNS:

Desire for a quick and agreeable solution to the problem.

SPECIAL INTERESTS

1. I-94 TRUTH ASSOCIATION

Presentation - October 18, 1973 Meeting 5 -
by: Paul Wolff

2. METRO EAST

Presentation - October 4, 1973 Meeting 4 -
by: G. Stevens Bernard.

3. MINNESOTA FEDERATED GARDEN CLUBS

Presentation - November 29, 1973 Meeting 8 -
by: Mrs. E. A. Brostrom, Mrs. Jan Meissner

4. RAPP I-94

Presentations - November 1, 1973 Meeting 6 -
by: Jess Mottaz

I-94 TRUTH ASSOCIATION

A. POSITION:

1. We feel this last segment of I-94 should be built as soon as possible.
2. I-94 should be built in the area along the northerly proposed route which was selected by the Minnesota Highway Department in 1965 and which has been the basis of all planning, zoning and development in the area, and has been relied on by those people since the time.

B. CONCERNS:

1. Large volumes of traffic which is presently on Trunk Highway 12. The traffic in this area is going to increase rapidly. We feel that there is a need for a freeway in addition to existing Trunk Highway 12.
2. Accident rates on existing Trunk Highway 12 are unacceptably high.
3. Increased costs of building the highway on any other alignment. Lost time if construction is to occur anyplace else.
4. Costs lost if any other alignment is used. These are the procedural and planning costs which cannot be recovered.
5. Building on north alignment will avoid inconvenience to drivers and users of the freeway and to the residents and commercial residents along Trunk Highway 12.
6. Traffic handling during upgrading of Trunk Highway 12 is of prime concern.
7. Two facilities allow separation of local and longer distance traffic.
8. North alignment would reduce inconvenience and loss of business to the existing development.

METRO EAST

A. POSITION: None stated

B. CONCERNS:

Our primary concerns are what kinds of decisions are being made on a seven county basis by the Metropolitan Council, by the Metropolitan Transit Commission, the Metropolitan Sewer Board and so on as they relate to the eastern metropolitan area as it is going to grow or not grow.

MINNESOTA FEDERATED GARDEN CLUBS

A. POSITION:

Our interest in this particular situation is the needless paving of land, thus the needless destruction of plant life . . .

We are learning the hard way that our world was created with a balance of nature that we must conserve and respect, through thoughtless urban and industrial development, continued expansion of our market places and transportation systems, thousands of square miles of open land are steadily withdrawn from wildlife communities.

B. CONCERNS:

Protection of:

Naturally occurring grasses, trees and shrubs in the area.

Various trees identified study area.

Rentz Cemetery Scotch Pine.

Wildlife habitat areas.

Preservation important cultural historic and natural features.

B. CONCERNS:

1. Preservation of the existing lifestyle in the community.
2. Preservation and conservation of the natural environment in the study area along the north alignment.
3. Interruption and disruption of community services and facilities by splitting of communities.
4. Disruption of community cohesion by division of community.
5. Displacement of people, farms and businesses by the north alignment.
6. New sources of air, noise and water pollution created by north alignment.
7. Needless use of 630 acres of prime farmland for north alignment.
8. Development of too many roads too close to one another.

RESIDENTS AGAINST PAVEMENT POLLUTION I-94

A. POSITION:

This freeway should be built on Trunk Highway 12. Any other location would be wasteful, damaging misuse of the land and would not comply with either the state or federal laws requiring the use of feasible and prudent alternatives.

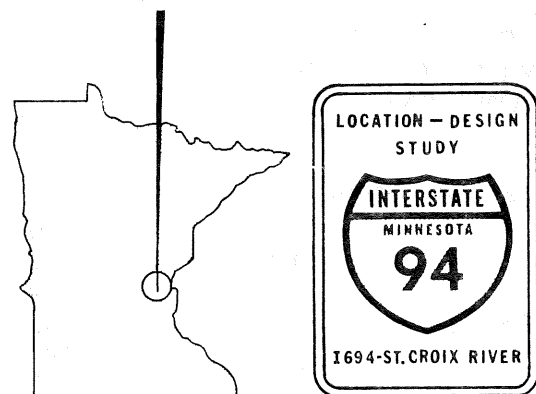
APPENDIX D

SUMMARY

I-94 OPEN FORUM
DECEMBER 12, 1973
OAKLAND JUNIOR HIGH SCHOOL
LAKE ELMO, MINNESOTA

SUMMARY

ATTITUDES AND PERCEIVED IMPACTS OF AREA
RESIDENTS CONCERNING CONSTRUCTION OF THE
I-94 LINK BETWEEN THE ST. CROIX RIVER AT
HUDSON, WISCONSIN AND I-494/694 AT ST. PAUL,
MINNESOTA



INTERSTATE 94

I-94 OPEN FORUM DECEMBER 12, 1973 OAKLAND JR. HIGH SCHOOL LAKE ELMO SUMMARY

The purpose of the Open Forum was to aid the management committee in:

1. Gaining an understanding of study area concerns.
2. Providing an opportunity for individuals to express their concerns.

Based on the input received through group discussion sessions during the Open Forum, the following summary has been prepared.

The summary is divided into three sections:

- I. Input as summarized from notes taken by committee members and/or League of Women Voter members in the group discussions.
- II. Attitudes and concerns as expressed through priority ranking of a generalized list of concern areas.
- III. Written comments received during and after the Open Forum.

1. GROUP DISCUSSION INPUT

IN THIS SECTION THE NOTES TAKEN IN THE DISCUSSION GROUPS HAVE BEEN SUMMARIZED AND CLASSIFIED TO REFLECT GENERALIZED AND SPECIFIC INPUT IN THE AREAS OF SOCIAL-ECONOMIC, ENVIRONMENTAL, AND TRANSPORTATION CONCERNS.

SOCIAL ECONOMIC CONCERNS

GENERAL

1. Regional and Community Growth

SPECIFIC

- a) Concern for comprehensive and consistent planning in the communities adjoining the Interstate.

- b) Concern for the effect of major developers along the location.
- c) Concern for preservation of the existing life style (rural in nature).
- d) Concern for the need for industry in Washington County.
- e) Concern for the confinement of commercial business.
- f) Development which might occur along the proposed north alignment.

2. Displacement of People, Businesses and Farms

- a) Concern minimizing the number of people and homes taken for construction.
- b) Concern for disrupting as few businesses as possible.
- c) Concern for preservation of farm land.
- d) Concern for what happens to people displaced.

3. Public Facilities and Services

- a) Concern for increased cost in public services which result from increased development.
- b) Effect of increased development on area schools.
- c) Concern for "island" of community created by use of a northern alignment. Isolation of part of a community.
- d) Concern for providing fire and police protection, etc. to various communities and "island" created by use of a northern alignment.
- e) Concern for protection of Guardian Angel's Church.

4. Community Cohesion

- a) Concern for preserving existing community cohesion.
- b) T.H. 12 currently forms natural community barrier and should be preserved.

- c) Effect of removing land from tax roles for construction and resultant effect on tax base.
- d) Effect on property values due to development.

5. Air-Noise and Water Pollution

- a) Concern for noise effect on Oakland Jr. High School.
- b) Concern for noise on residential areas - what noise abatement measures are available.
- c) Concern for the effect of air pollution surrounding the facility.
- d) Concern for effect of highway on water quality.

6. Economics

- a) What will the construction costs for the alternatives be.
- b) What are the maintenance costs of existing T.H. 12.
- c) What will maintenance costs be if two facilities are built.
- d) Costs of Right of Way acquisition.
- e) What happens to people displaced - how are they compensated.
- f) What happens to the right of way acquired for the north alignment if I-94 is located someplace else.
- g) What happens to existing T.H. 12 right of way if northern route is used.

ENVIRONMENTAL CONCERNS

GENERAL

1. Conservation and Preservation

SPECIFIC

- a) Concern for the disruption of existing land use (farms, wooded areas) if northern alignment is used.

- b) Concern for the preservation of natural areas and wildlife habitat.

- c) Concern for preserving or disrupting as few wetland areas as possible.

- d) Concern for protection of existing vegetation in the alignments (specific example Scotch Pine tree located near Rentz Cemetery).

- e) Concern for avoiding cemeteries.

- f) Concern for the effect of the interstate completion on the current "Energy Crisis".

2. Aesthetic and Other Values

- a) Provision for construction of amenities along with the interstate (such as bike/snowmobile trails).
- b) Roadside plantings and development.

TRANSPORTATION CONCERNS

GENERAL

1. Traffic

SPECIFIC

- a) Concern for safety and traffic congestion on existing T.H. 12.

- b) Concern for traffic current and projected volumes on both T.H. 12 and a proposed north alignment.

- c) Concern for definition of freeway standards for safe design.

- d) Accident patterns and predictions.

- e) Concern for need to separate local and through traffic.

2. Design

- a) Definition of freeway standards to meet design requirements.

- b) Location of access. Concern for interchange locations and spacing. Which crossroads are to be perpetuated?

INTERSTATE 94

- c) What will be the need for a support road system to the freeway.

3. Construction

- a) Concern for construction schedule if T.H. 12 were to be upgraded. (How long before construction would begin?)
- b) How would traffic be handled if construction were done on existing T.H. 12. (Inconvenience and disruption in daily use).
- c) What is the future of present T.H. 12 if the north route is used. (Concern for the existing highway becoming an eyesore.)

4. Maintenance

- a) Who has responsibility for maintenance of T.H. 12 if the northern route were to be used.

5. Transit

- a) Concern for the provision of mass transit with the facility.
- b) Possible use of alternates to handle mass transit (such as using existing railroad tracks).
- c) Concern specific mass transit plans (What designs will be required to accommodate mass transit).

II. PRIORITY RANKING OF GENERALIZED CONCERNS

IN PREPARATION FOR THE OPEN FORUM THE COMMITTEE CHOSE A LISTING OF SEVEN GENERALIZED SOCIAL-ECONOMIC, ENVIRONMENTAL IMPACTS TO OBTAIN AN UNDERSTANDING OF PRIORITIES AS PERCEIVED BY THE PUBLIC.

EACH DISCUSSION GROUP ASKED ITS PARTICIPANTS TO RANK IN ORDER OF THEIR CONCERN THE SEVEN AREAS. (MOST IMPORTANT 1, LEAST IMPORTANT 7).

THE TABULATION SHOWN ON THE FOLLOWING PAGE INDICATES THE PRIORITIES AS ESTABLISHED BY THE PARTICIPANTS OF THE INDIVIDUAL GROUPS, AND A COM-

BINED GROUP PRIORITY FOR THE EIGHT DISCUSSION GROUPS.

OF THE 165 PEOPLE ATTENDING THE OPEN FORUM, 112 RETURNED QUESTIONNAIRES. EIGHTEEN INDIVIDUALS RANKED ALL ITEMS AS EQUAL IMPORTANCE.

- 3. Number the following items in order of their importance to you.

Regional and Community Growth such as general plans and proposed land use, total transportation requirement, and status of the planning process.

Conservation and Preservation meaning soil erosion and sedimentation, the general ecology of the area as well as man-made and other natural resources, such as: park and recreational facilities, wildlife and waterfowl areas, historic and natural landmarks.

Public Facilities and Services such as religious, health and educational facilities; and public utilities, fire protection and other emergency services.

Community Cohesion meaning residential and neighborhood character and stability, highway impacts on minority and other specific groups and interests, and effects on local tax base and property values.

Displacement of People, Businesses and Farms.

Air, Noise and Water Pollution.

Aesthetic and Other Values meaning visual quality, such as: "view of the road" and "view from the road", and the joint development and multiple use of space.

PRIORITY RANKING OF QUESTION 3

ATTENDANCE = 165

RETURNED = 112

GROUP ITEM	I 4-0*	II 13-4*	III 8-3*	IV 14-2*	V 14-4*	VI 16-0*	VII 17-2*	VIII & IX 26-3*	COMBINED GROUP PRIORITIES
REGIONAL & COMMUNITY GROWTH	1	1	3	3	2	3	3	1	1
CONSERVATION & PRESERVATION	2	3	1	6	5	2	4	2	4
PUBLIC FACILITIES & SERVICES	4	5	4	5	4	7	1	6	5
COMMUNITY COHESION	4	4	6	4	6	4	5	5	6
DISPLACEMENT OF PEOPLE, FARMS & BUSINESSES	2	2	2	2	1	1	6	3	2
AIR, NOISE & WATER POLLUTION	6	5	5	1	3	5	2	4	3
AESTHETIC & OTHER VALUES	7	7	7	7	7	5	7	7	7

* QUESTIONNAIRES RETURNED - NUMBER WITH ALL ITEMS RANKED AS TOP PRIORITY.

III. WRITTEN COMMENTS

THIS SECTION CONTAINS A COMPOSITE OF WRITTEN COMMENTS SUBMITTED BY INDIVIDUALS ATTENDING THE OPEN FORUM. THESE COMMENTS WERE SUBMITTED IN RESPONSE TO THE OPPORTUNITY PROVIDED BY THE COMMITTEE WITH THE BLANK PAPER INCLUDED WITH THE HANDOUT MATERIAL.

I am concerned with the whole area - as many people are involved because we all breathe the same air. We are paving over land and grading at such a rapid rate. We must consider environmental factors first - then proceed - this affects Man. It makes no difference whether you are concerned with schools, churches, businesses. The quality of our air will be affected greatly and certainly noise will be more than doubled.

I support the northern route of the I-94 construction.

Its about time the silent majority gets up and does something to stop the few who proclaim to be environmentalists and are no more of an environmentalist than a bale of hay!

I've lived on Hwy. 12 for 14 years.
I believe Hwy. 12 should be used as is for commercial and light ind., and the northern proposed route should be built as soon as possible.

I've lived here 25 years.
I think the highway should be constructed as proposed as soon as possible.

I think it is sad that a few people that seldom use Highway 12 can stop construction of a well thought-out highway. Build it on the proposed route ½ mile north NOW. Any other proposal will take years, cost millions, disrupt the lives of more residents, disrupt more commercial establishments and inconvenience 30,000 highway users daily. It will probably literally cost lives to wait.

I-94 Management Committee

In the sake of dollars and lives, I encourage you to do all in your power to build the I-94 interstate on the proposed northern route.
As soon as possible.

1. We must have a new highway - the fastest and most disruptive way would be to build it No. of Hwy. 12. However, I do not feel that additional industry will help the tax base. More services will be needed and more taxes will be needed. It may drive us away eventually.

I have lived here for 4 years - bought small acreage which was needed, a life style suiting our needs. I do not want to see commercialism sitting in my back yard.

However, I don't feel that the most economical way would be to build the highway over 12.

We have lived on Highway 12 for 44 yrs. My family has lived at our present home for 18½ yrs. Three years ago our daughter was injured in an accident right in front of our home. I am mostly concerned with the proposed I-94 going No. because of all the autos, etc. on Highway 12. Also, the noise we cannot open our windows in the summer because of the noise at night.

I propose new freeway on northern I-94 route, displacing fewer homes, people and businesses. I've lived on Highway 12 since 1916.

In view of the uncertainty of:

1. energy supply
2. auto & truck highway demand
3. future population expansion
4. future growth

putting the I-94 anywhere but on Highway 12, is a very poor action. This highway I-94 should be built on Highway 12 location, depressed 20' to 30', no median except concrete retainer (as on I-94 between Mpls. & St. Paul). There is room for 6 to 8 lanes without any increase in right-of-way width.

Let's get on with building the proposed highway on the site picked by the Minnesota Highway Dept.

Some critics say this was a "spur of the moment" study. It is shown on the official Minnesota road map of 1967. How many years does it take to get the "go-ahead" and build? Seeing school busses waiting to cross Highway 12 morning and night with full loads of children - sort of like Russian roulette. The driver has to take chances many times for an open place to cross.

I feel I-94 should be on the new proposed route. Living on Hwy. 12, with the tremendous traffic on there, we need that for local traffic. The new

proposed route should be for thru traffic. Highway 12 is very dangerous to get on and off. It is a great concern when you have members of your family driving every day to work. If the freeway is put on 12 many more homes and businesses would be disrupted.

The best way to save land and prepare for the future is to make I-94 a double deck road for interstate traffic, the eastbound traffic use the upper deck and the westbound traffic use the lower deck and leave the service lanes for local traffic.

To my assumption, a freeway is generally planned where there is least social, economic and natural impact - that spells northern route.

Considering all the developing that Washington County will have during the next 10 years, we will have to have the northern route to accommodate all the traffic. The Planning Board of Washington County planned to have the land ½ mile north and ½ mile south for industry only which is a first class planning.

I feel that Highway 12 should stay as it is now and the proposed northern route should be built as soon as possible.

I am highly concerned about the environmental status of the area that will be affected by the corridor. If Highway 12 can be upgraded to freeway standards I believe it should be. I do not want to see the entire area commercialized. I am concerned about the tax burden to individual citizens because of loss of land for tax use. I feel we should be considering mass transit not a freeway and Highway 12. I feel the people who are saying the southern route would be disruptive are not considering the overall commercialized area resulting from having 12 plus a northern route. I am concerned about the safety of school children and noise level, especially for outdoor activities at the Junior High School.

I'm concerned with the disruption of the rural character of Washington County that would be evident with the construction of a freeway. I am concerned that a freeway would be built that may not be needed in the future. This would be a crime taking into account our dwindling land resources.

I don't believe that cost is a factor. Whatever the cost, the important thing is that a mistake is not made.

Please accept and go ahead on the northern route, also consider safety for all people, keeping costs down and a good planned corridor. Again many thanks for your patience.

We have lived on Hwy. 12 for 44 years and had all the noise, we would rather have the highway north. Highway 12 is a dangerous road to drive on, why can't some traffic be put on to another road? I think the highway dept. should make the final decision.

Much of the concern of citizens is about the development the freeway will bring, not the freeway itself. A question I have is - will the environmental effects of the freeway be significant compared to the environmental effects of the urban development* people seem to expect will come to the area, at least in the western half of the study area?

*Residential streets, homes, shopping centers

It would seem to me perhaps the most economical location for I-94 would be directly to the north or south of the present U.S. 12. In this way wouldn't it be possible to use the current Highway 12 as it is today until the new I-94 is built. I favor use of the present U.S. 12 if at all possible.

We have lived on Highway 12 since 1959 and have watched the volume of traffic increase tremendously, especially, it seems truck traffic. Our children ride a school bus which must cross this highway twice each school day. I have watched many times as the bus has waited several minutes in the median strip between the two lanes for a chance to cross in front of oncoming trucks and cars. Highway 12 is handling freeway volume traffic at present but is still set up like a local highway with its many points of access increasing the danger to all who must travel on it. I feel that we must go ahead with the already completed plans for I-94 as quickly as possible. A two or three year delay while the highway department starts from scratch again means that much more unnecessary jeopardy for our children. The longer the school busses are forced to compete with freeway volume trucks and busses on a local access road, the greater chance that we may find

INTERSTATE 94



ourselves partly responsible for a school bus tragedy.

Please don't take any more land for roads in this area. Let's keep it rural for ourselves & our children. This is why we moved out here.

All of the issues brought up tonight were brought up mainly by people concerned with the area of US 12 and north. I am sure the same applies if a southern route is considered. I am in favor of an improved system of overpasses and entrances and exits for the present highway and not making it a federal aystem.

Concerns

Environmental Habitat - Noise Pollution

Safety on old 12 - Need to upgrade regardless of where I-94 is located - school bus crossing

Taxes - local cost for upkeeping if 2 roads are established

Traffic congestion - 8 lanes of traffic going to 4 at bridge & I-694 if 2 roads established. If bridge & I-694 interchange can handle, then why 2 roads?

Discussion expertly rigged to confine it to innocuous detail and rule out grappling with larger issues.

I see no reason to use new land, forever gone, for a new highway when you will have 2 four lane highways 1 mile apart. Please help save our land.

I feel it would be a waste of money in having engineers upgrade the present 12 this far along.

I've lived here for 50 years. Undecided where road should be. Less displacement of people on new road. More business if new road is built. Better public service.

All of these items are inter-related and cannot properly be considered separately!

**ATTITUDES AND PERCEIVED IMPACTS
OF AREA RESIDENTS
CONCERNING
CONSTRUCTION OF THE I-94 LINK
BETWEEN
THE ST. CROIX RIVER AT HUDSON, WISCONSIN
AND
I-494/694 AT ST. PAUL, MINNESOTA**



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I - 494/694 AT ST. PAUL, MINNESOTA**

**Prepared Under
Minnesota Highway Department
Agreement Number 57595**

December 1973

by



NATIONAL BIOCENTRIC, INC.

2233 HAMLINE AVENUE NORTH

ST. PAUL, MINNESOTA 55113

INTRODUCTION

This study was authorized by the Minnesota Highway Department as part of a comprehensive location/design study for the segment of Interstate 94 between the St. Croix River at Hudson, Wisconsin and Interstate 494/694 at St. Paul, Minnesota. The study is intended to provide information for utilization in the preparation of a comprehensive environmental impact assessment.

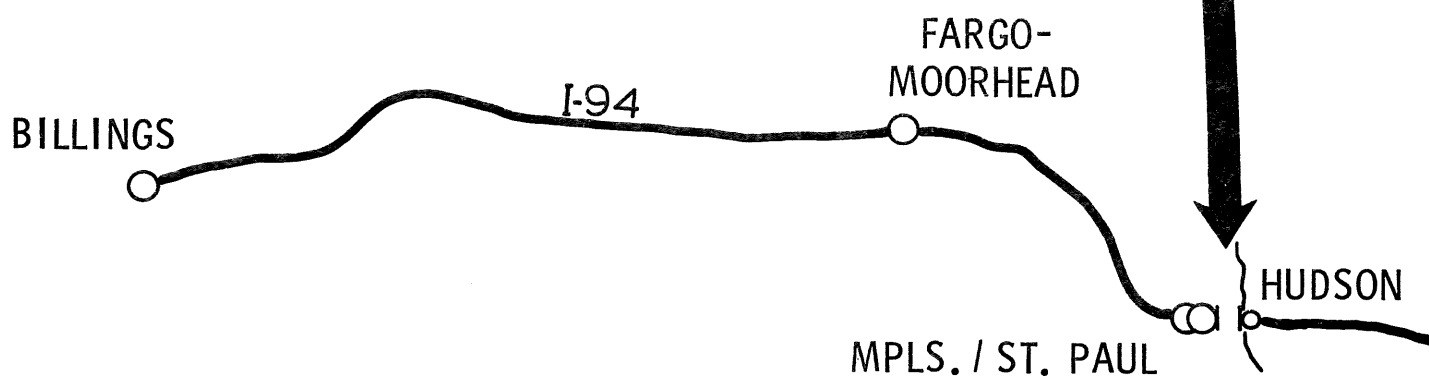
The I-94 study is an outgrowth of a basic model developed by National Bio-centric which attempts to determine the highway related concerns and perceived impacts of area residents. In this regard it fulfills, in part, the public involvement objectives of the "ACTION" planning process of state and federal highway departments. This process of determining public concerns and perceived impacts of a project is a result of increasing public involvement and desire for participation in organizational decision making.

The results of this study represent the views and concerns of residents throughout the project area. Because representation has been sought from all segments of the adult population, results of this study may differ from the views expressed by those individuals who participate at the public hearings. This difference should not be construed to indicate a shortcoming of either the public hearings, which are designed to allow the active citizen to participate in the decision making process, or of this study, which solicits the views of both active and passive residents of the project area. Rather, results of each method of public involvement should be interpreted in light of the objectives of that method.

OBJECTIVES

The objectives of this study are:

- To contact directly a representative segment of residents living in the vicinity of I-94 in Washington County.
- To solicit involvement from this representative segment of the public in the decision making process.
- To determine the level of understanding of project area residents about the proposed I-94 project and the restudy effort.
- To solicit ideas and areas of concern about the I-94 project from area residents.
- To solicit and summarize those impacts which residents feel will result from the proposed project.
- To determine if residents feel the proposed highway will change their desired life styles.

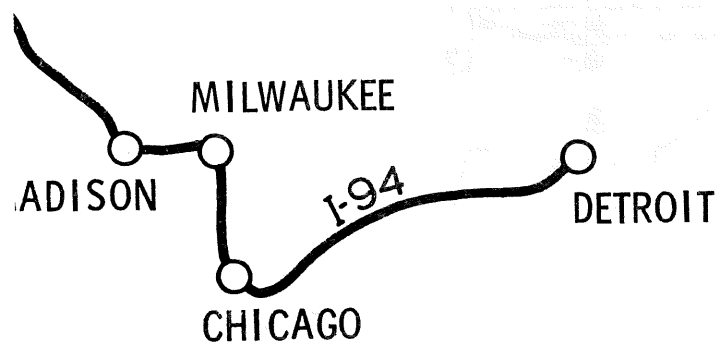


PROJECT STATUS

Interstate 94 is a part of the National Interstate Highway System. Its route from Detroit, Michigan to Billings, Montana is approximately 91% complete. The subject of this report is an unfinished 10 mile link between the recently completed St. Croix River bridge and the intersection with I-494/694 at St. Paul, Minnesota.

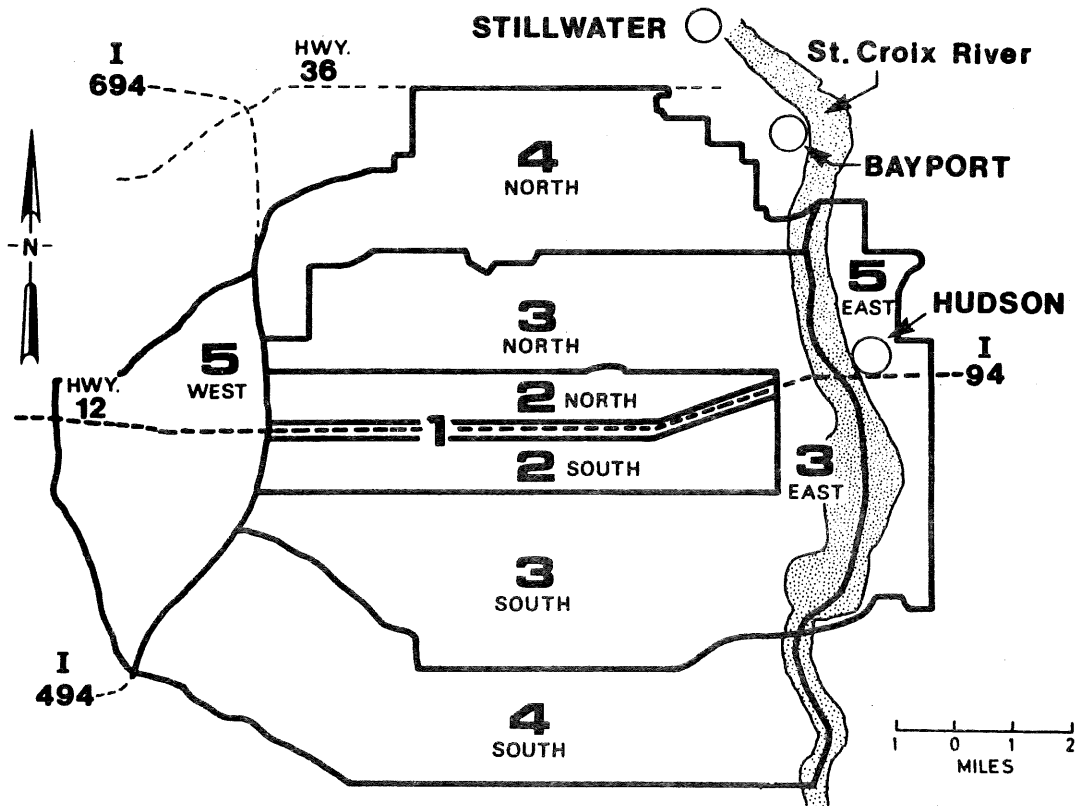
Planning for this I-94 section was initiated in the late 1950's and included a series of public hearings conducted between 1958 and 1970. Following public hearings in 1965, the Minnesota Highway Department selected a route located approximately 1/2 mile north of existing Highway 12. Subsequent to the preparation of detailed designs which were presented at hearings in 1970, the Minnesota Highway Department acquired land along the selected route.

In June 1973, the Highway Department was prepared to sign construction contracts. At that time, area residents expressed major concern with the design and impact of the project as proposed. Consequently, in July of 1973 the Minnesota Commissioner of Highways announced that construction contracts would not be awarded as planned. An 18 member management committee comprised of elected officials and residents of the surrounding communities, area planners and representatives of responsible government agencies was formed to conduct a critical analysis of the I-94 location based upon regional goals, socioeconomic, environmental and engineering factors.



INTERSTATE 94

PROJECT AREA (RINGS 1 - 5)



NONADJACENT SAMPLING AREA (RING 6)

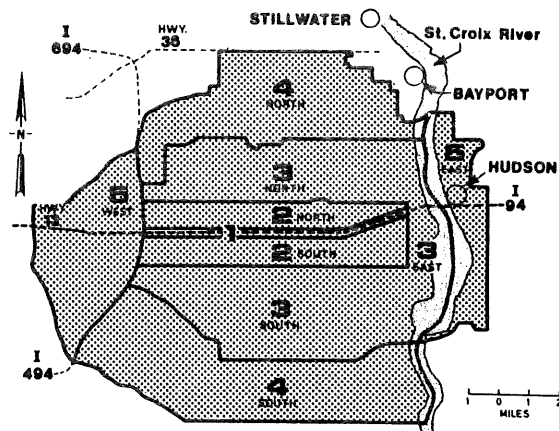
6 West
(Twin Cities Sectors)

LITTLE CANADA

ST. PAUL

48

BLOOMINGTON



6 East

RIVER FALLS, WISC.

STUDY DESIGN

In October 1973 a contract was awarded to National Biocentric, Inc., of St. Paul, Minnesota. The contract was to design and conduct a survey of residents in the project area to ascertain their concerns about the proposed I-94 project. The survey was designed to contact a large percentage of residents near the project area with diminishing representation in areas located further away.

As is shown in the accompanying study maps, a series of zones representing rings around the project were identified. Each of these rings was then divided into a number of sectors to insure proportional representation from all areas.

Consistent with the charge to the management restudy committee to consider all alternatives, the existing location of Highway 12 (the route now carrying I-94 traffic) was defined as the center of the project area. All (100%) of the households immediately adjacent to Highway 12 were interviewed. Approximately 50% of the households in Ring 2 were interviewed. In Rings 3, 4 and 5, 11%, 15% and 2% of the households were sampled, respectively. In addition, four locations not immediately adjacent to the project area (Ring 6) were sampled to compare the attitudes of persons not directly affected by living in close proximity to the project. In all, individuals from 1,018 households were interviewed in the door-to-door survey.

A series of 30 questions was designed to obtain information about the residents and their attitudes toward the project. In addition, the interview was designed to determine the degree of knowledge and familiarity with the project, preference for a particular routing, underlying concerns and reasons for favoring a particular routing. The interview also sought to determine if area residents felt the proposed I-94 completion would bring with it developments that would fulfill or thwart their desired "life style."

INTERSTATE 94

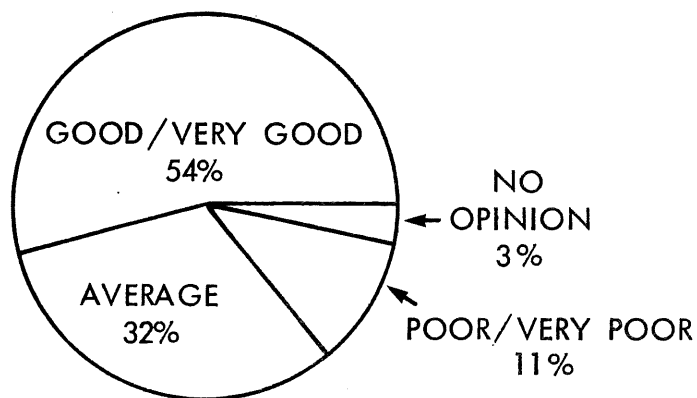
COMPARISON WITH PREVIOUS STUDIES

This study of the I-94 link follows a basic model and format designed and conducted by National Biocentric in 1972. The earlier study involved a segment of Highway 100 in Crystal, Robbinsdale, and Golden Valley, Minnesota. In contrast to the significant concerns expressed by the residents adjacent to the proposed I-94 project, that particular segment of Highway 100 was not the subject of vocal concern on the part of area residents.

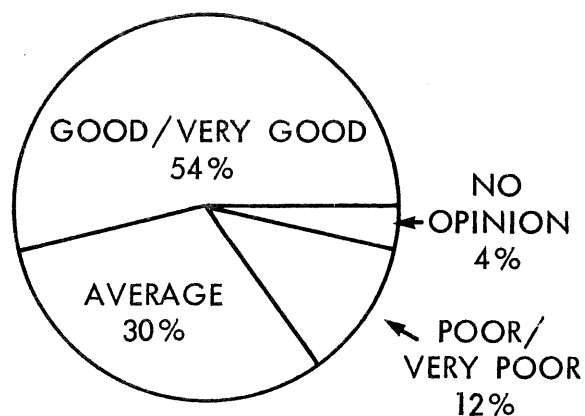
Certain questions concerning the attitudes of area residents toward the highway department and the freeway system were common to both studies. In spite of the differences in public involvement and concern in the two locations, the responses of participants in the two studies were remarkably similar.

It does not appear that the active participation of residents in the I-94 project significantly altered their basic attitudes toward either the highway department or the freeway system.

What kind of job do you think the Minnesota Highway Department is doing?

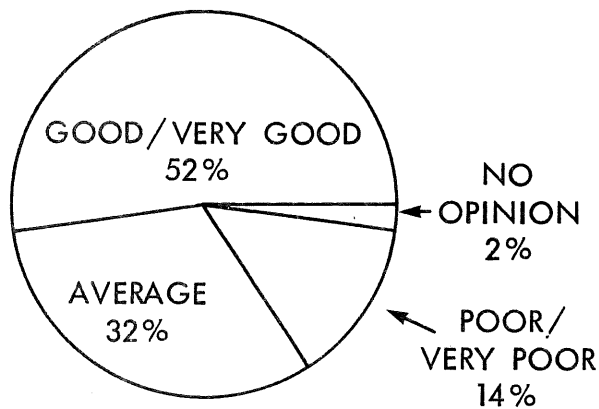


HIGHWAY 100 SURVEY
(988 Households)

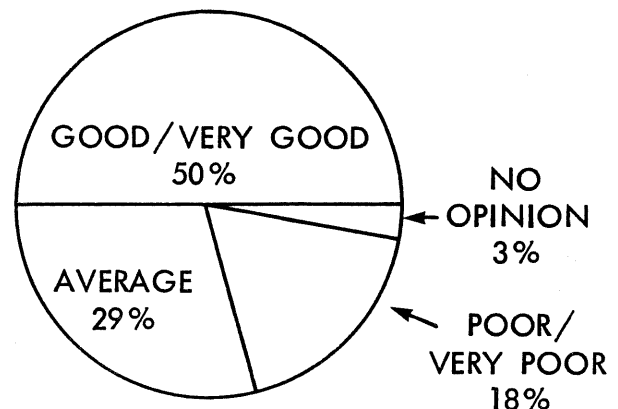


I-94 SURVEY
(1018 Households)

How would you rate the freeways in the Twin Cities area?

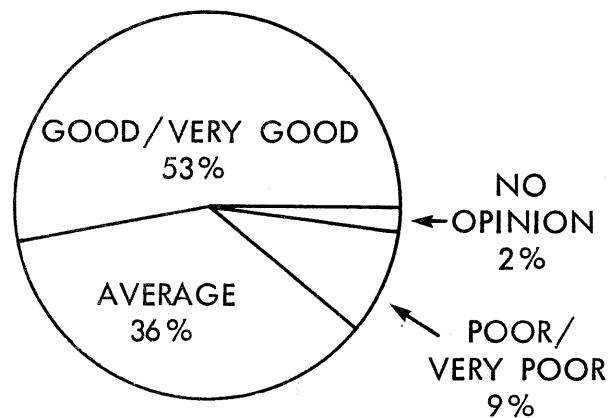


HIGHWAY 100 SURVEY
(988 Households)



I-94 SURVEY
(1018 Households)

In general, how would you rate the highway system in Washington County?



I-94 SURVEY
(676 Washington Co.
Residents)

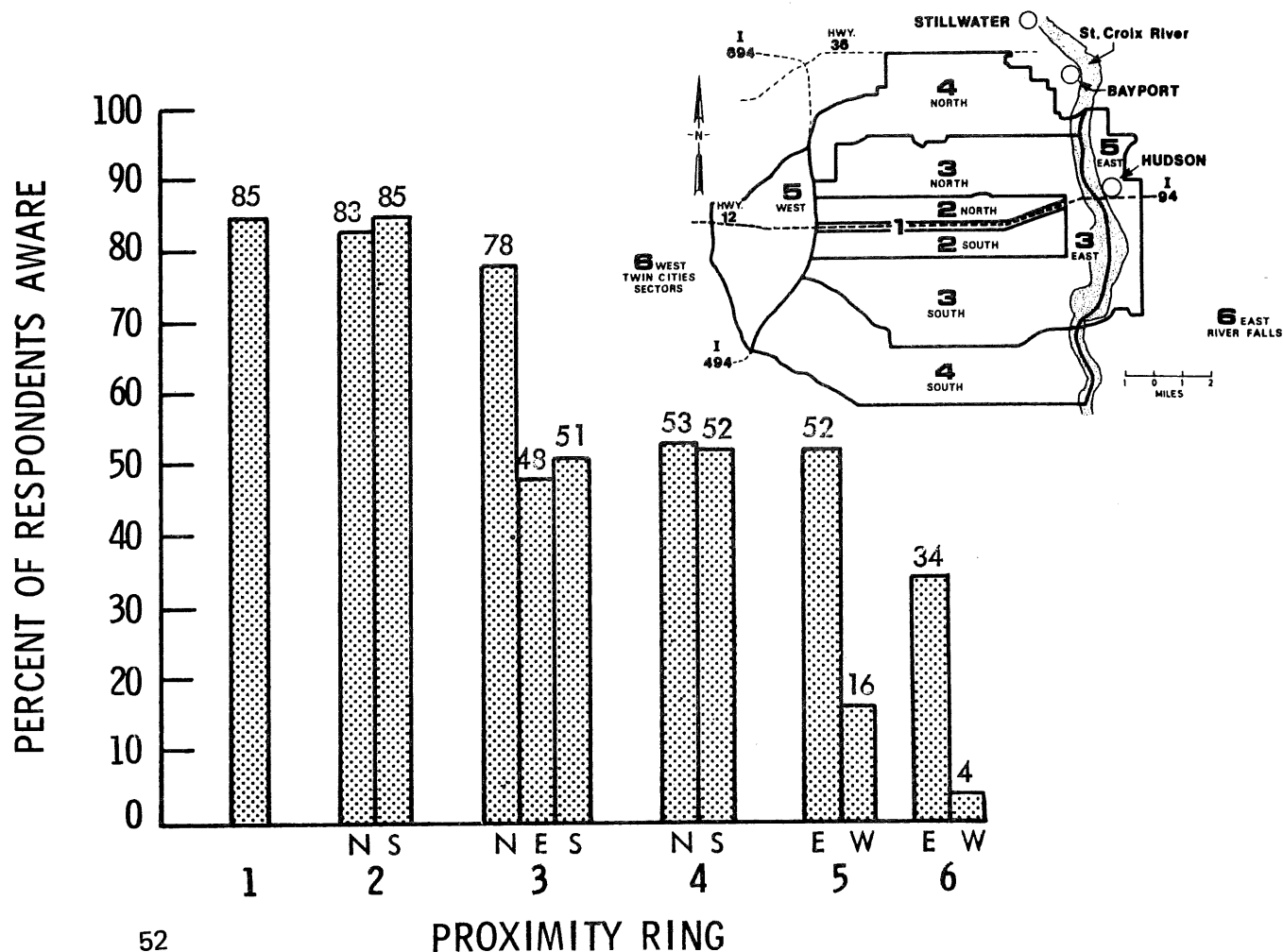
INTERSTATE 94

AWARENESS OF THE PROPOSED PROJECT

Most (83%) of the sampled residents in Rings 1 and 2 (the area immediately adjacent to Highway 12 or other proposed routings) were aware of the proposed I-94 project. As the distance from the proposed project increased, the proportion of respondents who were aware of the project decreased. In Ring 5, 52% of the residents from Hudson, Wisconsin who were interviewed were aware of the project whereas 16% of the respondents living immediately west of I-494/694 were familiar with the I-94 project. In River Falls, Wisconsin, where 1/2 of the respondents indicated at least weekly trips through the project area to the Twin Cities, 34% were familiar with the I-94 project. In contrast, only 4% of the respondents in Little Canada, Bloomington and the sampled portion of St. Paul were aware of an I-94 project proposal.

Are you familiar with any proposals for I-94 in Washington County?

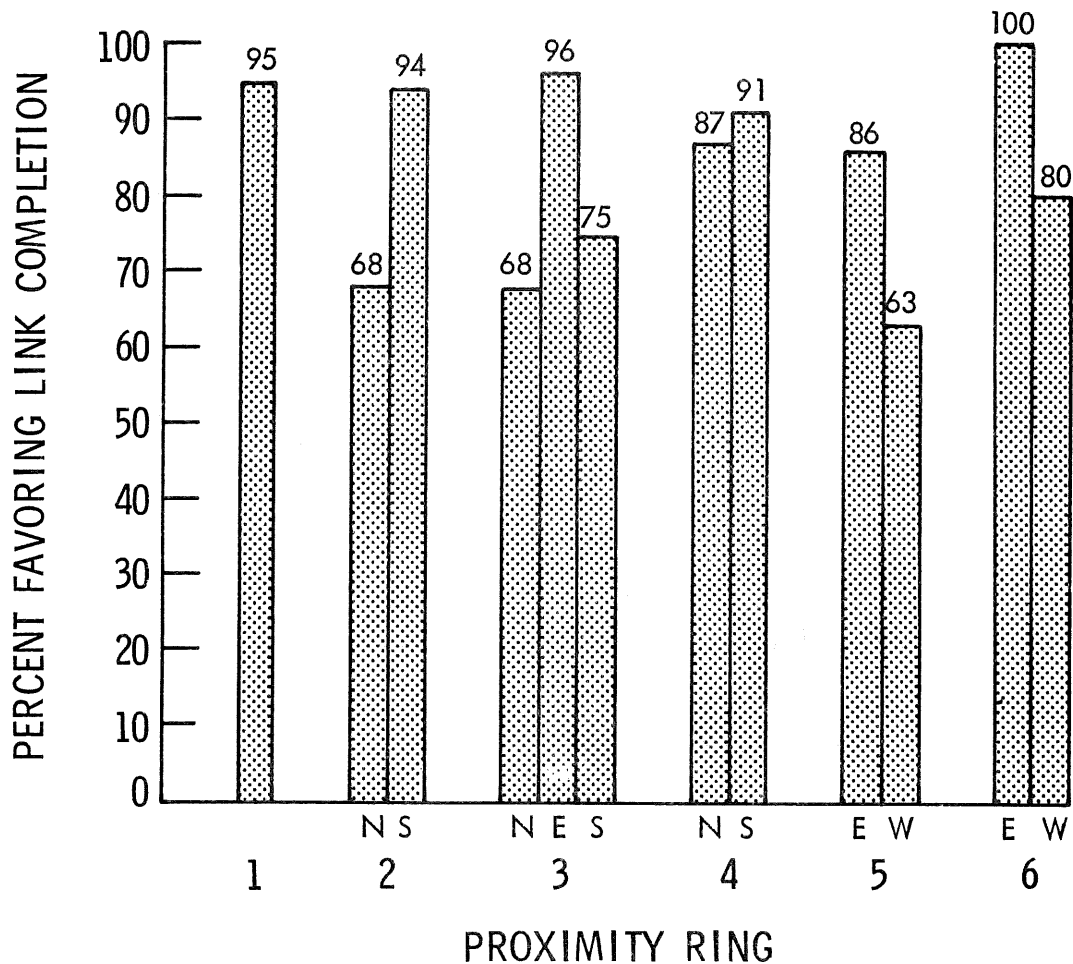
AWARENESS OF AN I-94 PROPOSAL



Respondents who were aware of a proposal for I-94 were asked whether they favor or oppose completion of the link between the St. Croix River and St. Paul. The majority of those who were aware favor completion of an I-94 link.

Do you favor or oppose completing this 10 mile link in the I-94 system?

RESPONDENTS WHO FAVOR COMPLETION OF AN I-94 LINK

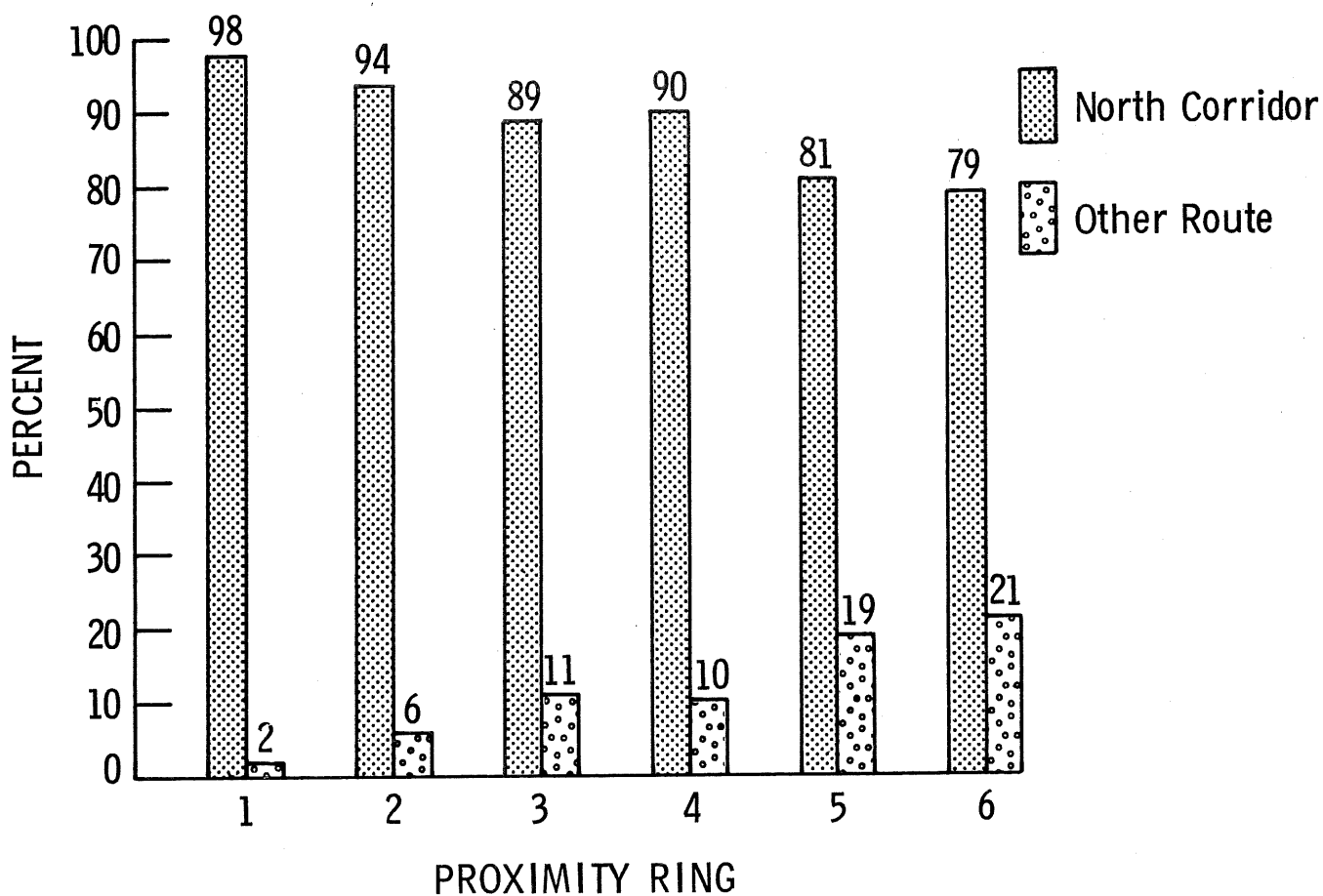


INTERSTATE 94

Respondents were further asked to define their understanding of the proposed route location by drawing it on a map, and whether or not they wanted to have other alternatives considered.

To the best of your ability, would you please draw on this map what you understand to be the proposed routing for I-94 between the Hudson Bridge and I-694?

RESPONDENTS' UNDERSTANDING OF THE PROPOSED ROUTE

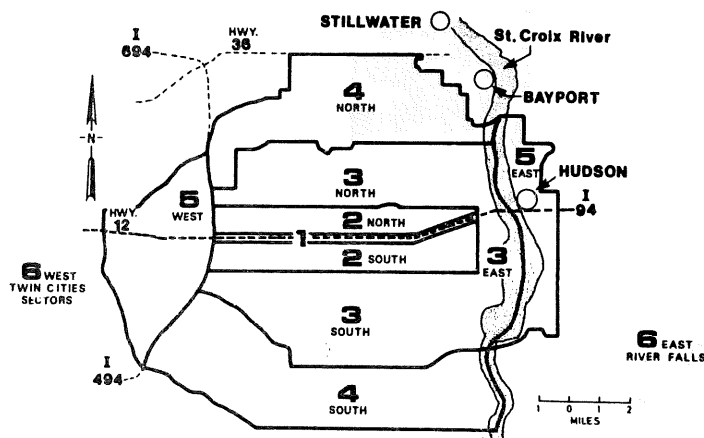


What alternative routes do you feel should be considered? Why do you feel that alternative would be better?

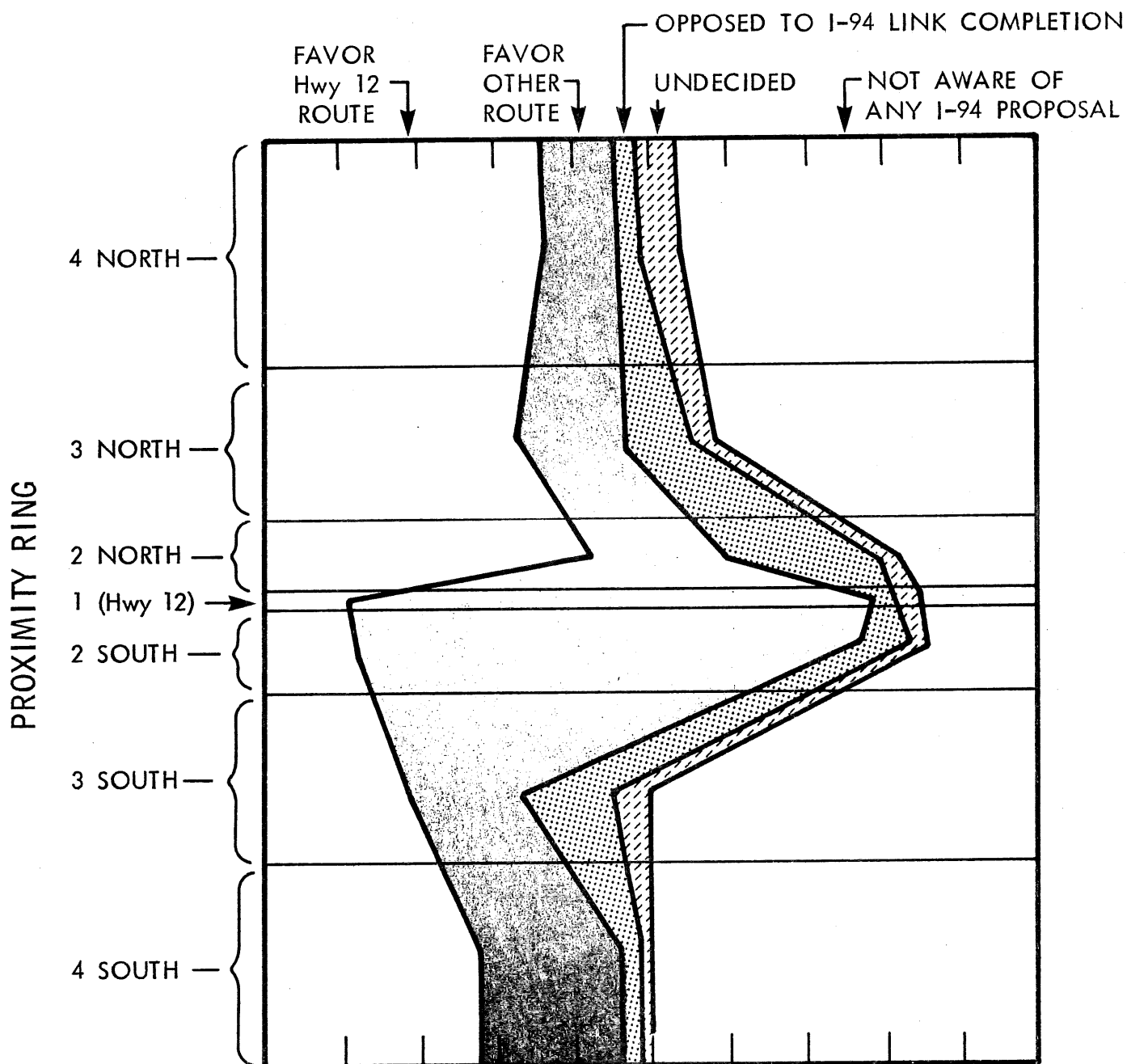
Of the 91% who indicated the corridor north of Highway 12 as the proposed route, 46% felt that the Highway 12 route should be considered as an alternative because of:

▲ LAND USAGE	61%
▲ BUILDING COSTS	21%
▲ DISRUPT FEWEST PEOPLE	5%
▲ ENVIRONMENTAL EFFECTS	4%
▲ SPECIFIC DESIGN FEATURES	3%
▲ OTHER REASONS	6%

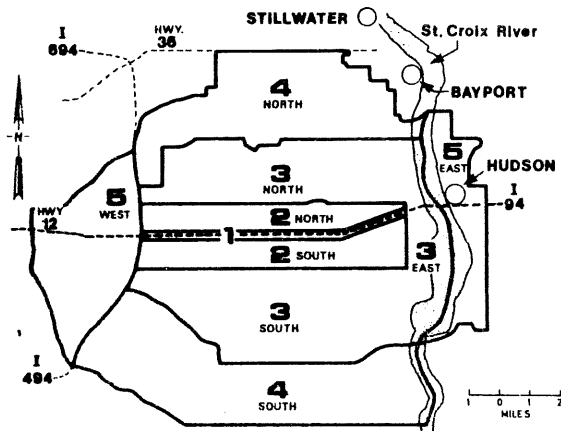
Only 16 respondents drew Highway 12 as their understanding of the proposed route. Two of these respondents felt an alternative route should be considered.



ROUTE PREFERENCE OF WASHINGTON COUNTY RESPONDENTS I-94 SURVEY



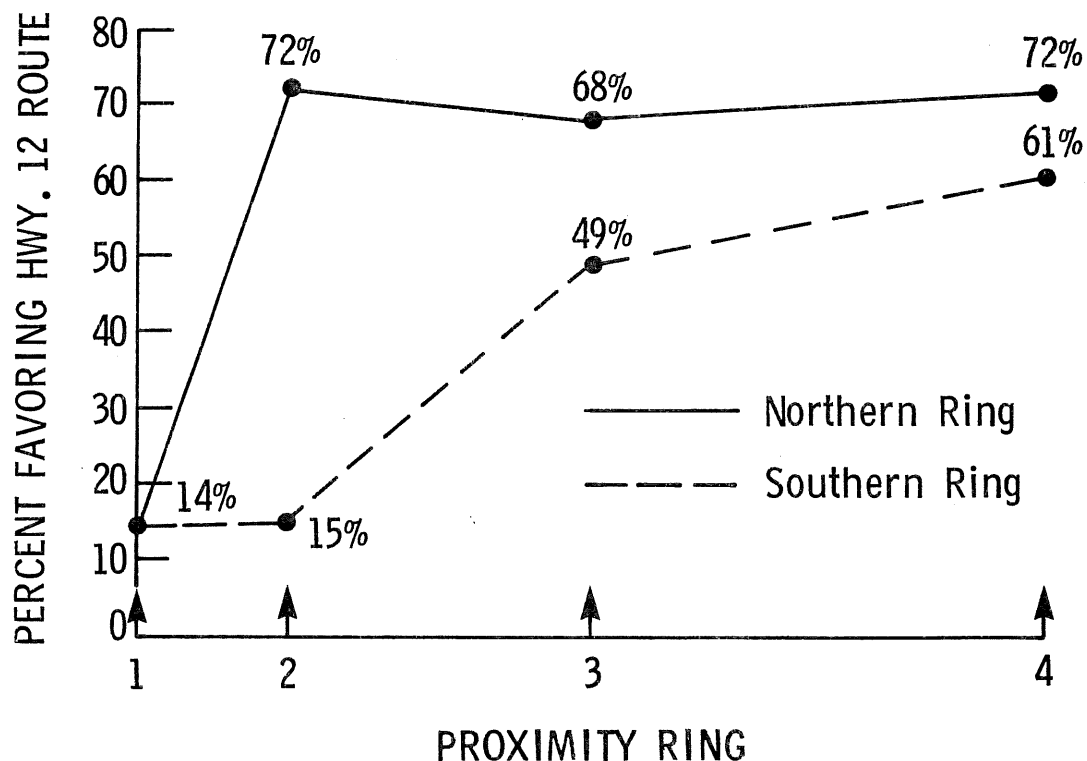
10% INCREMENTS, TOTAL = 100%



Respondents who were aware of the project were asked to indicate a preference for construction of I-94 along the present Highway 12 or at an alternate location. Responses indicate that route preference is a function of distance between respondents residence and route alternatives. Individuals living along Highway 12 (Ring 1) and immediately south (Ring 2 South) overwhelmingly favor a route other than along Highway 12. The proportion of respondees living south of Highway 12 who favor the Highway 12 route increases as the distance between their home and Highway 12 increases. Of those who live north, approximately three times as many respondents prefer the Highway 12 route for I-94 as prefer any alternative.

In your opinion, is a routing of I-94 along Highway 12 or a new routing more desirable?

RESPONDENTS WHO FAVOR HIGHWAY 12 ROUTE



Which of the following reasons best explains why you favor your routing choice for I-94?

Reasons for Favoring A Particular Route	Respondents Who Favor	
	Highway 12 Route	Other Routing
Fastest or Cheapest to Build →	24%	26%
Disrupt Fewest People and Businesses →	16%	29%
Least Effect on Environment →	21%	5%
Remove Least Amount of Land →	19%	2%
Furthest From Home →	3%	10%
Promote Needed Development →	3%	15%
Maintain Existing Residential Patterns →	11%	9%
Other →	3%	4%
	100%	100%

Several reasons for favoring a particular route were given. The routing along existing Highway 12 is viewed by many residents as having the least effect on the environment, removing the least amount of land from other uses and maintaining the existing residential patterns in the project area. Routes other than along existing Highway 12 are considered to disrupt fewer existing households and businesses while promoting and expanding development in Washington County.

Approximately equal proportions of respondents who favored Highway 12 or who favored some other location did so because they felt that a highway at that location could be built more rapidly and with less cost. There appeared to be a lack of good information concerning the cost and time required for the completion of the project along the alternative routings.

One of the important contributions of the environmental impact assessment will be to provide area residents with factual information concerning cost, time required, land utilized and disruption of existing households and businesses. The environmental impact assessment and restudy should pay particular attention to projecting and clarifying the changes which are likely to occur from the existing residential patterns and "life style."

LIFE STYLE

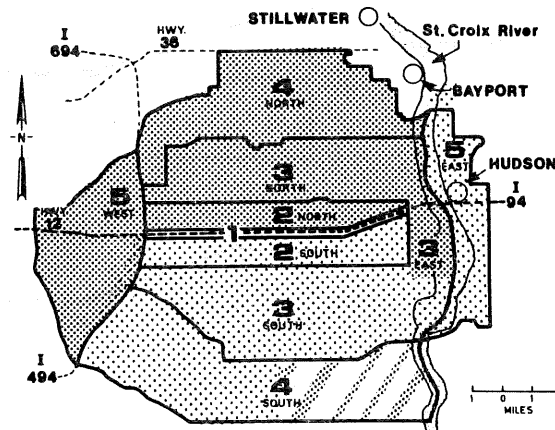
Area residents were asked to describe the kind of area they wanted this part of Washington County to become. They were further asked to project the type of development that would accompany completion of I-94 and whether or not this additional development would be positive or negative from their viewpoint.

In response to these questions, a majority indicated a desire for Washington County to remain a rural or semi-rural area. The percentage of responses in each category were:

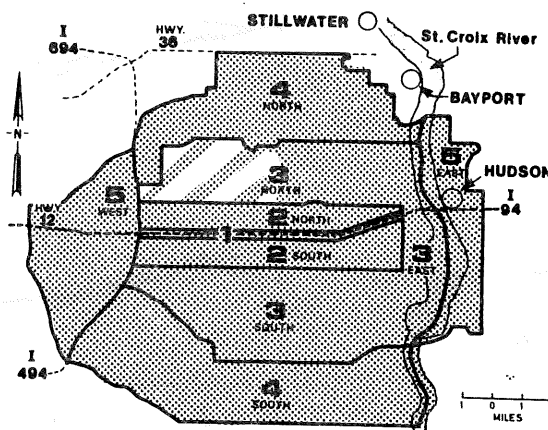
▲ RURAL, sparsely populated, mainly farms	25%
▲ RURAL, 2-5 acre land divisions	32%
▲ SUBURBAN, 2 acre lots	10%
▲ SUBURBAN, 1 acre lots	15%
▲ VILLAGE	15%
▲ URBAN	3%

A majority (82%) see completion of the I-94 link as bringing additional commercial or residential development.

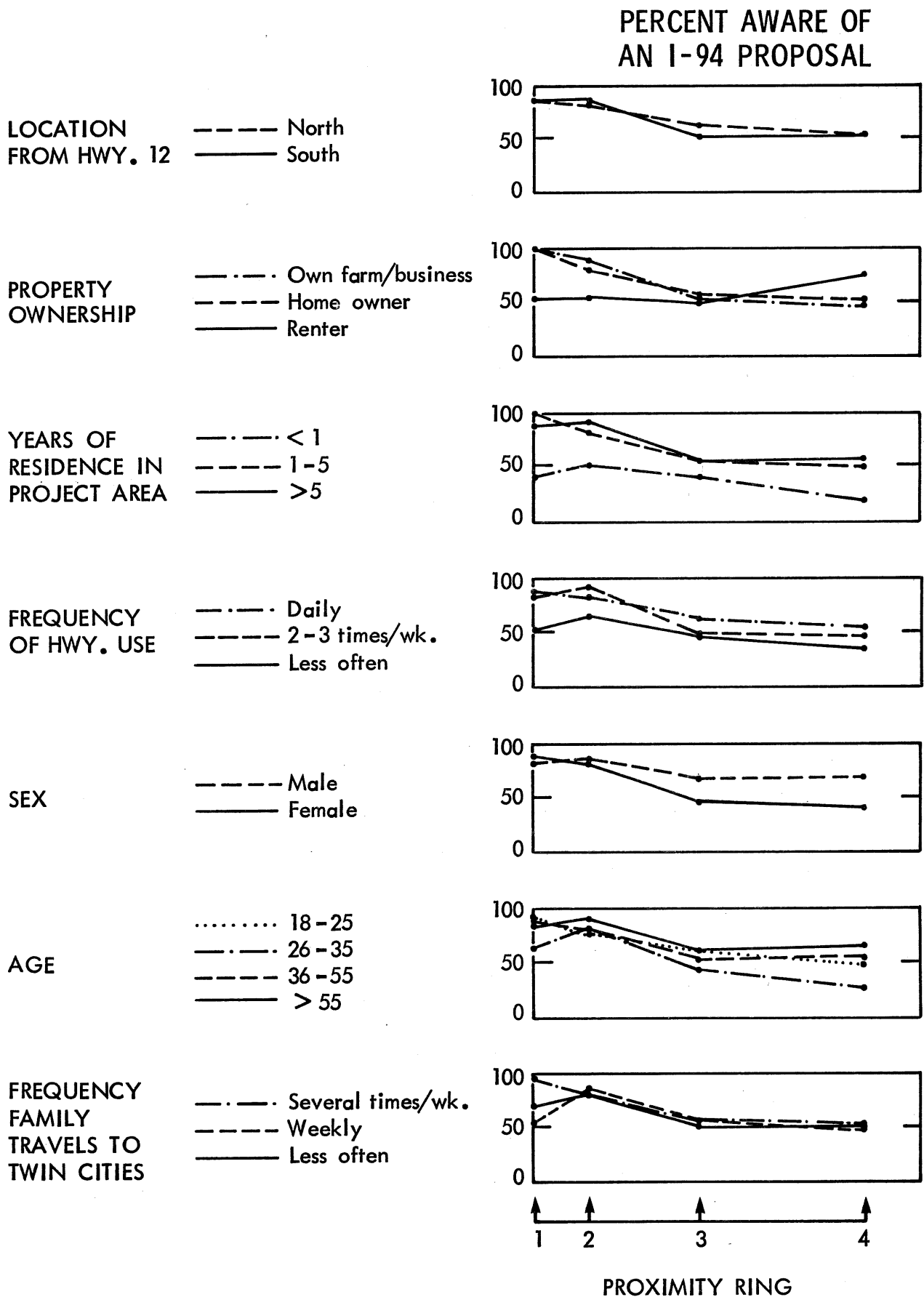
Examination of the perceived impact of completion of the I-94 link suggests that most area residents feel it will have a negative effect on their life style. A majority of respondents living along Highway 12, however, feel the impact will be positive. The map is colored green in areas where more respondents felt completing the link would provide a positive impact, red where more respondents perceive the effect to be negative and red/green stripe if equal proportions perceive positive and negative effects.



The perceived impact of not constructing I-94 and of continuing a development pattern similar to that already existing along Highway 12 was found to depend upon where the respondent lived. Green indicates more respondents felt this alternative would have a positive impact upon their life style, red indicates more felt this alternative would have a negative impact and red/green stripe indicates equal proportions perceive positive and negative effects upon their desired life style.



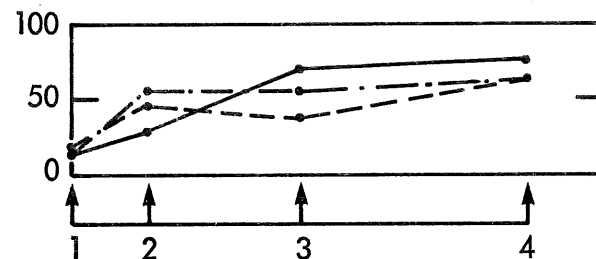
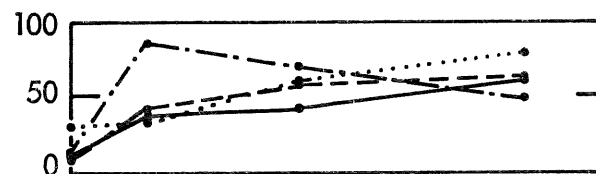
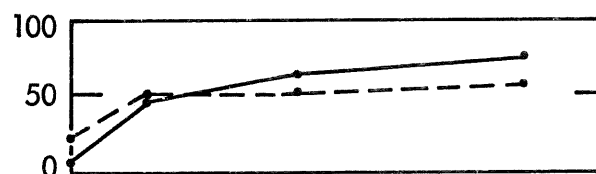
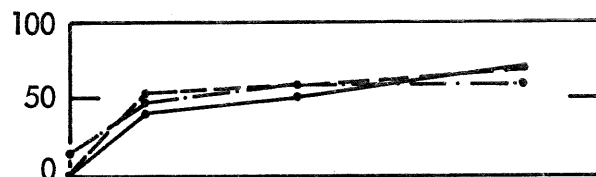
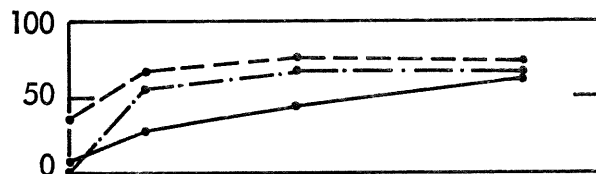
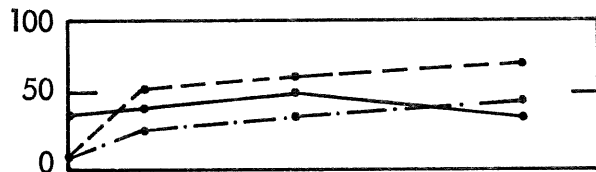
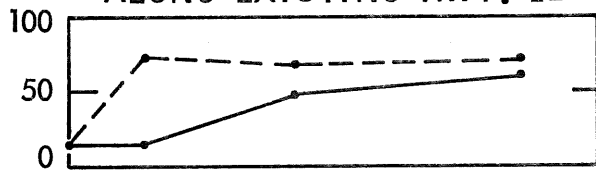
The level of awareness and route location preference is a function of where people live in relation to the project area as well as a number of other factors.





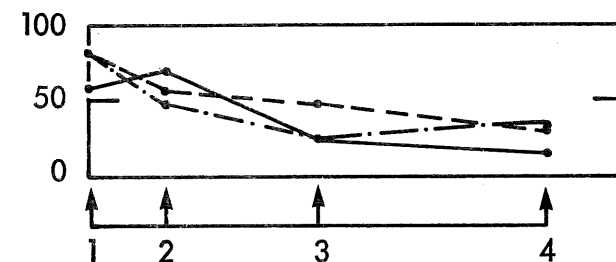
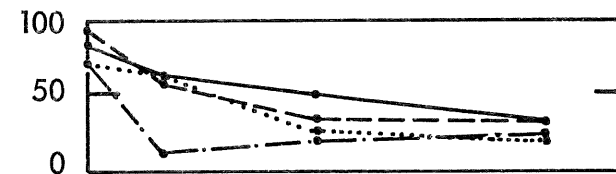
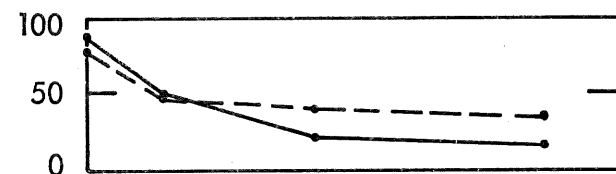
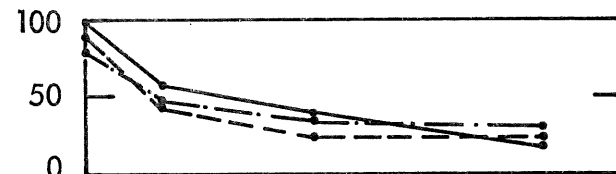
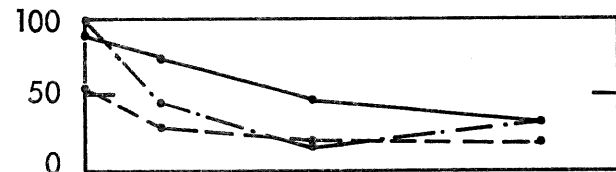
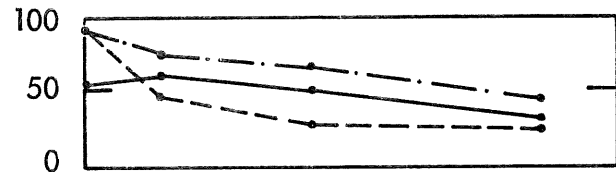
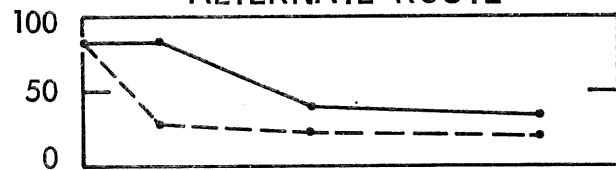
INTERSTATE 94

PERCENT FAVORING ROUTE ALONG EXISTING HWY. 12



PROXIMITY RING

PERCENT WHO FAVOR ALTERNATE ROUTE



PROXIMITY RING

SUMMARY

OBJECTIVE: TO CONTACT DIRECTLY A REPRESENTATIVE SEGMENT OF RESIDENTS LIVING IN THE VICINITY OF I-94 IN WASHINGTON COUNTY.

Area residents from 1,018 households were contacted in person by National Biocentric representatives.

The region covered by the survey consists of a 6 mile band on either side of Highway 12 extending roughly from Highway 36 on the north to 60th Street So. on the south, including sections of Oakdale and Maplewood, Minnesota on the west and Hudson, Wisconsin on the east. Four control areas outside the region of project impact were also included.

A sampling system was designed to insure contact with a representative sample of households from each of five rings located at increasing distances around the present location of Highway 12 that now carries the I-94 traffic. All of the households adjacent to Highway 12 were contacted. The proportion of households sampled decreased as distance from the project increased.

OBJECTIVE: TO SOLICIT INVOLVEMENT FROM THIS REPRESENTATIVE SEGMENT OF THE PUBLIC IN THE DECISION MAKING PROCESS.

Residents interviewed were asked to respond to 30 questions designed to determine their understanding of, attitudes toward, and perceived impacts generated by completion of the I-94 highway link.

After the interview was completed, a pamphlet describing the present status of the project and soliciting further comment by mail was provided to each respondent. The study was designed to provide input to the management team currently involved in a comprehensive restudy and assessment of the environmental impacts generated by the project.

OBJECTIVE: TO DETERMINE THE LEVEL OF UNDERSTANDING OF PROJECT AREA RESIDENTS ABOUT THE PROPOSED I-94 PROJECT AND THE RESTUDY EFFORT.

The distance between the respondents home and the strip bounded by existing Highway 12 and the proposed route (1/2 mile north) appeared to be of primary importance in determining the degree of awareness of and familiarity with the proposed highway project. Approximately 85% of the residents living within one mile of existing Highway 12 or the proposed northern route were aware of the project and subsequently provided suggestions and perceived impacts. Approximately 50% of residents living greater than 2 miles from the project area (in the primary study zone) were aware of and provided subsequent input to this study. Residents new to the area, young residents, and those who did not own their own homes were less aware of the proposed highway project.

OBJECTIVE: TO SOLICIT IDEAS AND AREAS OF CONCERN ABOUT THE I-94 PROJECT FROM AREA RESIDENTS.

Most of the respondents understood that the northern route (1/2 mile north of Highway 12) was the route proposed by the Minnesota Highway Department. Approximately 1/2 of them suggested that the present location of Highway 12 should also be considered in the restudy. A very low proportion (less than 2%) suggested consideration of any other routing alignment. The most frequently provided reason for considering an alternative was that the northern route would require an extensive amount of additional land devoted to highway purposes.

OBJECTIVE: TO SOLICIT AND SUMMARIZE THOSE IMPACTS WHICH RESIDENTS FEEL WILL RESULT FROM THE PROPOSED PROJECT.

Most (82%) of the respondents who expressed an opinion, favored completion of the I-94 link. However, approximately 1/3 of those living within a three mile strip to the north of present Highway 12 (an area which includes the proposed northern I-94 route) oppose the link completion.

Respondents living along Highway 12 or within one mile to the south predominately preferred the northern route alignment. The majority of those living in other sampled areas, except River Falls, Wisconsin, preferred a routing along the present location of Highway 12. In general, the greater the distance between the respondents home and Highway 12, the greater the percentage who expressed a preference for a routing along Highway 12.

A high level of ambiguity concerning the cost and time required for each of the alternatives was revealed. This appeared to be an important factor in determining route preference, but one for which factual information was not available to the public. Respondents who preferred a routing along Highway 12 felt it would have the least effect on the environment, require the least amount of land, disrupt fewest people and businesses, and maintain existing residents patterns. Respondents who favored the northern route did so because they felt it would disrupt the fewest people and businesses, would promote needed commercial development in Washington County or was furthest from their present home.

OBJECTIVE: TO DETERMINE IF RESIDENTS FEEL THE PROPOSED HIGHWAY WILL CHANGE THEIR DESIRED LIFE STYLES.

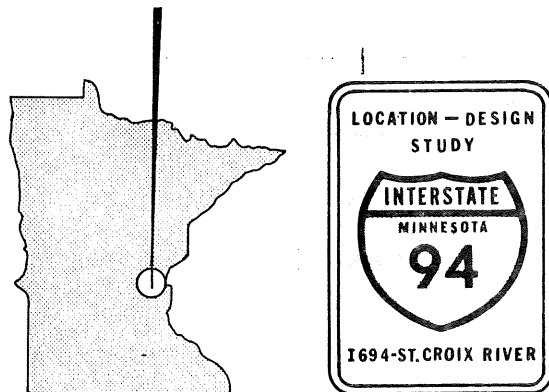
Current residents of Washington County live in an area characterized as a rural or semi-rural. The majority of these residents indicated a desire for Washington County to remain a sparsely populated rural or semi-rural area. They see the completion of the I-94 link along any route as bringing additional commercial and recreational development.

The majority of respondents in the project area felt that impacts from a continued routing along existing Highway 12 would not be as undesirable. However, the majority of residents living adjacent to the Highway 12 location felt that positive impacts on their life style would result from the construction of I-94 along a more northerly route.

APPENDIX E

I-94 MANAGEMENT COMMITTEE

GUIDELINE CRITERIA
FOR
DEVELOPMENT AND EVALUATION
OF
ALTERNATES



INTERSTATE 94

GUIDELINE CRITERIA FOR DEVELOPMENT AND EVALUATION OF ALTERNATES

I-94 LOCATION/DESIGN STUDY I-94 MANAGEMENT COMMITTEE

The criteria contained in these guidelines were developed by a subcommittee consisting of representatives from Lake Elmo - Woodbury - West Lakeland and Washington County.

The Guideline Criteria was presented to the full Management Committee April 25, 1974. Amendments and modifications to the Criteria were made and the revised document was adopted by the Management Committee on April 25, 1974.

GUIDELINE CRITERIA I-94 LOCATION/DESIGN STUDY

The I-94 Management Committee recognizing the National, State, and Local significance of the completion of the Interstate System of highways presents the following listing of development and evaluation criteria to be utilized in the Location/Design of I-94.

The guidelines summarize the concerns which should be reflected in any alternate developed for I-94 between I-694/494 and the St. Croix River in Washington County.

The guidelines established reflect agency, community, and public input during Activity I of the study. Further, they form a base by which to evaluate alternates.

The guidelines are divided between the four basic areas which affect design:

ENVIRONMENT SOCIAL ECONOMIC TRANSPORTATION DESIGN (ENGINEERING)

Each area states as a minimum the broad principles which should apply and in some areas reflect detailed concerns which should serve as definite guides.

This statement together with the inventory presented by the Interdisciplinary Study Group of the Minnesota Highway Department and concerns expressed through the other presentations given to date shall be addressed by any Design/Location Alternate presented.

ENVIRONMENT

THE ENVIRONMENT DEALS WITH THE PHYSICAL OR NATURAL SETTING IN WHICH THE FACILITY WILL EXIST. IT IS DIVIDED INTO FOUR AREAS.

FOUNDATIONS WATER UNDEVELOPED LAND, VEGETATION, WILDLIFE AESTHETICS

FOUNDATIONS - the geologic, soil, and groundwater conditions on which the highway will be built.

- A. Rock cuts should be avoided if possible due to the high cost of excavation and the difficulty to establish vegetation or stabilize slopes.
- B. Lakes should be avoided if possible. The impact of a highway facility on swamps should be considered.
- C. In evaluation of alternates attention will be placed on:
 - 1. Rock cuts vs. soil cuts.
 - 2. Proposed grades vs. water table.
 - 3. Alignments over gravel and mineral deposits.
 - 4. Recharge of groundwater and pollution.
 - 5. Soil types encountered by any alternate.
 - 6. Environmental intrusion into wetlands.

WATER - meaning drainage patterns, stream characteristics, hydrologic and hydraulic conditions.

- D. Areas considered to be critical in the study area from a drainage standpoint are potential flood plains that contain structures. These areas require careful analysis in highway drainage design because of high flood damage potential.
- E. Other important considerations for this study area would be:

1. To avoid reduction or elimination of natural storage areas.
2. To insure that the roadway would cross in-place and proposed watercourses at proper angles.
3. The consideration of the Valley Branch Watershed District's Overall Plan.

F. In evaluation of alternates, attention will be placed on:

1. Roadway profile relationship to natural hills and valleys.
2. Roadway embankment effect on natural storage areas.
3. Roadway grades should not be excessively steep or flat (desirable limit: 0.5% to 3.0%).
4. Roadway alignment crossing of natural water courses and major streams.
5. Compatibility with future drainage plans developed by local governmental units.
6. Proximity to a positive outlet or storage area for highway drainage.
7. Flood damage potential, both highway and non-highway.
8. Maintenance requirements of drainage design.
9. Erosion potential.
10. Need for well rounded ditch bottoms and flat backslopes.
11. Effect on irrigation and/or agricultural tile systems.
12. Possibilities of multiple use of drainage facilities for recreational, aesthetic, and ecological benefits.
13. Pollution of waters.

UNDEVELOPED LAND, VEGETATION, WILDLIFE - dealing with the suitability of land for agricultural, vegetation and wildlife habitat as related to current and proposed land uses.

G. Major Areas of possible avoidance:

1. These include major areas of topographic roughness.
2. Agricultural lands are classified according to productivity; Class I and II are the good farm land and should be avoided if possible. Class III is lesser quality farm land and is often considered good land for highways. The other classes have severe limitations and often contain wildlife, engineering problems or unusual items or natural resources. The classes in the study area are quite mixed.

3. Sensitive or rare eco-systems and water systems are to be noted and analyzed.
4. Areas of prime habitat for wildlife species.
5. Wooded areas where vegetation alteration may impact watershed characteristics.
6. Open space or recreation areas.
7. Minimize number of intrusions into or through open space or greenbelt tracts.

H. In evaluation of alternates, attention will be placed on:

1. Possible construction limits - generally the less land area disturbed during construction the better.
2. Minimization of erosion.
3. Quantity of (Class I & II) agricultural land - acreage involved in each alternate.
4. Agricultural operational methods - how many units will be broken up.
5. Landscaping requirements - how much will be required.
6. Special effect requirements - screening mounds, retaining walls, special bridges, etc.
7. Service road development.
8. Evaluation of length of highway on cut and fill as it affects appearance, physical impacts, etc.
9. Simplification of drainage - generally the simpler the better.
10. Natural appearance - the fit to the land.
11. Location and numbers of possible borrow areas.
12. Site stability with emphasis on surface erosion and watershed concepts.
13. Quantitative loss of vegetation relative to abundance of vegetation in the area.
14. Possible change in tree stand composition due to increased sunlight and alteration of moisture gradient.
15. Probability of increased number of blow downs if dense stands of trees are severed.
16. Anticipated effect of chemical damage to vegetation from highway use.
17. Loss of wildlife habitat due to construction.
18. Alterations to wildlife movement.
19. Relative value of open space.

AESTHETICS - meaning the compatibility of the highway to the area in which it will exist.

I. The highway should avoid disturbing:

1. Clusters of natural and cultural features.
 2. Lakes and drainage systems.
- J. The entrance of I-94 should be looked at as a gateway to Minnesota. Because first impressions are lasting impressions, special considerations for a pleasing entrance is an important factor.

K. In evaluation of alternates, attention will be placed on how well the roadway fits into the landscape, social values and how well it avoids direct physical obstructions.

1. View from the Road

- a) Is there adequate right of way for reasonably flat backslopes for planting?
- b) Does the roadway blend into the topography and avoid scars?
- c) Is there adequate right of way for landscaping?
- d) Has conservation of existing natural materials within the right of way been considered?

2. View of the Road

- a) Are pleasing backslopes and grading possible as one looks at the roadway?
- b) Is landscape planting possible in the right of way for a screening effect near urbanized areas and for scenic enhancement?
- c) Does the roadway appear to "fit" the landscape?
- d) Is it possible to screen the highway and preserve or present a pleasing view for the residential areas near the highway corridor?

3. Multiple Use and Other Values

- a) Rest Area-Information Center - Location and Design
 - 1) There is an opportunity to provide a vista or panoramic view for the traveler by locating as close to the river as practical.
- b) Recreation Trail Crossings
 - 1) Compatibility with community plans.

- c) Bike Trail Along Highway
 - 1) Is the trail compatible with the land that remains, the highway design, and the future?
 - 2) Are points of conflict minimized at interchanges?

SOCIAL-ECONOMIC

THIS DEALS WITH UNDERSTANDING COMMUNITY AND POPULATION PATTERNS. LAND USE AND BUSINESS ACTIVITY. CONCERN HERE DEALS WITH DEFINING CHANGES IN LIFE STYLE, INCOME DISTRIBUTION, SOCIAL AMENITIES AND SERVICES.

- A. The land uses are noted. The approach shall be to skirt along the edge of more intensive development, but where it must be breached to do it as quickly and directly as possible. Lengthwise breaching of intensive development should generally be avoided.
- B. Alignments should be placed in harmony with proposed land use planning. Past effectiveness, present comprehensiveness, and future strength shall be considered.
- C. The designs should be compatible with land use plans to avoid economic pressures for undesirable development adjacent to the freeway. Undesirable development may occur anyway without strong land use policies.
- D. In evaluation, attention will be placed on:
 1. Changes in accessibility and mobility to include staging of development.
 2. Displacement and relocation; those units remaining in close proximity to the freeway; those units not in close proximity to the freeway.
 3. Probable development and its impact on land use plans and land use controls.
 4. Possibility of staged implementation of interchange locations, based on development.
 5. All study area services should be identified and analysis performed for the effects of the freeway's impact on service areas and the effect on the quality of service.
 6. Other items to be included in analysis will be the affect on:

- a.) Community activities
 - b.) Neighborhood identity
 - c.) Schools
 - d.) Churches
 - e.) Historic sites
 - f.) Cemeteries, etc.
 - g.) Fire service
 - h.) Police service
7. Effects during physical construction of the freeway.
 8. The noise effect on present land uses.
 9. Sewer, water, and other utilities in accordance with community, county and metropolitan plans.
 10. Neighborhoods which have unique needs in terms of:
 - a.) Minority groups
 - b.) Handicapped
 - c.) Elderly
 - d.) Retarded

TRANSPORTATION

DEALS WITH THE NEEDS AND CONCERNS OF THE OVERALL PLANNING PROCESS; THE RELATIONSHIP OF HIGHWAY PROJECTS TO THE VARIOUS LEVELS OF SYSTEMS, AND THE APPLICATION OF NATIONAL, STATE, REGIONAL AND LOCAL GOALS AND POLICIES TO THE LOCATION AND DESIGN OF THE HIGHWAY.

- A. A "3C" Urban Transportation Planning Process has been used in the Twin Cities Metropolitan Area since at least 1961. The "3C's" and their significance to this study are:

COMPREHENSIVE:

Land-use and transportation planning are done jointly illustrating the close relationship between the two.

COOPERATIVE:

Involves the Metropolitan Council, Metropolitan Transit Commission, Minnesota Highway Department, counties and municipalities in making joint forecasts of population, employment, traffic volumes, etc.

CONTINUING:

Continuous planning is done because of the continuing new developments in the area and the

resulting need for updated forecasts of population, employment, traffic volumes, etc.

- B. I-94 is part of the Class I Principal Arterial System adopted for this area by the Metropolitan Council. Class I routes are the highest category of functional classification that desirably should be designed as freeways. The Metropolitan Council has listed the functions that Class I routes should perform as follows:
1. Connection to outstate.
 2. Area-wide accessibility to opportunities - metropolitan mobility.
 3. Major focus on two downtowns (St. Paul-Minneapolis) and major accessibility to these areas.
 4. Metropolitan level accessibility to major outlying centers.
 5. Form metropolitan grid.
 6. Serve long trips at high speed.
 7. Influence general spread of development and location of high density clusters.
 8. The references in this list to the major metropolitan significance of Class I routes indicates that they will carry high volume. In addition, Class I routes should serve long trips at high speed. Together, these characteristics, high volumes, long trips, and high speeds, indicate why freeway-type design is recommended for these routes - freeways are the best way to handle large volumes at high speeds.
- C. Recognize the permanence and long-term usefulness of major highways and streets.
- D. The route location/design should work toward the attainment of the goals, objectives, policies, and plans of the various government units.
- E. Proposed routes should mesh with transit plans.
- F. Route alignments should not be too circuitous.
- G. Consideration should be given to general travel patterns.
- H. In evaluating alternates, the preceding items and these additional items shall be used:
1. Major route spacing should reflect trip and/or population density (i.e., trips or people per square mile).

2. Interchange spacing should be considered in designing and evaluating alternates.
3. Protect the traffic-carrying ability of major highways and streets.
4. Provide continuity of capacity (i.e., avoid bottlenecks) and route e.g., avoid jogs).
5. Interchange locations shall be evaluated to determine effect on supporting road networks (feasibility of elimination).

DESIGN (ENGINEERING)

DEALS WITH THE INCORPORATION OF THOSE FEATURES WHICH PRESENT BASIC CRITERIA OR STANDARDS AND DESIRABLE ITEMS BASED ON DRIVER AND TRAFFIC CHARACTERISTICS. (NATIONAL, STATE, STANDARDS OF DESIGN)

A. Engineering Criteria

1. Provide the flattest, most gentle horizontal curvature feasible.
2. Restrict the profile design to mainline grades under 3%, utilizing gentle grades wherever possible. However, a flat grade, that is one with no rise or fall, is not desirable because it often results in water ponding on the surface, which can be a dangerous condition.
3. Provide as much sight distance as possible, regardless of the design speed.
4. Provide gentle side slopes, sufficient for drainage needs but also flat enough to safely accommodate vehicles which have run off the road.
5. The ramps should intersect the cross roads to provide as much of the critical visual areas as possible within a frontal visual pattern.
6. Distance from the ramp intersections to the nearest access point on the cross road should be enough to avoid conflict between the two intersections. The distance should be no less than 300' and should be more if the access volumes are high.
7. Cross road traffic volumes may warrant a divided roadway design.
8. Turning movement volumes at the ramp intersections on the cross road may warrant providing special turn lanes, both right turn lanes and left turn lanes.
9. Radii on the turning roadways should be

sufficient to accommodate the appropriate design vehicle. It will also accommodate busses and fire trucks.

B. Additional factors which must be considered in design are:

1. The types and locations of directional signs. Signs must be placed where necessary to provide guidance to the drivers, taking into account the need to provide sufficient visibility of the sign to allow it to be read by a driver traveling at the design speed. The roadway design must be such as to be immediately recognizable as being coincidental with the directional sign message.
2. Points on a roadway which require the driver to make a decision such as exiting, turning, and changing lanes should be spaced far enough apart to allow for adequate signing and to allow the driver time for perception, reaction, and maneuvering.
3. Additional lanes may be needed on hills to provide for slow speed vehicles, such as trucks or trailers.
4. The minimum spacing between interchanges as established by the Metropolitan Council Development Guide on Transportation.

Rest Area-Information Centers serve as a welcoming point for tourists enter our State. For this reason, it is desirable to locate the site as near the river as possible in an area of unique beauty or that has a spectacular view. In addition, its location must be considered relative to adjacent interchanges to avoid signing problems or operational problems.

- D. Weigh Station. Special care shall be taken to locate a weigh station in an area where the trucks entering the station do so on a climbing grade to assist in their deceleration. When they re-enter the mainline roadways, it is done on a descending grade to assist in their acceleration. The location should be compatible with existing adjacent development and it should not result in operational conflicts or signing problems with adjacent interchanges.

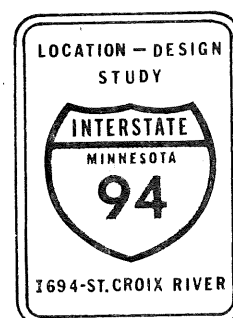
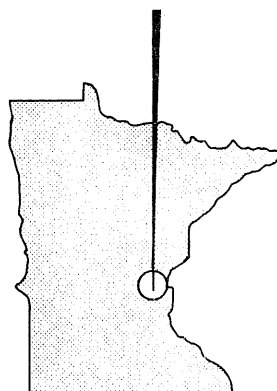
E. A special feature of this project was the inclusion of a bicycle path. Special considerations are the location of access points to the trail and the

manner of crossing the local roads at interchanges.

- F. The full extent of the need for an exclusive transit facility in the I-94 corridor is not known at this time, nor are the specific design characteristics for a future system known, such as operating speeds, lane widths, and station requirements.

APPENDIX F

ACTIVITY II SUMMARY BOOKLET OF RESPONSES AND EVALUATION OF ALTERNATES



I-94 LOCATION/DESIGN

ACTIVITY II

SUMMARY OF RESPONSES AND EVALUATION OF ALTERNATES

Activity II has dealt with considering the impact of the alternates identified by the Management Committee. The alternates defined were evaluated to determine their social, economic and environmental impact.

To achieve these objectives the Management Committee reviewed a series of 14 technical reports prepared by members of the Minnesota Highway Department.

Also, various agencies, groups, and the public were contacted as in Activity I. The question asked of the various agencies, groups and public were as follows:

1. Identify specific areas and/or items of interest to you which you feel would be either beneficially or adversely affected by either alternate.
2. Identify possible measures which you might recommend to minimize the harm to adversely affected areas or items defined in Question 1.
3. Identify criteria or items which you feel might aid the Committee in reaching a recommendation to the Commissioner of Highways.
4. Express a preference as to which alternate fulfills your plans and criteria.

This booklet has been prepared as a summary of the responses received from the various agencies and groups. It is organized to reflect the following categories.

Federal Agencies

State Agencies

Regional Agencies

Local Units of Government

Developer's

Special Interests

*MHD Interdisciplinary Study Group

This evaluation material together with the technical analysis reports, and much debate has formed the basis of the analysis made by the Management Committee.

*The MHD Interdisciplinary Study Group Evaluation is contained in 14 technical analysis reports available from the Minnesota Highway Department, District Nine Office.

FEDERAL AGENCIES

1. U.S. DEPARTMENT OF AGRICULTURAL
Soil Conservation Service
Letter - January 30, 1975
2. U.S. DEPARTMENT of the INTERIOR
Fish and Wildlife Service
Letter - February 5, 1975
3. U.S. DEPARTMENT of HOUSING and URBAN
DEVELOPMENT
Letter - February 18, 1975
4. U.S. DEPARTMENT of TRANSPORTATION
Federal Highway Administration
Letter - December 26, 1974

UNITED STATES DEPARTMENT OF AGRICULTURE

SOIL CONSERVATION SERVICE

316 North Robert Street, St. Paul, Minnesota 55101

January 30, 1975

Mr. David S. Ekern, Project Manager
State of Minnesota
Department of Highways
District 9
3485 Hadley Avenue North
Box 2050
North St. Paul, Minnesota 55109
Attention: Mr. Stanley Olander, Chairman
I-94 Management Committee

Dear Mr. Ekern:

This is in response to your letter of December 12, 1974 requesting our evaluation of the two alternatives developed to date on I-94 east of I-694 to the St. Croix River.

Our response is addressing the specific points raised in your letter.

1. Identify specific areas and/or items of interest to your agency which you feel would be either **benificially or adversely affected by either alternate.**

Response: There are several wetlands that appear could be adversely affected by the construction of either alternate. These areas should be preserved, if at all possible. The wetlands in question appear at the following stations on alternate 1, stations 160, 165, 210, 305, 315, 345, 505 and 520. On alternate 2, the wetlands are at stations 245 and 295.

Alternate 2 will allow for more rapid urban development with the installation of a frontage road along both sides of the freeway. This frontage road and potential urban development will have a significant adverse effect on prime agricultural land.

Alternate 1 will adversely split the farming operations of a number of landowners. This will accelerate the release of prime agricultural land for urban development.

On alternate 1 from station 420 to 430, the freeway and associated rights-of-way would destroy a portion of mixed hardwoods (primarily oak), which are aesthetic and scenic in nature.

Special attention should be made to the existing drainage patterns so as to not induce any flooding and/or erosion damage on adjacent lands.



Mr. David S. Ekern

2

Attention should be made for erosion control along the disturbed areas particularly in the cuts and fills. Special conservation land treatment practices may be required in some areas.

2. Identify possible measures which you might recommend to minimize the harm to adversely affected areas or items defined in Question 1.

Response: The wetlands may be preserved with some minor adjustments in the alignment of the freeway.

Of particular concern on drainage patterns is the one to be modified by the Inwood Avenue interchange on alternate 1. There may be a different type of interchange that would meet the objectives of the project and still preserve more of the natural drainageway in the existing condition. There may be more drainage patterns that could be similarly effected.

3. Identify criteria or items which you feel might aid the Committee in reaching a recommendation to the Commissioner of Highways.

Response: There are a number of things that should be considered in reaching a decision on the recommendation. The following are only some items to consider:

1. What would be the comparative annual costs of improving U. S. Highway 12 or using alternate 1 with U. S. 12 still operational?

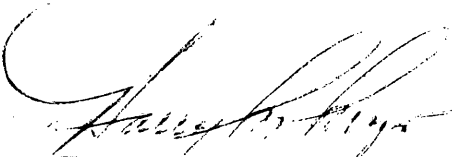
2. What are the environmental effects on the following:

- A. Agricultural production
- B. Wildlife habitat preservation
- C. Economic and social considerations
- D. Aesthetics

4. Express a preference as to which alternate fulfills your agency's plans and criteria.

Response: There are several items that need to be considered in determining the preference of the alternate. Since our agency is primarily associated with soil and water conservation, we would have to direct our preference to the alternate that would be least adverse to the agriculturally oriented enterprises.

Sincerely,



Harry M. Major
State Conservationist



United States Department of the Interior

U.S. FISH AND WILDLIFE SERVICE

IN REPLY REFER TO:

~~XX~~

P. O. Box 845

Bemidji, Minnesota 56601

February 5, 1975

Stanley Olander
Chairman I-94 Management Committee
Councilman, City of Woodbury
Woodbury, Minnesota

Dear Sir:

This letter discusses the impact of the proposed alternates for Interstate 94, between Interstate 694 and the St. Croix River, as it applies to indigenous fish and wildlife.

Both alternates infringe upon habitat which has wildlife value to varying degrees. The Vegetation & Wildlife Analysis prepared by the Interdisciplinary Study Group for the I-94 Management Committee in regard to land use categories details the following acreages for habitat with wildlife value:

For the north alignment in the construction zone 102 acres are attributed to marsh, conifers, hardwoods and brush with an additional 128 acres of land classed as idle. An extended disturbance zone would put an additional 137 acres into the marsh, trees and brush categories with an additional 163 acres of idle land. Construction of I-94 on the existing T.H. 12 alignment places 41 acres of marsh, conifer, hardwoods and brush and 43 acres of idle land in the construction zone. An additional 71 acres of marsh, trees and brush and 78 acres of idle land would be encompassed by the extended disturbance zone.

Because wildlife's abundance is directly related to habitat the influence of the two alternates could be compared by determining the loss of habitat of each. The north alignment would destroy twice the amount of marsh, conifer, hardwoods and brush in the construction zone as the south alternate, 102 versus 41 acres. Similarly the extended disturbance zone of the north alignment would be twice as destructive as the south alignment within the same habitat factors, 137 versus 71 acres.

Idle land will provide good wildlife habitat when it is allowed to germinate into weedy or brushy cover. Even though the north alignment would influence more idle land than the south route by a factor of 2, it is harder to judge this influence because the idle land on the north

alignment is probably due to previous acquisition by the State for highway purposes. It may not have been all idle if it remained in private ownership.

In addition to the greater loss of habitat if alternate 1 (north alignment) is constructed instead of alternate 2, we also would have two highways. This could result in more wildlife losses due to vehicle collisions as wildlife move to areas outside either roadway system. Regardless of the alternate fencing should be provided in high density deer areas to preclude them from having access to the highway. Also, having these systems between two highways could adversely affect wildlife's usage through decreased breeding potential and in some cases could result in some of the more sensitive forms avoiding the area entirely.

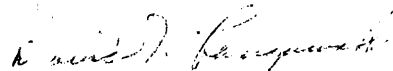
Consideration must also be given to commercial and suburban development which could be stimulated with improvement of the highway systems, thus having a detrimental effect upon wildlife. Because alternate 1 currently is undeveloped it would have a greater impact in this respect.

Consideration should be given to purchasing the marsh and tree complexes as part of the highway beautification program to provide an aesthetic up-lift for the drivers who will use this route daily.

In summary, alternate 2 (south alignment) would be less destructive to wildlife than alternate 1. Barrier fencing should be placed in areas of heavy deer usage. Habitat complexes of marshes and trees should be purchased as part of the highway system to preclude their eventual destruction.

These comments are provided as technical assistance and do not constitute the official review of the proposed project by the U.S. Fish and Wildlife Service, Department of Interior.

Sincerely,



David J. Langowski
Wildlife Enhancement Biologist

DJL:mh



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
MINNEAPOLIS-ST. PAUL AREA OFFICE
GRIGGS-MIDWAY BUILDING, 1821 UNIVERSITY AVENUE
ST. PAUL, MINNESOTA 55104

REGION V,
300 South Wacker Drive
Chicago, Illinois 60606

IN REPLY REFER TO:

5.6ECO:RH

FEB 18 1975

David Ekern, Project Manager
Minnesota Highway Department
348 Hodley Avenue North
Box 2050
North St. Paul, MN 55109

Dear Mr. Ekern:

Subject: East I-94 Extension to St. Croix River

We thank you for the opportunity to comment on the various studies done in conjunction with the I-94 extension. Because of the very limited HUD involvement in this area, our comments will be of a general nature.

Items which we find of interest are Relocation, Housing and Open Space. With the exception of the few minor points covered below, we feel both beneficial and adverse impacts of the alternative highway routes have been most adequately discussed in your studies.

In the area of Relocation we would suggest that if a draft EIS is undertaken for Alternative II, consideration be given for providing in the draft EIS a listing of existing business relocation resources suitable for meeting the needs of the businesses that would be required to relocate. Similarly with regards to residential displacement, we would suggest that if a draft EIS on Alternative II is undertaken, consideration be given to providing such additional information as displacees income, family size, ages of dependents, etc. in an effort to better understand the appropriate size and price of replacement housing needed by displacees.

With regards to Housing, it was noted in your study Social and Economic Inventory, Consideration and Impacts Analyses that over the next 20 years approximately 15,000 residential units are planned for development in the vicinity of the proposed highway routes. In the event such housing development becomes a reality, the extent to which this agency would participate would be determined by a number of factors, i.e. housing marketability, environmental conditions, provisions of utilities and services, etc. At this time, in the absence of specific housing

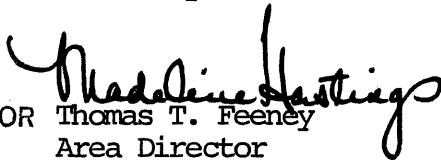
development proposals from the area, we feel the impacts of both alternative routes on future housing development has been most adequately covered in your studies.

Our concern for Open Space is due to a HUD-assisted open space project at Lake Elmo. Both highway routes would have approximately the same impact on the project. However, Alternative I being considerably closer to the project might reduce travel time to the facility for certain users of the open space.

From our prospective, the major difference between the two proposed alternatives is the magnitude of potential displacement, and from this standpoint Alternative I would appear preferable. Otherwise, we find the environmental impacts associated with the two alternatives to be substantially similar.

Once again, we thank you for the opportunity to comment on your highway proposals.

Sincerely,


FOR Thomas T. Feeney
Area Director



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 5
Suite 490, Metro Square Building
St. Paul, Minnesota 55101

December 26, 1974

Mr. Stanley Olander
Minnesota Department of Highways
3485 Hadley Avenue North
Box 2050
North St. Paul, Minnesota 55109

IN REPLY REFER TO:

Re: 319
S.P. 8282(94)

Dear Sir:

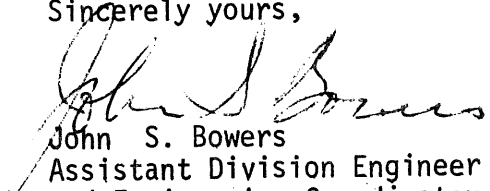
Due to Mr. Carlson's absence, I would like to thank you for your letter of December 16 inviting him to make an evaluation and/or recommendation of the two proposed alternate locations of Interstate 94 in Washington County. It would, however, be inappropriate for him to do so.

In the administration of the Federal-aid highway program, the State Highway Departments are, by law, designated as the action agency responsible to make specific proposals for programs, locations, designs and construction. Our office is simply a review and approval agency with the responsibility of assuring that all Federal requirements are met in the development of a project.

Accordingly, it is incumbent upon Mr. Carlson to look to the Highway Department for a recommendation based not only on the recommendation of the local community but from whatever other statewide considerations there might be. As you can see, it would therefore not be proper for this office either through this document or through our committee representative to influence your recommendation to the Highway Department. Our role, other than to keep generally informed as to progress, is to keep you informed as to Federal requirements.

We are told that your committee is a most informed and active one and would like to take this opportunity to thank all of you for the high level of interest maintained through a long learning process. Hopefully, you will soon realize a satisfactory solution.

Sincerely yours,


John S. Bowers
Assistant Division Engineer
and Engineering Coordinator
For E. Dean Carlson
Division Engineer

STATE AGENCIES

1. STATE PLANNING AGENCY
Letter - March 13, 1975
*Presentation - April 10, 1975
2. MINNESOTA DEPARTMENT OF NATURAL
RESOURCES
Letter - January 31, 1975
3. MINNESOTA HISTORICAL SOCIETY
*Letter - October 15, 1974
*Presentation - December 12, 1974

**Not included in this booklet because the material is either in Minutes of Management Committee or included in Technical Analysis Report.*



STATE OF MINNESOTA

STATE PLANNING AGENCY
100 CAPITOL SQUARE BUILDING
550 CEDAR STREET
ST. PAUL, 55101

March 13, 1975

Mr. Stanley Olander
Chairman I-94 Management Committee
Councilman, City of Woodbury
Department of Highways
District 9
3485 Hadley Avenue North
Box 2050
North St. Paul, Minnesota 55109

Dear Mr. Olander:

In response to your questionnaire regarding the two alternative locations of I-94, I am enclosing staff comments and evaluations of the four questions provided us.

State Planning Agency is very interested in seeing these questions resolved and we would be happy to meet with your committee at any time.

Phone inquiries or correspondence should be addressed to Mr. Joseph Sizer, Director of the Environmental Planning Division, 100 Capitol Square Building, 550 Cedar Street, St. Paul, Minnesota 55101, 296-3985.

Sincerely,

A handwritten signature in cursive script that reads "Gerald W. Christenson".

Gerald W. Christenson, Director
State Planning Agency

GWC:JR:pj
ENC.

TO : I-94 Management Committee

DATE: 3/11/75

FROM : State Planning Agency

SUBJECT: STATE PLANNING AGENCY'S CONCERNS ON I-94 ALTERNATIVES

The State Planning Agency is concerned with the following general issues:

1. Overall consistency of local, regional, and state planning activities related to land use and development adjacent to a transportation corridor.
2. The evaluation of state actions (i.e. the highway) as it relates to other state goals and objectives such as those promulgated in the Minnesota Environmental Policy Act of 1973.

As requested by the I-94 Management Committee, our primary response will be to comment on the four (4) questions which follow.

1. IDENTIFY SPECIFIC AREAS AND/OR ITEMS OF INTEREST TO YOUR AGENCY WHICH YOU FEEL WOULD BE EITHER BENEFICIALLY OR ADVERSELY AFFECTED BY EITHER ALTERNATE.

There are three major areas of interest to the State Planning Agency in this project. They are:

- A. Consistency of local, regional, and state plans and policies.
- B. Visual impressions of the entry to the State of Minnesota.
- C. Environmental effects of the project.

The following paragraphs explain in some detail the specific concerns within each of these above areas.

A. Consistency of local, regional, and state plans and policies.

In reviewing the Technical Reports furnished by the Minnesota Highway Department it was evident that no coordinated and comprehensive land use plan existed for the study area. There was a distinct conflict between present uses, localities zoning, county plans, residents' desires, and the Metropolitan Council's proposed development guidelines for rural areas.

Washington County's comprehensive plan clearly indicated the creation of a linear commercial, industrial, and high-density residential corridor between the existing T.H. 12 and the proposed northern alternative for I-94. Land use planning of this nature only extends urban sprawl into the rural areas, necessitating additional public services and conflicting with the "rural environment" desires of the majority of the residents living within or near the study area.

The State Planning Agency recognizes the multi-jurisdictional and regional impacts of transportation systems and associated land use decisions. These concerns can be most practically addressed on a regional level through implementation of the development guidelines being proposed by the Metropolitan Council for "rural areas", such as the corridor adjacent to I-94.

B. Visual impressions of the entry to the State of Minnesota

In addition to the significant question of state concern relative to land use, there is the question of the visual impression presented by a primary entrance route into Minnesota and leading to the State Capitol.

The Minnesota Highway Department's Technical Report entitled, "Aesthetics - A Visual Evaluation of Alternate Alignments of I-94 from St. Croix River to Junction I-694" has indicated the following:

"This segment of I-94 is a unique gateway to the state and the Twin City Metropolitan Area from the east. Gateways deserve special treatment to provide the sights, sounds, aromas and images best suited to the offerings of the region."

The State Planning Agency endorses this concept wholeheartedly. However, as discussed in Item A, it does not feel this goal can be obtained unless land use plans for the corridor adequately reflect this concern. As indicated in the above report, "negative" aesthetic intrusions (i.e. power and telephone lines, billboards, and gravel pits) proliferate the existing T.H. 12 right-of-way. In contrast to this visual impression is the more aesthetically pleasing undeveloped landscape to the north of T.H. 12.

However, if we eliminate "developed areas" from the Minnesota Highway Department's inventory of "critical visual resources" in Washington County, the northern location would eliminate 27% of the natural visual resources (i.e. vegetation, steep slopes, wetlands, water areas etc.) while the T.H. 12 location would eliminate 18% of the "natural" visual resources.

If an aesthetically pleasing Interstate Route is desired, two factors must be addressed: 1) loss of natural visual resources should be evaluated; and 2) the effects of urban sprawl resulting from aesthetically insensitive development plans for land adjacent to the highway. If Washington County's present comprehensive development plan is implemented, the only aesthetic diversity along I-94 will be the difference between a high-rise apartment and an industrial-commercial plaza. The "Gateway to Minnesota" will have become an intensively urbanized extension of Metropolitan St. Paul.

C. Environmental effects of the project

Of major importance in developing state and regional transportation facilities, such as I-94, is the desirability to provide a fast, safe, and efficient system which is also in productive harmony with man and his environment.

The Minnesota Environmental Policy Act of 1973 has mandated that environmental concerns will be incorporated into the state planning process. Any portion of this act could be applicable to the development of a transportation project of this nature. However, items (c) (f) (i) and (q) under Section 2, Subsection 2 may be the most relevant in light of the proposed local and county development plans. The act states under Section 2, Subdv. 2,

"In order to carry out the policy set forth in this act, it is the continuing responsibility of the state government to use all practicable means, consistent with other essential considerations of state policy, to improve and coordinate state plans, functions, programs and resources to the end that the state may:

- (c) Discourage ecologically unsound aspects of populations, economic and technological growth, (including conservation of natural resources) and develop and implement a policy such that growth occurs only in an environmentally acceptable manner;
- (f) Develop and implement land use and environmental policies, plans, and standards for the state as a whole and for major regions thereof through a coordinated program of planning and land use control;
- (i) Practice thrift in the use of energy and maximize the use of energy efficient systems for the utilization of energy, and minimize the environmental impact from energy production and use; and
- (q) Minimize noise particularly in urban areas.

1. Growth Inducement

The proposed land use plans for this corridor do not appear to reflect the above growth policy. Furthermore, the creation of another highway less than 1/2 mile from an existing one does not encourage energy or natural resource conservation. It would seem to increase the already heavy dependency on the automobile and provide improved access to potential development areas which would generate even higher traffic volumes. Alternate modes of transportation should be considered if growth is to occur in the manner anticipated and for which the roadway was designed.

2. Social and Economic Effects of the Project

According to the Minnesota Highway Department, I-94 Location/Design Study "Fact Sheet", the north alternate has relocated 16 homes and 3 businesses while the southern route (T.H. 12), as preliminarily designed, would relocate 45 homes and 23 businesses. The right-of-way costs for these

actions are respectively \$2,311,400 and \$5,858,900. The right-of-way for the northern route was acquired over a period of seven (7) years. Since this time, local attitudes and land use plans have changed. The subdivision of Cimarron is a prime example of the need to develop realistic land use controls adjacent to transportation routes. Cimarron was allowed to develop extremely close to the proposed highway right-of-way. Today, over 50% of the residents here are opposed to the northern route.

Noise levels anticipated at both locations will exceed federal and state standards, thereby necessitating costly state expenditures for sound walls and other noise abatement features. The state estimates \$130,000 in sound abatement features for the 88 residences located along the northern route. Much of this expense could have been avoided by local zoning controls which would have provided a sufficient buffer zone between the subdivision and the highway. Furthermore, the probable noise impacts on institutional structures (i.e. schools, libraries, churches, hospitals, etc.) located along associated routes which are upgraded, such as the Oakland Junior High School along a wider C.S.A.H. 15, have not been addressed at all. If the proposed county development continues in a similar manner, more and more state costs will be incurred by the necessity to construct longer and higher sound walls.

Aside from the highway noise impacts which affect health and welfare, there appears to be a conflict between the county's plan and the desires of the residents for a "rural environment".

The Technical Report entitled, "Social and Economic Inventory, Consideration and Impact Analysis", states on page 64,

"only persons living along T.H. 12 thought that building I-94 would have a positive effect on their lifestyles; residents in all other areas thought that I-94 would have a negative effect"

If the existing residents and businesses, particularly along T.H. 12, feel this will be a positive effect, why not provide a more compatible design using the existing alignment? Although more businesses would be relocated, these same businesses may lose enough patronage by the relocated I-94 north that they would have to move in any event. Modifications of the frontage road design may reduce the number of businesses to be relocated while still providing the level of service desired for local traffic.

SUMMARY OF ENVIRONMENTAL EFFECTS TO BE CONSIDERED -

1. Noise levels will exceed federal and state standards necessitating expensive noise walls and abatement features which are not in harmony with the rural environment. This may be mitigated by relocation, buffer zones, and zoning controls on future development adjacent to the highway.

2. Removal of traffic from T.H. 12 to the northern alternative location could affect patronage for businesses on T.H. 12 which are dependent on being visible from a high traffic volume roadway.
3. Have alternatives (such as commuter parking lots and express bus extensions) which will service the transportation needs of the community and reduce automobile dependence been considered in the planning of I-94 and location of interchanges?
4. The northern route will remove more natural resources and wildlife habitat.
5. There are presently inadequate measures for controlling undesirable land uses thereby causing secondary effects which conflict with state environmental policy.
6. Development of road design standards were based on certain assumptions which may not materialize or which could be influenced by other state regulations. For instance, traffic projections assume intensive county development such as shopping centers, subdivisions, industrial commercial complexes, although Metropolitan Council policies discourage urban sprawl, and sewage systems are not available.
7. In Washington County's development plan and the highway department's location of interchanges, considerations have not been given to the compatibility of these "proposed developments" which generate additional automobile traffic relative to their impact on local and regional air quality (i.e. complex sources).
8. It appears a majority of the automobile trips on T.H. 12 are destined for St. Paul or Minneapolis. Each of these cities has carbon monoxide levels exceeding federal standards. Therefore, increased automobile traffic to these cities should be discouraged by incorporating transit facilities such as commuter parking lots and express bus systems into the planning and design of the highway and location of interchanges. This should be coordinated with the Metropolitan Transit Commission.

2. IDENTIFY POSSIBLE MEASURES WHICH YOU MIGHT RECOMMEND TO MINIMIZE THE HARM TO ADVERSELY AFFECTED AREAS OR ITEMS DEFINED IN QUESTION 1.

A. Plans and Policies

Especially if the northern route is selected, a responsible comprehensive plan must be developed to incorporate desires of local residents. If such a plan is not initiated by local government, the state highway department should discourage access to I-94 by limiting interchanges. The other alternative would be to follow the existing route encouraging land use which is consistent with present usage.

B. Visual Impressions

Either alternative could acquire 100-200 foot easements at selected locations for protecting the visual resources of the land adjacent to the highway. This would preserve diversity, eliminate more unsightly roadside sprawl, and reduce potential for more noise abatement expenses at a later date by providing a sufficient buffer zone.

C. Environmental Impacts

1. Social-Economics

Provide alternate design combinations to preserve existing businesses and homes. Where relocation is necessary, this should be compatible with local plans and the Minnesota Highway Department's noise level projections for various distances from the highway. Providing sufficient buffer zones would eliminate noise pollution impacts and reduce expenditures for future noise abatement features.

2. Energy Conservation

Incorporate planning for express bus systems to service new development thereby reducing vehicle load, conserving energy, and minimizing the right-of-way impact by reduction of the number of lanes.

3. Air Quality

Planned industrial/commercial development should be coordinated with the state's air quality plan. Air quality may be degraded at these locations as well as in St. Paul and Minneapolis due to increased commuter automobile traffic (i.e. complex source).

3. IDENTIFY CRITERIA OR ITEMS WHICH YOU FEEL MIGHT AID THE COMMITTEE IN REACHING A RECOMMENDATION TO THE COMMISSIONER OF HIGHWAYS

Of major importance in developing regional transportation facilities such as I-94, is the harmony of such actions with both regional and local comprehensive plans. The Environmental Policy Act of 1973 made it the responsibility of the state to:

"Develop and implement land use and environmental policies, plans, and standards for the state as a whole and for major regions thereof through a coordinated program of planning and land use control."

Thus a very broad and timely criterion to be followed at this stage is coordination of program planning which gives all interests, institutional as well as individual, an equal opportunity to affect the implemented outcome.

The major motivation behind this criterion is that as already pointed out, there are several conflicting land use plans for the area after the highway is built. These plans include:

- a. Metropolitan Council policy to discourage urban sprawl and encourage centralized location of major services;
- b. County's plan for linear, high-density, industrial and commercial development between T.H. 12 and the northern I-94 alternate;
- c. Local townships' plan for residential development throughout the area except for a few localized commercial/industrial units; and
- d. Intentions of 3 major developers with unresolved differences do not appear to "encourage productive and enjoyable harmony between man and his environment."

Therefore, the primary criteria at this stage of development ought to be:

1. Actual coordination of planning and land use control.
2. Consider alternatives to highway transportation modes that will lead to the practice of "thrift in the use of energy" and maximization of "energy efficient systems" as called for in the Minnesota Environmental Policy Act of 1973.
3. Develop land use and comprehensive plans which respond to long-term community stability under possible alteration of transportation modes, economic base, and/or other sudden or large social changes.
4. Protect by ordinance or otherwise the land around the right-of-way to preserve the open space, rolling-hill, and natural areas of this approach into Minnesota.
4. EXPRESS A PREFERENCE AS TO WHICH ALTERNATE FULFILLS YOUR AGENCY'S PLANS AND CRITERIA.

It is possible that either alternative could meet the above criteria. However, the Metropolitan Council must commit itself to establishing regional land use policy in order for the I-94 Management Committee to apply the criteria in evaluating the alternatives.



STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

CENTENNIAL OFFICE BUILDING • ST. PAUL, MINNESOTA • 55155

January 31, 1975

Stanley Olander, Chairman
I-94 Management Committee
District 9
Department of Highways
3485 Hadley Avenue North
Box 2050
North St. Paul, Minnesota 55109

Re: 319 S.P. 8284(94)

Dear Mr. Olander:

We appreciate the opportunity to respond to the proposals for the construction of Interstate 94 between I-694 and the St. Croix River.

The Department of Natural Resources favors building the new roadway along the location of present Highway 12 (Alternate 2). We believe that this alternate provides for the best utilization of lands and will cause the least environmental damage. While Alternate 2 will cause a greater loss of homes and businesses, we believe that some modifications could be made to decrease the losses indicated for the present design. These are outlined below.

Losses on the northern route, Alternate 1, include some small marshes in the vicinity of station 160 to 170; a series of marshes between stations 290 and 320; and woodlands from station 411 to 454. While these areas are relatively small, they nevertheless provide natural resource value within the Metropolitan area, and it does not seem wise to consume 632 additional acres of land, including these wetlands and woodlands, for a new corridor just one-half mile from the existing corridor.

Environmental losses on the southern route include a small wetland at station 295, and a marshy stream in the vicinity of station 420. These could possibly be avoided by modifications in the frontage roads.

It appears that a substantial portion of the additional land, and therefore the cost, of upgrading the present route (Alternate 2) is for frontage roads. Frontage roads are proposed on both sides of the freeway for virtually the entire length of the project (while on Alternate 1 there are almost no frontage roads). We realize that existing land owners along Highway 12 must be provided continuing access, but it appears this could be done while eliminating some sections of frontage road. In some cases, dead-end access roads would suffice rather than through frontage roads.

Page 2
Mr. Stanley Olander
January 31, 1975

By eliminating some sections of frontage road, not only would land requirements and costs be reduced but fewer homes and businesses might have to be taken. Also, in some cases, access could be provided behind existing homes or businesses. It would appear, for example, that access on the south side of the freeway between Co. Rd. 72 and Co. Rd. 71 could be maintained without any frontage roads, or at most with dead-end spurs.

We also feel that the space occupied by some of the interchanges is more than necessary, and some reductions resulting in lower acquisition requirements are possible.

We also wish to express concern regarding the Keats Avenue interchange. Upgrading of Keats Avenue north to 10th Street, which will become necessary if the interchange goes here, will adversely affect Goose Lake. Perhaps an interchange at C.S.A.H. 17 (Lake Elmo Avenue) could replace both the Keats interchange and the C.S.A.H. 15 (Manning Avenue) interchange, or interchanges be provided at both C.S.A.H. 17 and Co. Rd. 71 instead of Keats Avenue and C.S.A.H. 15.

If an interchange were provided at Co. Rd. 71, care should be taken to avoid damage to the marshy stream in the southwest corner of the intersection. This precaution would also hold true for an access road in this location.

We will be happy to answer any questions you may have regarding these suggestions, and will look forward to working with you in subsequent design stages of this project.

Sincerely,

A handwritten signature in dark ink, appearing to read "Archie D. Chelseth", written in a cursive style.

Archie D. Chelseth
Assistant Commissioner

ADC:KDW:md

REGIONAL AGENCIES

1. METROPOLITAN COUNCIL
Letter - January 27, 1975
*Presentation - April 10, 1975
2. METROPOLITAN WASTE CONTROL COM-
MISSION
Letter - January 9, 1975
3. METROPOLITAN TRANSIT COMMISSION
Letter - January 31, 1975

**Not included in booklet, contained in Minutes of Manage-
ment Committee Meeting.*



300 Metro Square Building, 7th Street and Robert Street, Saint Paul, Minnesota 55101 Area 612, 227-9421

January 27, 1975

Mr. Stanley Olander, Chairman
I-94 Management Committee
c/o Mr. David Ekern, Project Manager
Minnesota Department of Highways
District 9
3485 Hadley Avenue North
Box 2050
North St. Paul, Minnesota 55109

RE: 319
S.P. 8282 (94)
I-94 Location/Design Study
Metropolitan Council Referral File No. 2407

Dear Mr. Olander:

At its meeting of January 23, 1975, the Metropolitan Council considered the I-94 Location/Design Study submitted by the I-94 Management Committee on December 20, 1974. It is our understanding that the Management Committee is soliciting comments from all affected agencies in an effort to decide which of the two alternates is preferable and should be recommended as such to the Commissioner of Highways. Council representatives have participated on the Management Team since its formation in July, 1973. They appear to have adequately represented the Council's views since a review of these layouts revealed that they are in substantial conformance with both the existing transportation chapter of the Metropolitan Development Guide and the interim policies of the new Transportation Policy Plan. The Metropolitan Council has long been on record in support of completing the metropolitan interstate system as soon as possible. This is our primary concern with I-94, and there is nothing in the previously-mentioned transportation policies to indicate a preference for either alignment. The local municipalities who are most directly affected should recommend which particular alignment is preferable. The Council therefore voted to waive comment

Mr. Stanley Olander, Chairman
January 27, 1975
Page Two

at this time on which alignment is preferable, reserving the right to comment on later MHD submissions relative to this project, such as the draft EIS and the final layout.

Thank you.

Sincerely,

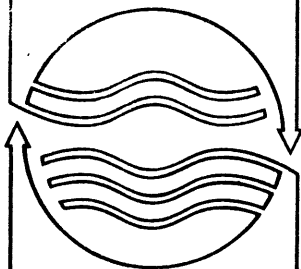
METROPOLITAN COUNCIL

A handwritten signature in dark ink, appearing to read "John Boland", written over the printed name.

John Boland
Chairman

JB:emp

cc: Larry Dallam, Metropolitan Council Staff



January 9, 1975

Mr. Stanley Olander
Chairman, I-94 Management Committee
City of Woodbury
561 Tower Drive
Woodbury, MN 55055

Subject: Comments on the Proposed Location of Interstate 94 Between
Interstate 694 and the St. Croix River

Dear Mr. Olander:

The Metropolitan Waste Control Commission is the recipient of your December 12, 1974 letter which requested our review and comments on the two alternate alignments for the location of the proposed I-94 Freeway.

The Commission completed a long range planning study in 1973 for all of Washington County which set forth plans for serving the immediate and long range needs and also proposed schedules for metropolitan sanitary facilities. The study documented information relating to existing conditions including land use throughout the county and made population and land use projections. The land use and population projections were made during the time when the proposed location of I-94 was on the northerly alignment about one-half mile north of existing Highway 12.

Both basic alternatives for providing metropolitan facilities in our planning study included proposed interceptor sewers to be constructed along the existing Highway 12 in approximately twenty years. It appears that future facilities will be affected very little by either proposed highway alternate alignments. However, it is anticipated that our facilities could be constructed with greater ease, more safety, and a lesser cost if Highway 12 remains in relatively the same stage as it is today without above grade crossings and fences. Traffic during our future construction would be a lesser problem since the Interstate would carry most of the vehicles.

The Metropolitan Waste Control Commission generally concurs with the northerly alignment for I-94 as originally proposed by the Highway Department. The effects on our future facilities are relatively minor.



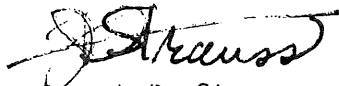
Mr. Stanley Olander
Chairman, I-94 Management Committee
Page 2.
January 9, 1975

Therefore, from our review, a decision for the alignment should be based on the economic, environmental, and other engineering impacts of the two alternatives.

We thank you for the opportunity to comment on your proposed plans.

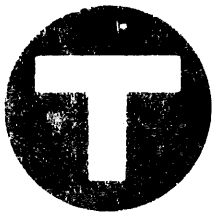
Sincerely,

METROPOLITAN WASTE CONTROL COMMISSION


Joseph D. Strauss
Chairman

JDS:CRP:kla





TWIN CITIES AREA METROPOLITAN TRANSIT COMMISSION

330 Metro Square Building, Saint Paul,
Minnesota 55101 Phone 612/227-7343

January 31, 1975

Mr. Stanley Olander, Chairman
I-94 Management Committee
c/o David S. Ekern
Department of Highways, District 9
Box 2050
North St. Paul, Minnesota 55109

Re: 319
S.P. 8282 (94)

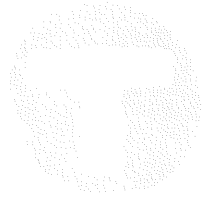
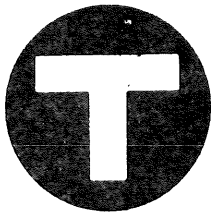
Dear Mr. Olander:

In response to your letter of December 16, 1974, we are submitting the following comments regarding the relationship of MTC plans and programs to the two alternate alignments for new Interstate 94 between Interstate 694 and the St. Croix River. This letter is, in effect, an update of the attached memo of September 5, 1973, to the I-94 Study Management Committee, concerning the relationship of MTC plans to the proposed I-94 alignment.

In the comparative studies of small vehicle fixed guideway systems now being undertaken by the MTC at the request of the Minnesota Legislature, the fixed guideway is being terminated in the vicinity of the 3M Center in Maplewood, rather than at I-694 or farther east in a diversified center in Washington County. The new policies emerging from the Metropolitan Council's work on the Development Framework suggest it would be inadvisable to locate the terminal for the fixed guideway system as far east as originally proposed. With a fixed guideway terminal point in the vicinity of the 3M Center, bus service would be provided from the terminal to serve the area to the east in Washington County.

As indicated in our earlier memo, the MTC in 1971 informally endorsed a design for this freeway which included a 54-foot median, adequate for future traffic lanes, a busway, or fixed guideway transit facility. While our plans do not presently call for either of these two alternate types of transit facility, we believe it would be highly desirable to provide a wide median throughout the length of this section of I-94 because of the many unknowns which may affect the future need for and development of transportation facilities in this area.

The MTC has underway at the present time or will soon initiate additional studies of bus transit service which will affect its plans for service to the I-94 corridor area. The first of these is the Regional Express Bus Network Study, now underway, for the development of plans and an implementation program for a



Mr. Stanley Olander
Page Two
January 31, 1975

region-wide express bus network with a supporting system of park-ride facilities.

The second study, to be initiated within a few months, is the St. Paul East/Central Washington County Route-Ridership Improvement Project, intended to develop new and improved bus services in the eastern portion of the City of St. Paul, the southern part of Maplewood, and central Washington County. Like other route-ridership studies undertaken by the MTC, this project will be concerned with transit improvements to be implemented over the next 10 years and will include new and improved bus routes; an increased level of service; user amenities; bus-related road facilities to improve routes, services, and speed; and determination of the type and number of vehicles needed. This short-range study is compatible with the proposed comprehensive long-range study of the St. Paul East area.

Neither of these bus transit studies is predicated on use of a given alternate for I-94. The inherent flexibility of bus service will permit adjustment of plans and future service to either alternate. However, it would be desirable to know which alternate alignment for I-94 will be used at the time bus transit plans for this area are prepared. The location of some fixed facilities such as park-ride sites, stations, shelters, and bus turn-outs, may be determined by the alternate selected.

While the MTC can adjust its plans to either alternate, we have one concern with the existing design for Alternate 1. It is assumed that buses serving areas in the southern part of the I-94 corridor will make use of existing TH 12, but that much of this service to and from the west (such as downtown St. Paul) will make use of I-94 for the express portion of the trip. Thus, good connections between I-94 and TH 12 at their western junction are desirable to facilitate bus movements.

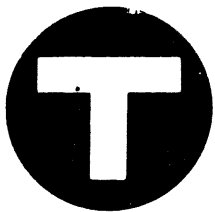
In summary, the MTC does not at this time identify either alternate as being clearly preferable in terms of its own planning work. However, our planning activity will be facilitated by an early decision on the future alignment of I-94.

Sincerely,

Doug Keim
Chairman

DK/khf

c c: Charles Burrill, Kermit McRae, Ron Hoffman



TWIN CITIES AREA METROPOLITAN TRANSIT COMMISSION

330 Metro Square Building, Saint Paul,
Minnesota 55101 Phone 612/227-7343

MEMORANDUM

TO: I-94 Study Management Committee

FROM: Metropolitan Transit Commission, Transit Development
Department

DATE: September 5, 1973

SUBJECT: Relationship of MTC Plans to Alignment of Proposed I-94
from I-694 to the Saint Croix River

The following information is being supplied to the Management Committee to clarify the MTC's plans as they relate to proposals for the construction of I-94 between I-694 and the Saint Croix River.

Long-Range Transit Planning. The MTC's long-range transit planning is based on the "family of vehicles" concept as applied to the Metropolitan Council's major diversified center plan outlined in the Metropolitan Development Guide. The family of vehicles would consist of: (1) rapid transit operating on an exclusive right-of-way (guideway or busway) as the backbone of the system to provide fast link service between selected major centers, (2) express buses operating in mixed traffic for fast link service in less congested corridors, (3) feeder and local bus service to provide direct service to the centers and to complement fast link service in low density areas, and (4) circulation/distribution service (people-movers) within certain major centers.

Both the MTC System Concept Plan, approved by the Commission in January, 1971, and the 1972-1990 System Development Plan contained in the adopted Transit Development Program, 1973-1990, show a fixed guideway line extending east from downtown Saint Paul to a terminal in central Washington County. The System Concept Plan indicates a generalized location for this terminal in a major diversified center in Washington County. The more detailed System Development Plan shows a fixed guideway terminating in a station at I-694. However, the MTC's intent would be to extend that line to a logical terminal point in the major diversified center which, it is expected, will be built in Washington County somewhere in the vicinity of I-94 or TH 12. Where this center is to be located will be determined by others than MTC, although fixed guideway planning will be facilitated by action to define its location and timing of development as soon as possible.

Relationship to Highway Plans. At the time of approval of its System Concept Plan, the MTC also endorsed development of the committed freeway-expressway system (System 16) which includes

both the TH 12 expressway and I-94 on a new alignment. If the major diversified center is located east of I-694 and the fixed guideway line is extended to it, the MTC will be interested in exploring the possible use of the I-94 freeway right-of-way with the fixed guideway located in the median.

Because of its interest in this matter, the MTC staff contacted the Minnesota Highway Department early in 1971 regarding the design of this section of I-94. At that time, the MTC was informed that 54 feet would be available in the median for future addition of lanes, or for incorporation of a busway or fixed guideway transit facility. Noting that the width that was being provided in the median would be adequate for future transit use, the MTC staff on April 6, 1971, indicated acceptance of the design of I-94 as a four-lane highway. However, it was noted that any increase in capacity of this highway would be accomplished through the addition of lanes within the median. The MTC requested that any proposals for future changes in median width be submitted to the MTC for evaluation in light of long-range transit plans in existence at the time.

Conclusions. On the basis of these facts, it is seen that the MTC in its planning work is not committed to any specific alignment for I-94 from I-694 to the Saint Croix River, but rather is more directly concerned with the location of the major diversified center which it is expected will be developed in this area. In addition, the MTC is interested in development of a design for the freeway to permit future addition of fixed guideway facilities within the freeway right-of-way.

khf



LOCAL UNITS OF GOVERNMENT

1. WASHINGTON COUNTY
Presentation - September 20, 1973
2. AFTON
Presentation - September 20, 1973
3. LAKE ELMO
Presentation - September 20, 1973
4. LAKELAND
Presentation - September 20, 1973
5. OAKDALE
Presentation - September 20, 1973
6. WEST LAKELAND TOWNSHIP
Presentation - September 20, 1973
7. WOODBURY
Presentation - October 4, 1973
8. VALLEY BRANCH WATERSHED
DISTRICT
Letter - November 15, 1973
9. SCHOOL DISTRICT 834
Letter - November 21, 1973
10. SCHOOL DISTRICT 833
Letter - November 14, 1973
11. SCHOOL DISTRICT 622
Letter - November 29, 1973

**Not included in booklet, contained in Minutes of the
Management Committee.*



HIGHWAY DEPARTMENT

11660 MYERON RD. N. • STILLWATER, MINNESOTA 55082

February 4, 1975

CHARLES J. SWANSON P.E.
COUNTY HIGHWAY ENGINEER

Mr. Stanley Olander
Chairman, I-94 Management Committee
c/o Minnesota Highway Department District 9
3485 Hadley Avenue North
Box 2050
No. St. Paul, MN 55109

RE: 319
S.P. 8282 (94)

Dear Mr. Olander:

In response to your request of December 16, 1974, for an evaluation of the two alternate routes presented for Interstate Highway 94 in Washington County, I am submitting the following statements using your outline.

- "1. Identify specific areas and/or items of interest to your community which you feel would be either beneficially or adversely affected by either alternate."

Alternate I:

(a) The County Road 80 interchange is beneficial both as a connector for old Trunk Highway 12 and for C.R. 80 itself. C.R. 80 is proposed to become a major north-south corridor serving western Washington County. It is recommended that "free-flow" traffic provisions be designed in the ramp intersection and the T.H. 12 intersection with C.R. 80.

(b) The County Road 19B interchange is necessary to provide access to the regional park now under development. In addition, this interchange will serve proposed development in Woodbury and Lake Elmo including the Dayton-Hudson regional center.

(c) Alternate I will cause the least disruption to the county during construction. Traffic can be maintained on existing T.H. 12. Bypasses for county roads carrying north-south traffic thru the construction zone will not have to cross existing T.H. 12.

(d) Alternate I causes the least disruption to existing residences and businesses in Washington County.

Alternate II:

(a) The proposed frontage roads will have to be maintained. Who will be responsible for the maintenance?

(b) Between C.S.A.H. 15 and T.H. 95 the proposed access to I-94 (old T.H. 12) has been limited to the interchanges at these crossings which are $4\frac{1}{2}$ miles apart. Will the proposed frontage roads be capable of handling the volume of local, heavy commercial vehicles presently using T.H. 12?

(c) It has been indicated that all the county road crossings will go over I-94. It appears that there could be approach grade problems at these crossings.

(d) The number of homes and businesses needed for Alternate II could be an adverse impact. The homes and businesses needed for Alternate I have already been acquired and relocation accomplished for the most part and, therefore, that impact is not reversible.

(e) The inconvenience and additional transportation costs to county residences during construction with Alternate II is considered an adverse impact. Although not a severe impact, it must be considered when a recommendation is made.

- "2. Identify possible measures which you might recommend to minimize the harm to adversely affected areas or items defined in Question 1."

Although not directly addressed above, it is known that there is concern about adequately serving adjacent communities in the C.R. 80 interchange area. Washington County recognizes that C.R. 80 (Inwood Ave. No.) and proposed C.S.A.H. 35 (Radio Drive) will have to be substantially improved for some distance in both directions from the interchange. This is applicable to either alternate; however, with Alternate I, the funding for the reconstruction of C.R. 80 between T.H. 12 and I-94 would be with non-local monies.

"3. Identify criteria or items which you feel should guide the Committee in reaching a recommendation to the Commissioner of Highways."

- (a) County residents needing relocation.
- (b) County businesses needing relocation.
- (c) Overall costs of the project.
- (d) Time needed to complete the project.
- (e) Inconvenience to residents and the traveling public during construction.

"4. Identify which alternate best fulfills your community's plans and criteria."

The County Board feels that Alternate I best fulfills the county's plans and goals. Less adverse impact to the majority of county residents will occur with Alternate I. The county has planned for this alternate as shown in our adopted County Comprehension Plan. This commitment to the County Plan is evidenced by the reconstruction of C.S.A.H. 15 at the Alternate I interchange area, the improvement of $3\frac{1}{2}$ miles of C.R. 70 and right of way acquisition for C.R. 19B.

"5. Identify for the Committee any special concerns which your community might have if either of the two alternates is selected."

(a) Washington County will receive T.H. 12 as a turnback with Alternate I. We are prepared to accept this highway and feel it will best serve the adjacent communities as a county highway. We do not feel the frontage roads proposed with Alternate II will serve the function of county roads. These roads are generally turned back to municipalities or townships and they must then accept the responsibility of maintaining those local access roads.


(b) We are concerned with the additional delay entailed if Alternate II is selected. How many accidents will occur along T.H. 12 during this delay? What will be the additional tax-payers cost resulting from this delay?

February 4, 1975
Mr. Stanley Olander
Page 4

(c) We feel that spending the additional 5.5 million dollars to build Alternate II would be wasteful. Alternate II does not lessen adverse impacts for a majority of county residents and may in fact create an adverse impact for more citizens than Alternate I. Therefore, spending the additional money is not justified.

In summary, the County Board favors Alternate I. We feel Alternate I best follows county and regional planning, provides for the least disruption to a majority of county residents, uses taxpayers money in a more prudent manner, and has the least adverse impact on most of the adjacent residents.

Sincerely,

A handwritten signature in cursive script, reading "Don L. Cafferty".

Don L. Cafferty, Chairman
Washington County Board

DLC:jlt

13404 15th Street South
Afton, Minnesota 55001
January 24, 1975

Mr. Stanley Olander
Chairman I-94 Management Committee
3221 Coachwood Circle
Woodbury, Minnesota

Re: 319
S.P. 8282 (94)

Dear Mr. Olander:

In answer to your request of December 16, 1974, the Afton City Council has reviewed the two alternates for I-94 and feels the Northern Route would produce the least adverse effect on the city of Afton.


Recognizing that there is an environmental impact on the Northern Route and that because of energy shortages, different modes of transportation will be developed, the feeling persists that a single freeway on the Southern Route will not be adequate to provide for both interstate and local traffic.

There are several business establishments in Afton which would have to be moved if the Southern Route were utilized, causing some loss of business to the owners.

Looking at the Northern Alternate, we do feel the lack of a suitable exit on the western end of Highway 12 is a definite deterrent to local traffic use. Some better interchange should be designed to make egress from Highway 12 more convenient, otherwise the freeway will become the local traffic route negating the obvious benefits mentioned above.

We appreciate the opportunity to provide input to this problem and hope that our comments and concerns assist you in reaching a decision.

Respectfully,



Donald G. Scheel
Mayor
City of Afton

DGS:lb

CITY OF LAKE ELMO
WASHINGTON COUNTY, MINNESOTA

A RESOLUTION RELATING TO EVALUATION OF I-94
ALTERNATE ROUTES

WHEREAS, the I-94 Management Committee by its letter of December 16, 1974, has asked the City Council of the City of Lake Elmo for its evaluation of the alternate routes for the proposed Inter-state Highway No. 94; and

WHEREAS, the City Council of the City of Lake Elmo has considered these alternate routes for sometime as the various proposals relate to planning and development within the City of Lake Elmo; and

WHEREAS, the City Council has most recently considered the position of the Washington County Board of Commissioners with respect to proposed alternate routes,

NOW, THEREFORE, BE IT RESOLVED, that the following statements be and the same are hereby the determinations and recommendations of the City Council of the City of Lake Elmo to be submitted to said I-94 Management Committee for the purpose of aiding said Committee in evaluating the alternate routes proposed for Inter-State Highway 94:

1. The I-94 Management Committee has asked:

"Identify specific areas and/or items of interest to your community which you feel would be either beneficially or adversely affected by either alternate."

RESPONSE

As to Alternate I, the City Council of the City of Lake Elmo determines that selection of Alternate I would benefit the City of Lake Elmo for the following reasons:

(a) The County Road 80 interchange is beneficial both as a connector for old Trunk Highway 12 and for C.R. 80 itself. C.R. 80 is proposed to become a major north-south corridor serving western Washington County. It is also recommended that sufficient right-of-way be required and allowance be made for future cloverleaf at C.R. 80 - 94 intersection. It is recommended that "free-flow" traffic provisions be designed in the ramp intersection and the T.H. 12 intersection with C. R. 80.

(b) The County Road 19B interchange is necessary to provide access to the regional park now under development. In addition, this interchange will serve proposed development in Woodbury and Lake Elmo including the Dayton-Hudson regional center.

(c) The proposed intersection at County Road 15 will permit allowance for an acquisition of sufficient right-

of-way for future cloverleaf at C.R. 15; while that need is not anticipated in the near future it is strongly recommended that the right-of-way for the cloverleaf be acquired immediately to make possible the expansion to a cloverleaf as and when it does become necessary.

(d) Alternate I will cause the least disruption to the City during construction. Traffic can be maintained on existing T.H. 12. By-passes for county roads carrying north-south traffic thru the construction zone will not have to cross existing T.H. 12.

(e) This Alternate I also makes possible the use of a service road between Helmo Avenue North and C.R. 80 which should be located at a reasonably practical location to the North of I-94. Such a service road is considered of major importance to the City of Lake Elmo.

(f) This Alternate causes the least disruption to existing residences and businesses in the City of Lake Elmo.

(g) This Alternate provides better design for control of local traffic movement away from the Inter-state system.

(h) This Alternate is more compatible with the objectives of the City to control west to east development along the Inter-state highway corridors.

(i) This Alternate tends to increase the economic feasibility of providing mass transit facilities for high density development within the highway corridor area; it is the stated goal of this City in its long range planning that the City should be served by a public transit system to minimize the need for individual automobile traffic even though it is recognized that the primary mode of transportation within and through the community will continue to be by private automobile.

(j) This Alternate provides the best opportunity to minimize noise pollution and air pollution by reason of the fact that both the design and construction of the highway and future highway development can be planned and carried out with these problems in mind.

(k) This Alternate eliminates the need for frontage roads which the City Council finds to be undesirable by reason of the fact that the construction and maintenance costs are the same as the road which is used on both sides but a frontage road normally serves the land on only one side.

As to Alternate II, the City Council has determined that the only beneficial effect to the City of Lake Elmo would be that the location of the freeway on existing State Highway 12 would involve using

less land within the City of Lake Elmo and therefore leave more land available for other uses within said City; however, the City Council recognizes that this Alternate would really shift the burden of providing this highway land on the City of Woodbury and hence is no benefit to the greater community interests which transcends our municipal boundary line.

As to Alternate II, this Council has determined as indicated above that Alternate II would adversely affect the interests of this City by requiring frontage roads adjacent to the freeway. Such frontage roads because of the fact that they are generally useful from only one side are economically wasteful both in terms of the cost of construction and maintenance of the frontage road and the loss in additional land.

2. The I-94 Management Committee has asked:

"Identify possible measures which you might recommend to minimize the harm to adversely affected areas or items defined in Question 1."

RESPONSE

Although not directly addressed above, it is known that there is concern about adequately serving adjacent communities in the C.R. 80 interchange area. Washington County recognizes that C.R. 80 (Inwood Avenue North) and proposed C.S.A.H. 35 (Radio Drive) will have to be substantially improved for some distance in both directions from the interchange. This is applicable to either alternate; however, with Alternate I, the funding for the reconstruction of C.R. 80 between T.H. 12 and I-94 would be with non-local monies. The same would be applicable to C.R. 19B and C.R. 15.

In either case considerable emphasis must be given to control of noise and air pollution but in the case of Alternate II the far greater problem is presented by the need to protect existing development both during and after freeway construction.

3. The I-94 Management Committee has asked:

"Identify criteria or items which you feel should guide the Committee in reaching a recommendation to the Commissioner of Highways".

RESPONSE

The City Council finds the following criteria and items to be important:

- (a) Residents needing relocation.
- (b) Businesses needing relocation.
- (c) Overall costs of the project.
- (d) Time needed to complete the project.

- (e) Inconvenience to residents and the traveling public during construction.
- (f) Responsibility and maintenance for frontage roads.
- (g) Current land ownership patterns.
- (h) Communities' ability to control the rate of development growth and limit density.
- (i) The goals, policies and standards of the communities of Central Washington County.
- (j) The short and long term needs of the communities in central Washington County.
- (k) The environmental constraints of either route before, during and following construction.

4. The I-94 Management Committee has asked:

"Identify which alternate best fulfills your community's plans and criteria".

RESPONSE

The City Council finds that Alternate I best fulfills the City's goals, policies and standards. The City Council is of the opinion that less adverse impact to the majority of residents will occur with Alternate I. The County and the City have both planned for Alternate I as shown in the City Comprehensive Plan and the County Comprehensive Plan. This commitment to the County Plan is evidenced by the reconstruction of C.S.A.H. 15 at the Alternate I interchange area, by the reconstruction of three and one-half miles of County Road 70 and the right-of-way acquisition for C.R. 19B. The City's commitment to this Plan is evidenced by the location of several business developments - namely; Lampert Lumber Company facilities and the J & W Marine facilities in accordance with a local street plan coordinated with Alternate I location and the construction of Helmo Avenue North.

5. The I-94 Management Committee has asked:

"Identify for the Committee any special concerns which your community might have if either of the two alternates is selected."

RESPONSE

The City Council finds:

- (a) Washington County will receive T.H. 12 as a turnback with Alternate I. We are prepared to accept this highway and feel it will best serve the adjacent communities as a county highway. We do not feel the frontage roads proposed with Alternate II will serve the function of county roads. These roads are generally turned back to municipi-

palities or townships and they must then accept the responsibility of maintaining those local access roads.

(b) We are concerned with the additional delay entailed if Alternate II is selected. How many accidents will occur along T.H. 12 during this delay? What will be the additional taxpayers cost resulting from this delay?

(c) We feel that spending the additional millions of dollars to build Alternate II would be wasteful. Alternate II does not lessen adverse impacts for a majority of county residents and may in fact create an adverse impact for more citizens than Alternate I. Therefore, spending the additional money is not justified.

IN SUMMARY, the City Council of the City of Lake Elmo favors Alternate I on the grounds that Alternate I best follows City, County, and Regional planning, provides for the least disruption to a majority of residents, uses public funds in a most prudent and reasonable manner, and has the least adverse impact on most of the adjacent residents and properties.

Passed unanimously by the City Council this 12th day of February, 1975; members Eder, Abercrombie, Shervheim, Pott and Lyons voting in favor thereof.

s/MAYNARD L. EDER

Maynard L. Eder, Mayor

Attest:

s/DONALD MEHSIKOMER

Donald Mehsikomer, Clerk

VILLAGE OF LAKELAND

LAKELAND, MINNESOTA

55043

March 14, 1975

Stan Glander
Chm. I-94 Management Committee
c/o Minn. Hwy. Dept.,
District 9 Office
3485 Hadley Ave. No., Box 2050
North St. Paul, Minn, 55109

Re: 319-S.P. #282 (94)

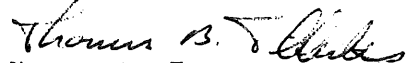
Dear Mr. Glander,

Thank you for your letter dated December 12, 1974. The four items that you requested a reply to were discussed and studied by the joint meeting of the Lakeland City Council and Planning Commission. After reviewing the data provided it is our opinion that both alternates are compatible with our previously agreed upon I-94, T.H.95 interchange. We are assuming that there will be no change in those plans and that the approach from the west will be the same for both alternates. This does not express an opinion from our city of preference of either alternates.

We would encourage your committee to arrive at a decision at the earliest possible date.

Thank you for your concern and consideration.

Sincerely,


Thomas B. Tibbetts,
Mayor of City of Lakeland

WEST LAKELAND TOWNSHIP
WASHINGTON COUNTY
STILLWATER, MINN. 55082

To- I-94 Study Committee

From- Town Board of the Township of West Lakeland

Re: Resolution pertaining to I-94 Route

The enclosed resolution was passed by the West Lakeland Township Board at its February 11, 1975 meeting.

Roger Meyer, Clerk

A handwritten signature in cursive script, reading "Roger Meyer".

WEST LAKELAND TOWNSHIP
WASHINGTON COUNTY
STILLWATER, MINN. 55082

Whereas, The members of the Town Board of West Lakeland have examined the available information, both pro and con, regarding the location of I-94 through West Lakeland and,

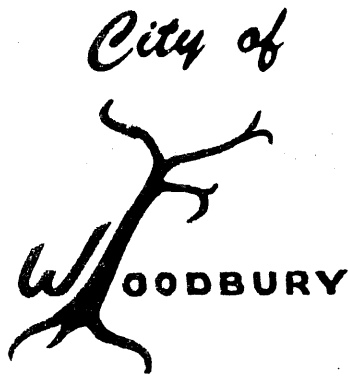
Whereas, The relocation of I-94 one-half mile north of its present location will remove over 300 acres of land from the tax roles in West Lakeland and,

Whereas, most of this 300+ acres is class one and class two farm land that will not be affected by development pressures for a number of years and,

Whereas, Cutting a new roadway through farm land, woods and wetlands only one-half mile from and parallel to the existing route for I-94 will cause far greater environmental damage and will have a more adverse effect on the health and welfare of the majority of the citizens of West Lakeland than would be caused by upgrading US 12 to interstate standards and,

Whereas, Construction of I-94 on the proposed north alternate would essentially lead to the demise of West Lakeland, not only by eliminating that significant amount of real estate for the right-of-way itself, but also by dividing West Lakeland into two small sigments which would be relatively isolated from each other and extremely vulnerable to annexation; therefore be it

Resolved, The Town Board of the Township of West Lakeland does hereby restate and reaffirm its position that I-94 remain on US-12 by upgrading US-12 to interstate standards and that the acquisition of additional land be kept to an absolute minimum.



January 21, 1975

Mr. Stanley Olander
Chairman, I-94 Management Committee
3485 Hadley Avenue North
Box 2050
North St. Paul, Minnesota 55109

RE: Evaluation of I-94 Alternates

Dear Mr. Olander:

In reviewing the proposed I-94 alternates, the Woodbury City Council and the Planning Commission identified specific items which they feel are of great importance to the Community of Woodbury. As requested by the Management Committee, we have submitted below written responses for each of the five categories of information.

1. IDENTIFY AREAS AND/OR ITEMS OF INTEREST TO YOUR COMMUNITY WHICH YOU FEEL WOULD BE EITHER BENEFICIALLY OR ADVERSELY AFFECTED BY EITHER ALTERNATE.

The Council discussed the beneficial and detrimental aspects of the alternates at great length. The table below summarizes the conclusions:

BENEFITS

Alt. #1

Woodbury will retain Highway 12 as a parallel thoroughfare. The alternate will save the community road construction costs in the future. Business will still be attracted to the Highway 12 area.

Highway 12 will have more access points into the community than an interstate freeway would have on the same alignment.

It will be easier to provide noise abatement for I-94.

Total cost will be less.

DETRIMENTS

The alternate does not include the slip ramp shown on the original I-94 plans (July, 1972). The omission of the slip ramp directs traffic north of Highway 12.

Development would scatter along Highway 12 without any concentration in the Northwest Quadrant of Woodbury, contrary to the Municipal Plan. The Northwest Quadrant is the sewered, developing area of Woodbury.

The limited access to the interstate freeway from the Northwest Quadrant will cause traffic congestion at I-494 and Afton Road.

BENEFITS

Alt. #2

The alignment will attract highway-oriented business to the community.

When the City constructs a parallel thoroughfare, the new thoroughfare would attract additional commercial and industrial development.

DETRIMENTS

The alignment will place a financial burden on the community to construct a parallel thoroughfare to I-94.

A new parallel thoroughfare could potentially increase the intensity of land use around Wilmes and Markgraffs Lakes.

The limited access to the freeway from the Northwest Quadrant will cause traffic congestion at I-94 and Afton Road.

Development could scatter along the freeway without any concentration in the Northwest Quadrant of Woodbury, contrary to the Municipal Plan. The Northwest Quadrant is the sewer, developing area in Woodbury.

The location of the service road is not acceptable to the City of Woodbury. The community prefers service roads located 400-500 feet from the highway.

2. IDENTIFY POSSIBLE MEASURES WHICH YOU MIGHT RECOMMEND TO MINIMIZE THE HARM TO ADVERSELY AFFECTED AREAS OR ITEMS DEFINED IN QUESTION 1.

The major harm identified with both alternates is the limited access to the sewer, developing area of Woodbury. Secondly, the omission of the slip ramp from the July, 1972 plans results in remote access to Highway 12 for East-bound I-94 traffic.

The limited access to Woodbury's Northwest Quadrant has two adverse effects:

- 1) Development will scatter along I-94 and
- 2) The traffic generated from the Northwest Quadrant will congest at Afton Road and I-494, causing severe traffic and access problems.

In order to fully explain the recommendations for measures to minimize the harm to the Northwest Quadrant, the harm will be further clarified below.

The adopted Woodbury Municipal Plan contains policies which state that both commercial and industrial development should be concentrated in the extreme North and West portions of the community. Also, it is the adopted policy of the City of Woodbury to permit "Urban density housing to expand only in conjunction with a sound and economical policy of extending sanitary sewer service. Sanitary sewer service installation shall be to accommodate urban growth in a logical and desired manner, and not installed simply in response to needs created by scattered hodge-podge type urban developments." Following this policy, growth will be encouraged in the Northwest Quadrant.

The proposed Metropolitan Council Development Framework Plan also designates the Northwest Quadrant as being in the Urban Service area. Since the area is presently sewered, growth should be encouraged in the Northwest Quadrant. Limiting the access, however, discourages growth in the sewered area and directs growth to the North and East, away from the urban service area.

In the present proposals, the access to and from the interstate freeways in the Northwest Quadrant will be limited to the Afton Road interchange. Since the Woodbury Municipal Plan identified intense land uses in the Northwest Quadrant, a large volume of traffic will be generated in this area. With only one access, the Afton Road interchange will be insufficient to handle the traffic.

The City of Woodbury requires an access to and from the freeway in the Northwest Quadrant in order to concentrate development according to the goals and policies of the Municipal Plan. In order to minimize the adverse effect, the Woodbury City Council concludes that it is imperative to include in the construction plans:

- a) A folded diamond interchange at Tamarack and I-494.
 - b) The originally proposed slip ramp directly connecting East-bound traffic to Highway 12.
3. IDENTIFY CRITERIA OR ITEMS WHICH YOU FEEL SHOULD GUIDE THE COMMITTEE IN REACHING A RECOMMENDATION TO THE COMMISSIONER OF HIGHWAYS.
- a) The effect of the alternate on the development of the respective communities, particularly in respect to presently sewered land.
 - b) The goals and policies of Municipal plans.
 - c) The effect of the alternates on traffic congestion at existing access points.
4. IDENTIFY WHICH ALTERNATE BEST FULFILLS YOUR COMMUNITY'S PLANS AND CRITERIA.

The Woodbury City Council, following the consideration of the benefits and detriments of each alternate, concluded that it recommends alternate #1, under the following conditions:

The Highway Department includes the construction of -

- a) The folded diamond interchange at Tamarack and I-494
 - b) The construction of a slip ramp directly connecting East-bound traffic to Highway 12.
5. IDENTIFY FOR THE COMMITTEE ANY SPECIAL CONCERNS WHICH YOUR COMMUNITY MIGHT HAVE IF EITHER OF THE TWO ALTERNATES IS SELECTED.

The implementation of the Woodbury Municipal Plan is of paramount concern with either alternate. In order to manage growth and direct development to the Northwest Quadrant, sufficient access to that land area is absolutely essential. Neither alternate would sufficiently provide the required access to presently sewered land. The Tamarack folded diamond is, therefore, necessary in either alternate in order for the City of Woodbury to achieve its goals and effectively implement the policies of the Municipal Plan. Directing traffic to the Northeast of Woodbury, without

Page 4

providing sufficient access to existing sewer property, would indeed adversely affect Woodbury and the development of the entire East side of the Metropolitan Twin Cities.

We appreciate the time and effort the members of the Management Committee have spent reviewing this important freeway construction project. The Woodbury City Council asks that you carefully consider their comments on the alternatives.

Yours truly,

Orville Bielenberg
Mayor

OB:at



February 27, 1975

Mr. Stanley Olander, Chairman
194 Management Committee
c/o Minnesota Highway Department
District 9 Office
3485 Hadley Avenue North
Box 2050
North St. Paul, Minnesota 55109

Re: 319 - S.P. 8282 (94)

Dear Mr. Olander:

Your letter of December 12, 1974 to Mr. Horning and Valley Branch Watershed District was reviewed and discussed by the Board of Managers on their January 9 and February 13 meetings, and they directed that I prepare this letter expressing their comments.

We have reviewed the report entitled Water Systems Analysis Report, dated October 1974. The report identifies drainage and runoff considerations for both locations. We feel the report adequately outlines considerations previously discussed with the Highway Department in 1973 in relation to Alternate 1. As you may be aware, the District approved final construction plans for Alternate 1 at that time. The report also describes drainage features related to Alternate 2, however, this discussion is based on only preliminary plans and, therefore, they are less clearly defined. In other words, we have had the opportunity of reviewing detailed plans for Alternate 1, while such plans are not available for Alternate 2. Therefore, special problem areas related to erosion or filling of storage areas along the south route may not be fully identified until detailed plans become available. However, based on the analysis and discussion of alternates in the report, we feel that the major drainage considerations have been identified.

The District would again want to review detailed plans for either route prior to giving its approval. One reason for requiring additional review of even the North Route is that additional criteria have been adopted by the District limiting the increase in rate and volume of runoff leaving developed



Mr. Stanley Olander, Chairman
February 27, 1975
Page 2

property. These criteria, if applied to the highway project, may require provisions for additional storage along either route to offset the effect of paved areas. Also, special provisions for protection against oil or chemical spills may be required at certain locations such as the Valley Branch Main Stem. These items are identified in only a general way since plans for the South Alternate are still of a preliminary nature. Also, it should be noted that these considerations would apply equally to either route.

We anticipate that some adverse effect on water resources would likely result regardless of the location selected for the highway. Since we feel the major considerations have been identified and no unsolvable problems have been found, the Managers do not feel the District is in a position to express a preference for either the North or South Route. Should the Highway Department feel the considerations for storage or protecting against spills offers a particular problem for either route, it would be more appropriate for them to determine this. At this point, we do not have information that would lead us to that conclusion.

We hope these comments will be of some help to your committee, and the Managers thank you for your consideration in contacting them.

Sincerely,



Lawrence R. Molsather
Engineer for the District
VALLEY BRANCH WATERSHED DISTRICT

LRM/am

cc: Board of Managers
K. K. McRae
R. Marshall

Independent School District no. 834

1018 SOUTH FIRST STREET
STILLWATER, MINNESOTA 55082
Phone 439-5160

December 27, 1974

Mr. Stanley Olander
Chairman, I-94 Management Committee
Department of Highways, District 9
3485 Hadley Avenue North
Box 2050
North St. Paul, Minnesota 55109

Reference: 319 S.P. 8282 (94)

Dear Mr. Olander:

The Board of Education for Independent School District 834 received your letter and other materials at its regular meeting on Thursday, December 26, and authorized me to respond to you.

Our concerns about the I-94 issue can be limited to two major points. First of all, we have extreme difficulty at the present time in getting our buses across Highway 12 at the intersections other than the interchange on Highway 95. This problem will become more serious each year until I-94 is completed. Either location of I-94 will take care of this concern. Our top priority is to have I-94 completed as soon as possible.

Secondly, we are concerned about the effect of I-94 on the operation of our Oak-Land Junior High School. This might be a problem with the northern location. The possibility of excessive highway noise and the difficulty of moving our buses south out of the Oak-Land lot and immediately up an overpass ramp in the winter time are two items that cause us some concern. It would appear that both of these problems would be negated if the highway and ramps could be moved south about 700 to 800 feet.

From the map, it appears that this could be done without materially affecting the operation of the highway or the interchange.

In The Friendly St. Croix Valley

BOARD OF EDUCATION

JEANNE LUNDQUIST, *Chairman*
ROBERT McGARRY, *Vice-Chairman*
DONALD CONLIN, *Treasurer*
ETHEL ANDERSON, *Clerk*

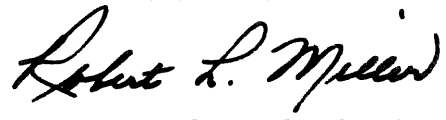
NEIL BEALKA
CYNTHIA DRISCOLL
LYMAN GEARY
ROBERT L. MILLER, *Superintendent*

Mr. Stanley Olander
December 27, 1974
Page Two

The board does not feel that it can select a preferential location for I-94 since it is not cognizant of all the negative and positive factors for both locations. We do urgently want our concerns to be considered in the final decision.

Thank you for requesting these opinions.

Sincerely yours,

A handwritten signature in cursive script, reading "Robert L. Miller".

Superintendent of Schools

RLM/je



South Washington County Schools

INDEPENDENT SCHOOL DISTRICT 833
8040 - 80th STREET SOUTH • COTTAGE GROVE, MINNESOTA 55016

LUTHER FJELSTAD, Superintendent

Telephone 459-5571

January 24, 1975

Mr. Stanley Olander
Chairman I-94 Management Committee
Councilman, City of Woodbury

RE: 319SP8282 (94)

Dear Mr. Olander:

Mr. Luther Fjelstad has referred your letter of December 12 to me pertaining to the interstate 94 location between the St. Croix River and existing 494. After reviewing plans, costs, and general location, it would appear that as far as School District 833 is concerned no preference is made as to whether alternate #1 or alternate #2 is used from stand point of specific eastwest travel. However, from stand point of future development within School District 833, alternate #2 or existing highway 12 corridor would be more beneficial to us in future years. I am specifically referring to commercial development that would tend to drop down into School District 833 fully aware as far as the City of Woodbury is concerned, it would develop much more quickly if highway 12 were used than the northern route.

As I review the statistics pertaining to right of way requirements etc., it appears that even though more acres are required under alternate #2 than alternate #1, highway 12 has already used the majority of this acreage. Therefore, any land that may already have been acquired for alternate #1 could be sold at a value far in excess of what may have been paid in the past.

It also appears to me that future maintenance of two areas, existing highway 12 and alternate #1 would be a heavy maintenance in the years to come as compared to using the present highway 12 corridor.

Another important factor in my opinion is the confused or appearing to be confused connection between I-94, highway 12, and 494 on alternate #1 as compared to the simplicity of this major intersection on alternate #2.

It would therefore be our recommendation that we proceed with alternate #2, even though your figures indicate at the moment that that would be more costly for construction.

Very Truly Yours,

Keith L. Phelps
Assistant Superintendent of Finance

KLP/1k

NORTH ST. PAUL - MAPLEWOOD SCHOOLS
INDEPENDENT SCHOOL DISTRICT NO. 622
2055 E. Larpenteur Avenue
ST. PAUL, MINNESOTA 55109

January 31, 1975

777-7401
AREA CODE 612

Mr. Stanley Olander
Chairman I-94 Management Committee
Councilman, City of Woodbury
3485 Hadley Avenue North
Box 2050
North St. Paul, MN 55109

Re: 319, S.P. 8282 (94)

Dear Mr. Olander:

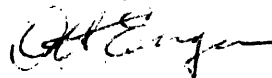
This is in response to your letter to Dr. Woodworth regarding the location of Interstate 94 within the school district.

Attached is a copy of a resolution which was passed by the School Board on January 23, 1975.

I believe this meets the intent of your request and is self-explanatory.

Should you need additional information please do not hesitate to let us know.

Sincerely,



O.H. Engen
Business Manager

OHE:ml
Encl.
cc: Dr. Woodworth

North St. Paul - Maplewood Schools
ADMINISTRATIVE STAFF MEMORANDUM
January 23, 1975

Agenda Item II - B - 9

I-94 Relocation

RECOMMENDED MOTION: "*Mr. H. A. L. K. ...*

that the School Board of Independent School District No. 622 endorse the
"Alternate 1 or North Alternate" for the construction of I-94 from Interstate

694 to the St. Croix River." *Decided by Mr. Huger:
Motion carried unanimously*

RATIONALE:

School District #622 buses must travel both sides of Highway 12 which means a minimum of two crossings of the four lanes per bus, per day. We have about five buses in this area each day, which means ten crossings. Our drivers have waited at least five minutes to cross one double lane, and waited five minutes in the center island before a let up in traffic to make a safe crossing.

In the past we have had the Minnesota Highway Patrol involved due to children who are late for bus pick-up dashing across the roadway thereby causing some near pile-ups of the fast moving traffic.

We had one accident involving a bus in 1970 but, very fortunately, no one was injured.

It should be pointed out that the facts mentioned above relate to ideal weather conditions. When we have rain, snow, sleet, or fog, the delays and risks are of a greater magnitude.

We also have a building and property (Hudson Road School) which would be affected by reducing the area of the property and placing the service lane considerably closer to the existing building. We also believe there would be an increased drainage problem that would have to be resolved if the present road was up-graded.


OHE:ml

DEVELOPER'S

1. DAYTON HUDSON PROPERTIES
Letter - February 13, 1975
*Presentation - February 13, 1975
2. MINNESOTA MINING and MANU-
FACTURING
Letter - February 6, 1975
3. WASHINGTON CENTRAL PLAZA
Letter - February 10, 1975
4. COLBY LAKE
Letter - January 17, 1975



Dayton Hudson Properties

777 Nicollet Mall - Minneapolis, Minnesota 55402

February 13, 1975

Mr. Stanley Olander
Chairman, I-94 Management Committee
c/o Minnesota Highway Department
3405 Hadley Avenue North
North St. Paul, Minnesota 55109

Mr. Olander:

Thank you for the opportunity for Dayton Hudson Properties to present "concerns and reactions surrounding the two locations" for I-94 in Washington County as per your letter of December 16, 1974.

As you are aware, Dayton Hudson Properties has followed and actively participated in the I-94 planning process. In addition to appearing in front of the I-94 Management Committee on October 4, 1973, DHP and its consultant, Bather-Ringrose-Wolsfeld, have met numerous times with the staffs of the participating governmental agencies and with the Lake Elmo Planning Commission and Council. The attached reactions to the two locations are presented in the context of this participation.

Most importantly, DHP hopes that the Management Committee can maintain the study schedule and submit its recommendation to the Commissioner of Highways and implementation can begin. DHP and its consultant will be available in the future to discuss in more detail the comments presented herein.

Thank you,

George C. Hite, Vice President
Environmental Development & Strategic Planning

GCH:js

Attachments

DAYTON - HUDSON PROPERTIES REACTION TO I - 94 ALTERNATIVES

BACKGROUND ON DAYTON-HUDSON PROPERTIES PROPOSED DEVELOPMENT

Dayton Hudson Properties currently owns approximately 1200 acres north of T.H. 12 between County Road 80 and County Road 19 (Figure 1). In the spring of 1973 a planning process was initiated to develop a Major Diversified Center in the spirit of the Major Diversified Centers Chapter of the Metropolitan Council's Development Guide.



The Lake Elmo MDC is planned to include a wide range of uses including:

- shopping center
- governmental offices
- cultural/educational facilities
- convenience center
- eating/entertainment facilities
- health care facilities
- parks and recreational facilities
- financial and service facilities
- communications center
- housing
- utility services
- transportation center

The halting of construction plans in July, 1973 in order to restudy the location and design alternatives for I-94 greatly affected the Lake Elmo MDC planning process. Activities were slowed to coordinate planning tasks with the I-94 study.

LAKE ELMO WASHINGTON COUNTY MINNESOTA



-  DHP LAND OWNERSHIP
 PROPOSED REGIONAL PARK

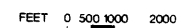
SCALE

FIGURE 1

In addition to the resolution of the I-94 issue, other factors will influence the timing and scale of development for this project including: the availability of sewer, the general thrust of development into this area, the general economic climate, and the development policies of the Metropolitan Council and local units of government.

GENERAL APPROACH TO PROVIDING ACCESS TO PLANNED DEVELOPMENTS

A difficult question facing the regional planning agency and the operating agency responsible for road construction is the process to be used in providing access to planned developments. One of the key factors available to influence the type of development desired is the provision of freeway access; at the same time there is a responsibility for expending capital funds for facilities that will be used in a timely manner.

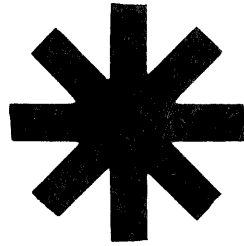
DHP has developed a preferred alignment access configuration required to serve a fully developed MDC. It is not the intent of DHP to request the consideration of this access plan as an initial part of the I-94 plans. However, it is the intent of DHP to request that sufficient flexibility be incorporated in the initial design such that ultimate access can be achieved with minimum disruption. DHP feels that this is a proper relationship between the developer working in concert with regional development policies and the regional planning and operating agencies.

Thus, the general approach suggested for providing access in the area of DHP's proposed MDC is twofold:

- proceed in the initial construction with the access required to serve immediate and near term needs.
- build flexibility into this initial construction to easily allow the provision of additional access when and if a full MDC is developed.

Within this general approach information is presented on the preferred alignment of I-94, the ultimate access required to serve a MDC, and comments on the changes required to the current Alternative 1 to provide the required flexibility to add access at a later point in time.

MINNEHAHA AVE.



COMMERCIAL
CORE

E-94

CO.RD.80

U.S.12

CO.RD.19

FIGURE 2

PROPOSED ULTIMATE ACCESS
REQUIRED TO SERVE MDC



PREFERRED ALIGNMENT OF I-94

As indicated in DHP's letter of September 14, 1973, to Mr. Robert Watson of the Lake Elmo Council, DHP prefers the northerly location of I-94 designated as Alternate 1. The purchase of property shown in Figure 1 and the development of plans for a major diversified center have been done on the basis of this alignment. Both traffic and land use considerations would be adversely affected by a freeway location on present T.H. 12.

ULTIMATE ACCESS REQUIRED TO SERVE A MDC

Bather-Ringrose-Wolsfeld, Inc., DHP's transportation consultants on this project, analyzed the access needs of a MDC in the fall of 1974. Alternatives were developed and evaluated and a preferred solution was developed. Figure 2 illustrates the plan view of the proposed solution. The key elements of the plan include:

- One way collector-distributor frontage roads provided between County Road 80 and County Road 19.
- Slip ramps with orientation to and from the west at County Road 80 and the new western crossroad.
- Slip ramps with orientation to and from the east at County Road 19 and the new eastern crossroad.
- North-south collectors provided on east and west sides of core area between Minnehaha Avenue and T.H. 12.

The major advantages of the plan are:

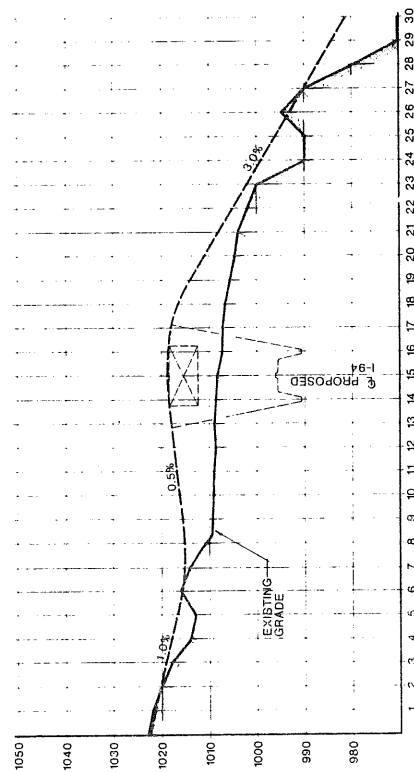
- Direct access to core area is provided from both directions.
- Sufficient access capacity is available for full development.
- Meets access spacing criteria of the Metropolitan Council.
- Follows suggested access configuration of Transportation Section of the Metropolitan Development Guide for a MDC.

COMMENTS ON ALTERNATIVE 1

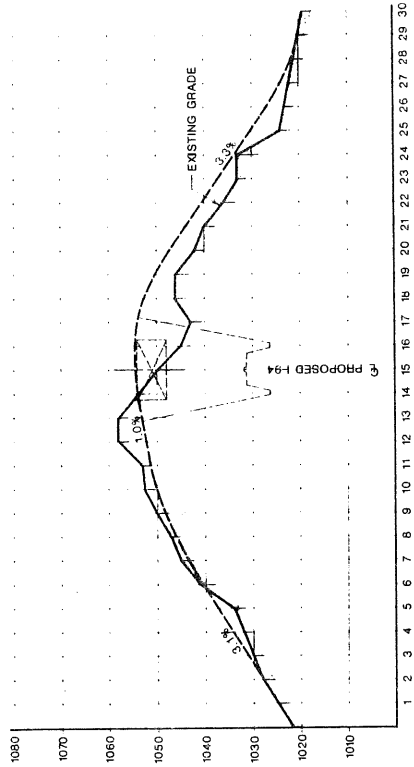
Comments on Alternative 1 access and profile plans are made in the context of providing flexibility in allowing an evolution to the access shown on Figure 2.

- Concur in the placement of access at County Road 80 as opposed to the previous interchange located at Helmo Avenue.
- While the provision of access at County Road 80 is desirable, the suggestion is made that freeway access to and from the west at Helmo Avenue be investigated. It would appear that an extension or modification to the collector-distributor lanes at the I-694 cloverleaf would allow access to Helmo Avenue to occur without violating design standards relative to weaving.
- The provision of a loop at the County Road 80 interchange for northbound to westbound traffic is of concern. The question is raised as to whether the volume projections warrant this loop and if access at Helmo Avenue might not satisfy such travel desires. The major concern with this loop is that it reduces the flexibility to develop a collector-distributor access configuration between County Road 80 and County Road 19 at some point in the future. This loss in flexibility is a result of the fact that one-way frontage roads and slip ramps would require removal of this loop.
- Support the diamond interchange at County Road 19.
- Another major concern with Alternate 1 is the proposed profile. I-94 is shown to go under County Road 80 and over County Road 19. The preference is that I-94 remain depressed through this area; again, the primary motivation being flexibility. The provision of additional bridges and access ramps in the future could be accomplished more easily if I-94 were depressed and the cross streets bridged over. (See Figure 3)

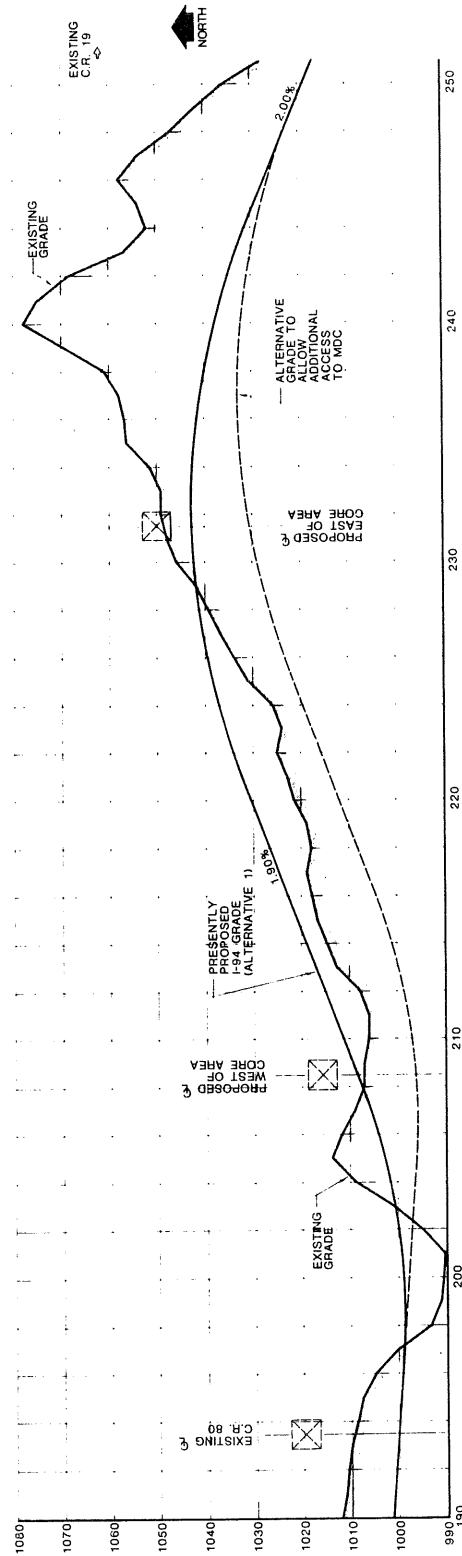
GROUND LINE PROFILE - WEST OF CORE AREA ROAD



GROUND LINE PROFILE - EAST OF CORE AREA ROAD



PROPOSED I-94 PROFILE



LAKE ELMO MAJOR DIVERSIFIED CENTER
LAKE ELMO WASHINGTON COUNTY MINNESOTA

DAYTON-HUDSON PROPERTIES
777 NICOLLET MALL
MINNEAPOLIS MINNESOTA 55402



FIGURE 3

SUMMARY

- DHP plans to build a major diversified center in Lake Elmo in the spirit of the Major Diversified Center Chapter of the Metropolitan Council's Development Guide.
- The particular timing of the development will depend upon the construction of I-94, availability of sewer, development policies of the Metropolitan Council and local units of government, and the general economic climate.
- DHP feels the general approach to providing access for planned developments that are in concert with regional development policies should include the provision of initial access that serves immediate and near term needs but has flexibility to be expanded. Comments of the I-94 alternatives are made within this context.
- DHP prefers the alignment labeled Alternative 1
- Ultimate access to I-94 for a MDC includes the use of slip ramps, one-way frontage roads, and additional bridges over I-94.
- Comments on Alternative 1 include:
 - Agree with access at County Road 80 and County Road 19 on the initial construction of I-94.
 - Request investigation of the potential of access to and from the west at Helmo Avenue.
 - Request further study of the need for the loop in the northeast quadrant of I-94 and County Road 30.
 - Request further study of the profile of I-94 to more easily allow future access to be provided along the ultimate access concept.



GENERAL OFFICES • 3M CENTER • SAINT PAUL, MINNESOTA 55101 • TEL. (612) 733-1110

3M COMPANY

P.O. BOX 33331 • SAINT PAUL, MINNESOTA 55133

February 6, 1975

Re: 319 -
S. P. 8282 (94)

Mr. Stanley Olander
Chairman, I-94 Management Committee
Minnesota Department of Highways
District #9
3485 Hadley Avenue North
Box 2050
North St. Paul, Minnesota 55109

Dear Mr. Olander:

Thank you for transmitting aerial photos depicting the alternate alignments for proposed Interstate 94 from Interstate 694 to the St. Croix River. We appreciate the opportunity to provide you with comments and are impressed with the thoroughness and dedication exhibited by the I-94 Management Committee in making a very difficult decision.

As stated in our earlier presentation to your Committee in 1973, the 3M Company is adequately served by either of the alternate alignments for Interstate 94. For this reason we feel it would be inappropriate for us to specifically comment on the detailed aspects of each.

In 1973, we did explain, however, that in the future an increasing number of our employees are expected to rely on Interstate 94 for travel to and from work. Recent data collected on 3M employee residential locations confirms this trend. This, of course, means that a very significant number of our employees must travel on existing Trunk Highway 12 increasing our concern with the overall traffic safety aspects of this highway. Data provided to us by the Minnesota Department of Highways indicates that for the first eleven (11) months of 1974, three fatalities were recorded on existing Trunk Highway 12 on the portion between Interstate 694 and the St. Croix River. Converting this information into a standard statistic results in a rate of 5.0 fatalities per hundred million vehicle miles of travel. In contrast, the most recent (1973) Minnesota state wide average fatality rate for rural Interstate Highways was 1.78 fatalities per hundred million vehicle miles of travel. Obviously, a modern Interstate highway can be expected to provide substantial traffic safety benefits to the traveling public. It is urged

Mr. Stanley Olander (continued)
February 6, 1975

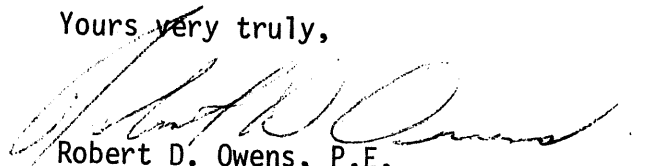
that the Management Committee complete their study and final recommendation at an early date so that these benefits may be enjoyed by the public as soon as possible.

As you know, the 3M Company recently announced a new expansion site for laboratories and offices in Oakdale and Lake Elmo at the junction of Interstate 694 and Trunk Highway 212. This emphasizes our desire for an early decision by the Management Committee since Interstate 94 will also be used by many employees at the new facility. We are currently working in very close cooperation with the Washington County Highway Department, the Minnesota Highway Department, and the Transportation Consultants for Dayton-Hudson Properties concerning the location and design for County State Aid Highway #80 which is expected to become one of the major access points from our new facility to Interstate 94. This cooperative planning insures integration of the total highway system in Washington County regardless of the final location chosen for Interstate 94.

The Management Committee may be interested in learning that new data developed for use in planning our new Oakdale/Lake Elmo site reveals the beneficial effects of our employee transportation programs at 3M. These programs include the Commute-A-Van, Ride-Guide Car Pooling, subscription buses, and staggered working hours. They have all helped to lower our peak period traffic densities and substantially raise average auto occupancy. The number of automobiles used for commuting at 3M Center has actually been reduced since 1970 even though there has been a substantial increase in employment.

A report documenting the 3M Company Transportation data for use in your study has been sent to the Secretary of the Management Committee under separate cover. These statistics prove that employee transportation programs can greatly contribute to reduced highway congestion and energy conservation. We sincerely hope that you will find this report useful and can be assured of the 3M Company's cooperation and support as the Committee approaches its decision in recommending a solution for Interstate 94.

Yours very truly,



Robert D. Owens, P.E.
Senior Traffic Engineering Specialist

RDO:mw

WASHINGTON CENTRAL PLAZA
2954 Rice Street
St. Paul, Minn. 55113

February 10, 1975

Mr. Stanley Olander
Chairman I94 Management Committee
c/o State of Minnesota
Department of Highways
3485 Hadley Avenue North
Box 2050
North St. Paul, Minnesota 55109

Re: 319
S.P. 8282(94)

Dear Mr. Olander:

This is in reply to your letter of December 17, 1974, directed to Mr. Armin Buetow, requesting our written or verbal evaluation of the two alternate routes for proposed Interstate Highway 94 from I694 to the St. Croix River. Following receipt of your letter we made arrangements with Mr. Dave Ekern, Project Manager of the Minnesota Highway Department, to make an oral presentation on Thursday evening, February 13, 1975.

We know the Management Committee has an extremely heavy schedule. We know, too, from having attended the Management Committee meeting of February 6, 1975, and listening to the discussion concerning scheduling of future presentations that there are objections from at least some members of the Committee to any group making a second presentation. We feel there is perhaps some validity to that argument. We also know that all Committee members cannot always attend every meeting. They therefore miss any verbal presentations made when they are absent and then must rely on transcripts of the minutes or written copies of such an oral presentation. In view of these things, but especially in the interest of easing the schedule of the Committee members and hopefully making it a little more convenient for them, we have decided to respond by letter.

First of all we would like to outline and background briefly the Washington Central project for you.

A. Location

1. The land lies in all four quadrants of the existing intersection of Highway #12 and County Road 15. Please refer to attached map labeled Exhibit I.

2. The land is situated in four communities.

- a. N.E. quadrant is in West Lakeland.
- b. N.W. quadrant is in Lake Elmo.
- c. S.W. quadrant is in Woodbury.
- d. S.E. quadrant is in Afton.

B. Area

1. The land consists of a total of 772 acres. Please refer to attached aerial photo labeled Exhibit II.

- a. N.E.Q. (West Lakeland) contains 300 acres.
- b. N.W.Q. (Lake Elmo) contains 192 acres.
- c. S.W.Q. (Woodbury) contains 148 acres.
- d. S.E.Q. (Afton) contains 132 acres.

C. Acquisition

- 1. The land has been acquired by the Washington Central group over a period of years beginning in 1964.
- 2. The land is entirely controlled through equity or fee ownership positions. No conditional purchase agreements or purchase options are involved.

D. Development

- 1. Over the past several years a considerable amount of planning and research has gone into the project. Much of this was done by two professional planning firms; Bordner Consultants, St. Paul, and Design Planning Associates, Inc., Minneapolis. Copies of much of this information and material developed to date was left with the Committee at the time our oral presentation was made by Messrs. Armin Buetow and Mike Finnemann in October of 1973.
- 2. The proposed land use would be broken down in general categories and approximate areas as follows:

Commercial	250 acres	32%
Light Industrial	90 acres	12%
Office Buildings	60 acres	8%
Transportation Center	25 acres	3%
Medical & Institutional	95 acres	12%
Housing (Med. & Hi Density)	100 acres	13%
Hwys, Streets & Public	152 acres	20%
TOTALS	772 acres	100%

Please refer to Design Concept attached labeled Exhibit III

Re: 319
S.P. 8282(94)

3. First phase kinds of uses (motel, restaurant, service station, office building, light industrial building) were proceeding to the point of applying for the necessary zoning and/or permits but were all postponed in 1973 when the Commissioner of Highways cancelled the contracts for the initial grading of I94.
4. Initial development plans are still being held in abeyance pending decisions as to the location of I94 and sanitary sewer extensions.

E. Feasibility

1. The initial stages of the project could move forward shortly after the two area-wide major decisions are made; namely sewerage for the communities involved and the location of I94. Some of the initial development could probably take place with on site sewage systems following the I94 decision.

In responding specifically to the first three of the four points on page two of your December 17th letter concerning affects, recommended measures and criteria to be used in a determination of the location of the freeway, we offer the following:

1. Importance of an Early Decision.

We feel that getting the issue settled quickly is critical.

The sooner the issue can be settled the less polarization there will be on the part of the opponents and proponents of the two alternates. An early decision will allow all those affected (communities, agencies, Highway Department, developers, property owners, individuals) to get on with their future plans with a more comprehensive and purposeful approach.

2. Completion Date, Construction Time and Cost.

We think getting the highway built and traffic moving over it as soon as possible and at the least cost to the taxpayers is of prime importance.

Based on all of the factual input, we think it's absolutely certain that the Northern Route (Alternate 1) can be built and completed sooner and for far less money than can Alternate 2. This has been substantiated by the information

Re: 319
S.P. 8282(94)

supplied to the Committee from various sources pointing out that as to the Northern Route (Alternate 1):

- a. The design work has been completed and previously approved.
- b. Most of the right of way has already been acquired.
- c. No traffic would have to be re-routed or contended with during construction.
- d. Less land will be used.
- e. Comparatively fewer businesses or residences will be disrupted or taken.
- f. Fewer construction problems.

These and many other reasons presented to the Committee leave little doubt for disbelieving the Highway Department's estimate that the Northern Route (Alternate 1) can be built in a year's less time and for \$6.5 million less than can Alternate 2. Additionally, it is apparent that beginning of construction could take place as much as several years sooner using Alternate 1 vs. Alternate 2.

3. Safety and Movement of Traffic.

We think these two items should rank high among the factors considered in reaching a decision as to location.

In the interest of reducing the existing statistically proved higher than normal accident rate on Highway 12 it's important that a new, safer roadway be constructed as soon as possible. It's also been shown that the three year accident rate of traffic routed through the construction area of I94 from White Bear Avenue to Mounds Boulevard was four times greater than on a comparable highway where no construction was taking place. Both points argue strongly for the Alternate 1 location.

It's also quite apparent that not only the actual accident rate but also the potential for unsafe and restricted movement of traffic is going to be eliminated or sharply reduced many years earlier if the Northern Route (Alternate 1) is used.

4. Dislocating, Disrupting, or Taking of Businesses and Residences.

It's our opinion that those who are most directly affected should have their plight weighted heavily as a factor used in reaching a decision as to which location the route will take.

Re: 319
S.P. 8282(94)

There can be no doubt from the studies made, as well as from simple observation, that the Northern Route (Alternate 1) will cause far less problems (both temporary and permanent) in this category than will Alternate 2.

5. Needs and Desires of the Communities and the "Driving Public" After Completion.

We feel this item should be given quite heavy consideration.

Generally, we think from the information we've heard and seen on this point, the location is pretty much of a "stand-off" whether it goes on Alternate 1 or Alternate 2.

6. Ecological Considerations.

In our opinion this particular item for this particular project rates fairly low.

We don't subscribe to poor use of land and resources or to abuses to the quality of the environment. Neither do we suggest the building of highways or the construction of any developments, large or small, without weighing carefully the negative aspects of this point. However, we do feel that priorities are necessary and that "people problems" must take first place, i.e. if a publicly arrived at decision is made that an Allen S. King plant must be built on the ecologically fragile St. Croix River in order to fulfill the basic energy requirements of those of us who live in the metropolitan area, then the plant should go there - with all reasonable environmental safeguards and protections built in.

It appears to us in evaluating the available information that disruption and/or destruction of trees, wetlands, productive farm land, scenic areas, wildlife habitat and wildlife will be pretty much the same no matter which alternate is chosen.

In responding to the fourth point in your letter, our preference is for the Northern Route (Alternate 1). Our preference as to location is not based primarily on gain or loss to our property or project. We are concerned about this, of course, but we think that our land and our project will probably benefit or suffer equally the same whether I94 is located on Alternate 1 or Alternate 2. Therefore, our primary reason for preferring the Northern Route (Alternate 1) are the six items listed above, and generally in that order of importance.

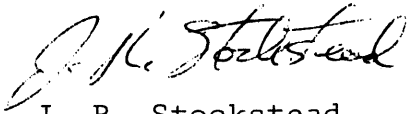
Page 6

Re: 319
S.P. 8282(94)

It's our opinion that the large majority of those affected, ourselves included, and the public in general, stand to lose everyday the completion of I94 is delayed. We feel quite strongly that getting this highway completed at the earliest possible date should be the over-riding consideration in the ultimate decision as to the location of this route.

We would like to thank you and the entire Committee for the opportunity of expressing our thoughts on this matter. We want to commend all of you too for your sincere and unselfish efforts in attempting to objectively make the best recommendation possible. We hope your recommendation will be forthcoming very soon.

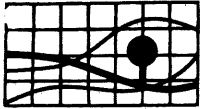
Very truly yours,

A handwritten signature in cursive script, appearing to read "J. R. Stockstead".

J. R. Stockstead

cc: Mr. David Ekern
Project Manager

JRS/ga
encls.



MIDWEST PLANNING AND RESEARCH, INC.
LAND PLANNING AND URBAN RESEARCH CONSULTANTS

2101 Hennepin

• Minneapolis, Minnesota 55405

• Telephone: (612) 374-3030

January 17, 1975

State of Minnesota
Department of Highways, District 9
3485 Hadley Avenue North
Box 2050
North St. Paul, Minnesota 55109

Attention: Mr. Stanley Olander
Chairman, I-94 Management Committee

RE: 319
S.P. 8282(94)

Gentlemen:

Thank you for your letter of December 16, 1974 inviting comment on your alternate route analysis of Interstate 94 in Washington County.

Minnesota Mutual Insurance Company, owners of the 2,286 acre Colby Lake Project in the City of Woodbury, strongly endorse the early completion of either of the alternate plans for I-94 as proposed in your projected plans.

Minnesota Mutual is currently actively pursuing agreement with potential builders in the Metropolitan Area for development of the first stages of the project. Alternate means of providing sewer services are being considered. Our basic concerns as expressed at the October hearings remain the same:

- A. We feel that there is a potential negative impact to our development, and surrounding projects, if there cannot be a speedy completion of the freeway system on the east side of St. Paul. The final decision as to alignment, key access points, and thereby the tributary highway feeder system onto the freeway has impact on all major urban developments. Without this decision, other actions will inevitably be held in limbo. We have made our plans for collector streets on the basis that County Road 19 will have a full interchange with I-94.

- B. The potential impact of a new transit fixed guideway component to metropolitan transportation on future development in the east side is tremendous. Here we have large undeveloped tracts in close proximity to the central city and almost a unique opportunity to make transit a "shaper" of the urban environment if plans are laid early enough. We hope that any transportation planning for the metro east area will make provision for the transit element, and would wish to have this a part of our own development plans for the Colby Lake area.
- C. Interstate highways are in themselves major shapers of future land use. It is our concern that the freeway alignment take into full consideration the adverse aspects of exposing residential areas to noise of pollutant.

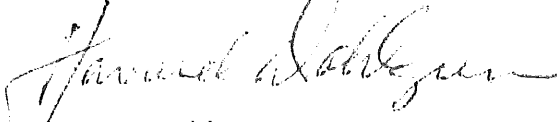
Our development, already some distance to the south of the current proposed right-of-way for I-94, would potentially enjoy more rapid access to the freeway system if the route were to be brought south. However, we do not feel that this is critical in any way to the future success of our project.

- D. Our major concern at this time is that a relatively early decision, and a commitment of public funds be made to provide extended sanitary sewer service to the east side of the St. Paul market area. Without the utility service, other concerns fall into secondary importance. The expansion of public sewer, is, for our development, perhaps the single most critical public decision that remains to be made.

I would like to conclude by stating that despite the fact that Colby Lake does not abut the I-94 corridor directly, its future marketability is closely tied with development on the east side as a whole. With 2,200 acres of land and a projected population of 20,000, this development will be a major generator of future traffic, a large portion of which would feed directly into the interstate system.

Yours truly,

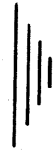
MIDWEST PLANNING AND RESEARCH, INC.



Howard Dahlgren
President

HD/nd

cc: Ray Antrim
President of MIMLIC



SPECIAL INTERESTS

1. RAPP I-94 INCORPORATED
Presentation - February 27, 1975
Letter - March 25, 1975
2. I-94 TRUTH ASSOCIATION
Presentation - February 27, 1975
3. MINNESOTA FEDERATED GARDEN CLUBS
**Presentation - February 13, 1975*

**Not included in booklet, contained in Minutes of the Management Committee.*

Response Presentation to Alternates

By RAPP 1-94

Jess H. Mottaz

As you must realize, we have a most difficult task this evening of responding to the 13 books that were prepared by the Minnesota Highway Department. Many hours have gone into the preparation of these books and many additional hours have gone into the presentations and discussions of the material in the books. It is virtually impossible to do an adequate analysis of this material in the short time allotted to us this evening.

We have studied each book separately and then carefully studied them as they relate to each other and in so doing have discovered an abundance of misleading and arbitrary information and much that borders on actual falsehood.

Although we do have these statements recorded, we will not burden you with all of them tonight, but will briefly discuss a few of the more important items which seem to have had the greatest impact on the general public or at least those which have received extensive press coverage.

Cost is the area about which the first part of our discussion will center. We chose cost first and foremost because we feel there has been an effort on the part of the Minnesota Highway Department to slant the reports in the direction of their favored northern alternate by either misusing some facts or by omitting certain important, but not generally known, bits of information. The general public has no idea of what is contained in the study books and for the most part, the only information they have received came from the four page "Design Fact Sheet" released by the Minnesota Highway Department. That kind of information is certainly necessary but, in view of what our country has just gone through, all governmental agencies are obligated to present the public with all the true and pertinent facts. The portion of the "Design Fact Sheet" that we feel is not factual is the cost estimate. In this fact sheet, the Minnesota Highway Department makes a particular effort to inform people that to construct the interstate on U.S. 12 will cost \$6 million more than it would to construct it on the northern alternate. How this figure is arrived at is not made available to the public through this fact sheet. They aren't told, for instance, that the Department has planned frontage roads for both sides of the south alternate even though this is not necessary, nor is it required by law, but it does do much toward the inflation of construction cost for the south alternate. Also, the Minnesota Highway Department insists that it must have up to 500 feet of right-of-way if the interstate is constructed on the south alternate. This is a most preposterous figure. Did you ever stop to consider that an area 500 feet wide can accommodate over forty twelve-foot traffic lanes? Let us assume for the moment that this much right-of-way is actually needed. Why do you suppose that they must acquire additional property from both sides of the existing Highway U.S. 12? Would it not serve the same purpose to purchase all the required property from only one side, thereby saving the expense involved in purchase and relocation of homes and businesses on the other side? Wouldn't it likewise be acceptable to allow the freeway to weave a little to avoid the purchase of certain businesses, as was done on the north alternate to avoid a pine tree?

The Right of Way and Relocation Study lists the homes and businesses on U.S. 12 that must be purchased and/or relocated. This amounts to a very high percentage of all the homes and business places on the entire length of U.S. 12. Would it not be better in many cases to purchase that property, not to allow for the construction of frontage roads, but to avoid having to put in service roads and noise abatement structures?

In the transcripts of the 1958 Public Hearings on I-94, there is mention made of a special Federal reimbursement of \$1.5 million dollars to the State if the State makes use of an existing highway for the construction of the interstate. There has been nothing more said about this reimbursement. We'd like to know whether or not it is a valid consideration.

All things are so inter-related that it is not possible to fairly and intelligently study a highway one facet at a time. We find that the Noise Analysis Report is providing sound abatement for some south alternate properties that will be purchased by the Right-of-Way and Relocation Study. This is a good way of inflating construction costs for that corridor. There is no way that the public can know this by being exposed to the Design Fact Sheet alone.

There is what we consider a 'sin of omission' regarding the cost estimates in the "Design Fact Sheet". There is no mention that 90% of the cost of this interstate will come from the Federal Highway Trust Fund. About twenty years ago the Interstate System was established to provide some forty thousand miles of a safer and more rapid highway system linking all parts of the country. Money for the trust fund comes primarily from the Federal gas tax. Until recently, money in this fund could be used only for highway acquisition and construction. Today the interstate system is over 95 percent completed and there still are approximately 20 billion dollars in the trust fund and the fund receives about five billion dollars a year. The cost of I-94 for either location is estimated at around 30 million dollars. Therefore, with 90% of the cost coming from the Federal Highway Trust Fund, only 10% or less than three million dollars will be paid directly by the State of Minnesota. We do not wish to create the impression that we feel Federal money is free money, but the Highway Trust Fund money already exists and is to be used for projects such as I-94. There is no need for new or additional taxes for 90% of the interstate cost. We feel that relatively few people are cognizant of these facts and they assume that they will be paying for I-94 through their income and real estate taxes.

There is one important item that has not been included in the cost estimates of the north alternate. This is the major interchange between County Road 80 and I-694. You have seen two proposals which can only be described as unbelievable. The cost of either of these will certainly come to several million dollars. This interchange will be constructed only if I-94 is placed on the north alternate. Leaving this out of the cost estimate is a sure-fire way of deflating the north alternate costs and the public is once again not aware that they don't have all the facts in the "Design Fact Sheet".

A cost item that should be mentioned to the people of Washington County is that of the maintenance of U.S. 12, if it is turned over to the County as is proposed if I-94 is located on the north alternate. The annual maintenance cost to Washington County for this one highway would be over 100 thousand dollars, a stiff figure for a County that cannot now properly maintain all its roads. Our County Commissioners stated a need for Trunk Highway 12 as a four-lane County Highway. Within a three mile wide band east to west through central Washington County there are plans for five four-lane highways. Some of these highways

already exist, some are just partially done. Certainly this is more highway than is necessary considering that the projected population for the entire County for the year 2000 is only 250 thousand people.

We feel we have clearly demonstrated that the Minnesota Highway Department has inflated the costs for the southern alternate and has deflated the costs for the north alternate. It is our belief that a true and complete picture would result in the south alternate costing less.

The Social and Economic Inventory considerations and Impact Analysis take a realistic view of all of the proposed development in the study area. This book discusses the likelihood that many of the development proposals in the study area will not become a reality at least for several years. There has been so much talk of providing many lanes of highway to handle all of the grandiose development plans presented by numerous land developers in Washington County. Certainly the Metro Council is going to come to grips with the horrible urban sprawl that the metro area is experiencing. This sprawl has gotten so far out of hand that problems such as mass transit, sewer and other services have become almost impossible to cope with, to say nothing of the prohibitive costs involved in extending these services. For instance, the cost to others in the metropolitan area for each new house built in central Washington County, outside the beltline, is approximately five thousand dollars just because of the difficulties and expenses involved in extending services. There is enough available space in the currently sewered area to accommodate all of the projected metropolitan growth to the year 2000. We seriously question the wisdom of allowing the Dayton-Hudson development to become a reality in the near future as it will probably create greater stresses and result in higher service costs than the benefits it will contribute. Of course, Washington Plaza and the Colby Lake project are farther out and they should receive less consideration for services than the Dayton-Hudson development. We already hear so much about all of the highway changes, road closings and additional sewer service necessary for the 3M development in Oakdale and Lake Elmo. Is it not better for the entire metropolitan area if sewer and other services are not extended to the proposed 3M site. This type of development more properly belongs where these services already exist. Trying to get all the commercial and industrial development into your unserved area even though it means by-passing available, already serviced areas is 1950 type thinking and those whose thoughts and aspirations are 25 years behind times are still fair game for 'hit and run' developers. People of Washington County are trying to express to their elected officials that commercial and industrial development is not what they want; they wish to have the area remain 'rural' as long as possible. When one of these elected officials would appear before groups such as the I-94 study committee and state that the citizens of his city probably don't agree with them, but the Council wants the interstate completely within their city so that they can develop on both sides of it, I guess we will always have highways where they don't belong and development where it shouldn't be. Our only hope then is that the people will aggressively react against such pressures.

There are more far reaching considerations regarding this highway than the fact that Lake Elmo has been doing some planning and that they feel they could do a better job of planning and coordinating development along the corridor than could be done if they had to share the responsibility with Woodbury. There is more than Washington County getting a four lane highway. There is more to think about than some temporary inconveniences to drivers during the construction period or the 'view of the road' and the 'view from the road'. There are some world-wide problems that we all must recognize and come to grips with now. We must start adjusting our entire life style with these problems in mind. Two of the more important problems effecting our society today, problems which should be part of the discussion on this project, received only cursory consideration. These, of course, are the food shortage and the energy shortage. Ten years from now our life styles may be so drastically changed that we might find ourselves meeting like this to decide which highways should be torn up to restore the land to food production. With 500 million people in the world today, living on starvation level diets and the world population continuing to grow, there is an ever increasing demand on our agricultural community to produce more and more food on less and less land.

We are told that there is less than 30 years supply of known oil reserves remaining in the world. There are those who talk about producing fuel from organic material but this means competing for the same land that is needed to produce food for a starving world. We will not soon see the last of the automobile, but it is going to be smaller, more efficient and our dependence on it will have to decrease. We must think more about a greater use of mass transit and other less energy consuming means of transportation. Possibly we should no longer encourage the use of the automobile by designing our highways for peak hour loads. We are told that the many acres of Class I and Class II farm land that would be used for the north alternate will go into development anyway. This might be true if the entire area were to be developed next year, but we all know this is not possible. Two states, New York and California, have recognized the need to protect the better farm land from development, especially the land around metropolitan areas. They have passed laws to do just that. Some legislators in Minnesota are already talking about such legislation for Minnesota. This kind of leadership should come from Minnesota because one-half of our economy is based on agriculture.

Recently we have seen surface a rediscussion of an old proposal for the location of I-94, the north-south proposal. We would like to just briefly present another one. If you use the reasoning discussed here in the past few months, it appears that the best placement for I-94 would be to have it go south of U.S. 12, a short distance east of 694 and then proceed through the cities of Woodbury and Afton weaving just enough to miss the Bissel Mounds, maintaining a course that would take it between the Barton Gravel Pit and Lake Edith in Afton, and then to the bridge across the St. Croix River. This is not meant to be facetious. Let us see how this stacks up, using the Committee criteria and the Minnesota Highway Department's reasoning obtained from the 'Location Design Study' books. This south proposal would result in fewer homes being moved, it would come close to fewer homes thereby exposing fewer residents to a 'view of the road'. Fewer businesses would have to be relocated than with any other proposal, no historically precious homes, buildings, trees or cemeteries would be effected. Less Class I and Class II farm land would be taken out of production and the 'view from the road' would be more pleasant than on

any other route under consideration. We mention this possibility, not because we think it should seriously be considered (we still contend that I-94 must remain on U.S. 12), but only because we wish to point out how easy it is to justify your own ideas. We are certain that with some manipulation of facts and figures we could produce cost estimates and data on noise, geological aspects, interchange design, etc., that would support this proposal. The fact still remains that construction of I-94 on the northern alternate was halted mainly because of environmental issues. To date this Committee has not yet had any meaningful discussion on these issues. The Minnesota Department of Natural Resources in their letter of January 31, 1975, supported the U.S. 12 alternate. They state, "We believe that this alternate provides for the best utilization of lands and will cause the least environmental damage." This, I'm sure you will recall, was our stand from the very beginning when we asked that the Minnesota Environmental Policy Act of 1973 be complied with. Section 4, Subdivision 6, of this Act reads in part, "No State action significantly affecting the quality of the environment shall be allowed...so long as there is a feasible and prudent alternative consistent with the reasonable requirements of the public health, safety, and welfare and the State's paramount concern for the protection of its air, water, land and other natural resources from pollution, impairment or destruction. Economic considerations alone shall not justify such action." We do not believe that there has been any evidence brought forth to demonstrate that any but the south alternate is less damaging to the environment. We still endorse, in concept, the use of the plans for I-94 on U.S. 12, as drawn by the Minnesota Highway Department in 1964, with the realization that there should be some minor revisions such as cutting frontage roads to an absolute minimum. Any other location or any much more expanded plan for this freeway would be wasteful misuse of our air, land, water and other natural resources.

• incorporated •

A Washington County Environmental Organization whose main concern is the preservation of certain amenities, the protection of the environment and as much as possible the continuation of the rural character of living found in Washington County.

Tuesday, March 25, 1975

Stanley Olander, Chairman
I-94 Management Committee
Minnesota Highway Department
District Nine Office
Hadley Avenue, Oakdale

Dear Mr. Olander:

At the February 27 meeting of the I-94 Management Committee we were asked to discuss our choices for interchange locations for I-94. We stated that we would do so by letter at a later date. We feel that it is now time to do this. Our comments, however, will be limited to interchange locations for the south location only.

Starting at the St. Croix River, we feel that there should be an interchange at Minnesota State Highway 95 and I-94 for obvious reasons.

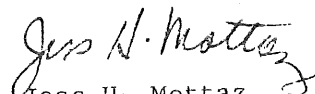
Proceeding west, the next interchange should be located at Washington County Road 15. As Afton State Park develops there will be an increasing demand for access at this road. If we consider that the O'Brien State Park in the northern part of Washington County has turnaway crowds every weekend and has a season attendance of more than 250 thousand people, we can expect attendance comparable to this at the Afton State Park. An interchange at County Road 15 would keep access points and the usual accompanying development out of the middle of the Township of West Lakeland and the City of Afton, in keeping with their stated desire to remain rural. This interchange would be important to the winter traffic generated by the Afton ski area. Because continuity is also an important factor in a good highway network this fact must be considered; County Road 15 to the south connects with Minnesota 95 which runs to Highway 61 and to the southern most parts of the county, and Co. Rd. 15 to the north is an almost completed direct link with the northern most parts of the county. This has to qualify Co. Rd. 15 as a major north-south road in Washington County thereby making it a key interchange location on I-94.

The third interchange should be at County Road 19. This was to be Washington County's major north-south highway but this has been changed in current plans. One of the reasons given for changing this was that if County Road 19 is extended north it would bisect not only the Lake Elmo Metropolitan Regional Park but also one of Lake Elmo's city parks. The 2500 acre regional park can accommodate a highway very well, especially if the highway were depressed and

broad grassy walkways were built over it. The highway here would keep the high volume traffic of park users off local streets and it would serve as a natural boundry between the active and passive areas of the park. The walkways would join the two areas in a most appropriate way. The Lake Elmo city park would be very adversely affected by any type of road through it, but it would be possible to by-pass this park by bending Co. 19 to the east of Sunfish Lake and then proceed north with it. The continuity of this road should also be considered. To the south of I-94 it is a good existing highway serving the cities of Woodbury and Cottage Grove as well as being a link to the South Washington County Park, a 400 acre park which is on the priority list to be expanded to a metropolitan regional park. Co. Rd. 19 also is a direct route to the 3M Chemo-lite plant on US 61. An interchange is definitely needed at I-94 and County Road 19.

Because of the possibility of future development in the area of County Road 80, we feel that there should probably be, at most, a staged interchange at this location. We feel that serious thought should be given before permission is granted to Washington County to make Co. Rd. 80 a major north-south highway. This road lies only one mile from and parallel to I-634. It is only three miles long and all of it lies north of US-12. To the south, a whole new right-of-way would have to be acquired. To the north, it would have to bend sharply to avoid Lake Jane and in doing so would pass through a major portion of what has been the Washington County Landfill. This landfill property is approximately 100 acres and was, at its inception, designated by the Washington County Board of Commissioners to be either a County or a Lake Elmo city park when its usefulness as a landfill is completed. If Co. Rd. 80 were to be constructed around the east side of Lake Jane, it would progress northward approximately at the same location as would Co. Rd. 19 if it were to become the major north-south highway. Therefore, we feel that at this time an interchange at Co. Rd. 80 would not be in the best interest of the majority of the citizens of Washington County.

Very sincerely yours,


Jess H. Mottaz

cc:Dave Ekern

JHM:lm

Response Presentation to Alternates
By I-94 Truth Association
Lyle Thorsten

Mr. Chairman, members of the Management Committee and guests.

I think by now most of you know I am Lyle Thorsten, Chairman of the I-94 Truth Association. Our organization is for Alternate 1 as originally proposed in 1965.

We have placed before you, along with a copy of my presentation, lists of bonified petitions signed by people, including home owners, farmers, and business establishments who would be most effected physically and financially by the location of I-94. We have not made what you might say, a drive to get petitions signed, in fact we could have given them to you when we made our first presentation, but one individual who volunteered to get petitions from one area had not turned them in yet at that time, and later informed me the list disappeared. Realizing it would be rather embarrassing for anyone to go back and admit this, we made no further attempt to get petitions from this area.

We also went to the business establishments, and from here on, I will be referring to Farmers as business establishments, as I believe Farmers should be classified as a business, probably being one of the first and oldest businesses' since the beginning of man. You will see by the survey we made, there are only 5 parcels of land still owned by farmers on the entire Alternate 1, the rest has been purchased by developers. The reason is quite obvious, the land is so poor and requires so much fertilizers, and chemicals, "which we have heard so much about as polluting the ponds, streams, rivers and lakes", making it too costly to use for agriculture. Some of these Farmers, if not all, will have their property split if Alternate 1 is used, but as you can see, they are still for that location for I-94. One farmer stated he was more concerned with staying alive than the monetary value he would derive if his business was bought out. Another farmer told me he tried to rent his land out, but his taxes were more than he could get for rent, and then they wanted only the best parts of his land. The soil does vary to some extent in this area. I found this out when I walked the entire route of Alternate 1. The best soil that I saw was a sod farm, I'd guess it was 1/2 mile or less wide, and you all know what that will be like after they get all the top soil off, nothing but a weed farm. There is more good agriculture land on the South side of Hwy. 12 than in the whole Alternate 1 corridor. I was born in South Western Minn. and I worked up in the Red River Valley during the depression years, so I know good soil from poor soil. Now I would like to have you look at the map on the wall. I have put some pictures on there that I took as I walked this route. I have the pictures located at about the position I was standing when I took them, most all of them are taken from the West looking East and I will explain each picture and why I took them. Only once did I have to veer off the center of the right of way. I will explain that when I show the picture. Have any of you walked this route? I'd like to see a show of hands, if you have. It was a very educational experience and very much different than what you have seen on maps or any other way.

Of the other business establishments, 34 were for Alternate 1. Some were sort of vague about their opinions, 8 in number, stating it would depend on where they put the interchanges. Some wouldn't fill out the questionnaire, and I think at this time I should point out this survey was made prior to the Highway Dept. coming out with their plans as to what would be needed to upgrade Hwy. 12 to meet interstate standards and the staging necessary to handle the traffic while doing the up-grading. I know from talking to some of the, from what they know now, they would have been much more positive in their opposition to up grade Hwy 12. Some of the business establishments have changed ownership also, but the new owner is of the same opinion as the original owner, with some exceptions. One wants to start a new business, but can't get a building permit until this is settled, another new property owner bought about 3 and 3/4 acres with only 150 foot frontage and paid \$130,000.00 for it. In the Highway Dept. right of way and relocation study, this parcel is classified as a 1 story frame dwelling. This one story frame dwelling is on what is zoned Commercial property, and it should give you an idea of how unreal the figures are that are given by the Highway Dept. where they used the assessed value, which as you can see, is quite different than the appraised value.

I asked the new owner if he wasn't concerned about having to move again and his answer was "No". The Highway Dept. would have to find him a place to move to, pay him at least what he paid for his present location, plus all the improvements he has put in it, and being a trucking business, all he would have to do would be to direct his drivers to go to the new location. To quote him "I could do nothing but make money in the transaction".

Another informative piece of literature I have placed before you is the "Profile of the Guardian Angels Church and School". I am not going to take time to elaborate on this other than to mention, even with all the parking space available around the Church I have seen at some Masses, where cars have had to park on the service lane, and I hope you will read it all and stop to think what would happen to this Historical landmark, plus the school if I-94 were to go on Alternate 2. Another important fact is, there has been so much concern and talk about the Oak-land Jr. High School, which is not any where as near to Alternate 1 as the Guardian Angels Church and School would be to Alternate 2. The Oak-land Jr. High School does not have the automobile traffic problem that the Guardian Angels Church does. The Oak-land School is only open nine months out of the year, whereas the Guardian Angels Church is used 12 months out of the year and last but not least is the fact that the District 834 School Board built there knowing the Highway Dept. had announced publicly in 1965 that the Northern route was to be used for the interstate.

At this time I would like to show you a few slides of just some of the accidents that have occurred on Highway 12 in the last 3 years, and I will explain a little about each one as I show these pictures.

Ladies and gentlemen, I ask you, and I would like to see a show of hands, have you or anyone in your immediate family been involved in an accident to the extent of which you have just seen? Well I have. Let me try to tell you what it is like, I got a call one afternoon at work about 4:00 p.m. that my youngest son had been hit by a car while trying to cross the Highway. I jumped in my car and headed for home going East on Hwy 12. I met an ambulance, it's lights flashing, and sirens blasting, what should I do? Turn around and follow it, or was it another one of the many ambulances we see going by our place, or go on home? I decided on the latter. At that time the cross over was by the old

Church. The Woodbury Rescue Squad was still there, I saw my sons bike, completely demolished. That was when I felt the first impact of what could have possibly happened to my son. I got out of my car, and knowing most of the members of the Woodbury Fire Dept., I don't know for sure who all was there but I'm quite sure it was Mike Dellis who came over to me first and said, "Lyle, he's going to be o.k. He was crying and asking for his mother, he said "that's a good sign. Then I think it was John Johnson, who wanted to drive me to the hospital, but I said I was o.k. I could drive myself. Believe me ladies and gentlemen, it is impossible for me to describe how comforting it is to have people like these around to talk to you at a time like that. I rushed to the hospital, they had just taken him out of X-ray, and he was crying constantly. While waiting for the results of the X-rays I raised the covers they had on him. You won't believe this but there was gravel ground right into his flesh. He had some bad scratches and bruises, plus a skull fracture, and fortunately no other broken bones. My oldest daughter was also in an accident, much to gruesome to describe. She was not hurt physically, there was a death, there was never even a hearing on the case, but she will, I'm sure remember it the rest of her life, and I know I will too. You probably have been wondering what this box is I am wearing on my belt. It is a pain killing device. I have had to have 2 discs removed from my back as a result of an automobile accident in 1956 where a motorist went through a stop sign and hit my car broadside. As I get older I am experiencing more pain. I can predict rain, snow, fog or just plain high humidity for days before it comes, that is why I want to sell my property here, and move to a drier climate.

As one of our members once said at one of our meetings, "when you talk about automobile accidents involving deaths or injuries, where people, human beings maybe maimed for life, or killed, it really don't mean much to you, unless its yourself, so let us not take these next figures lightly. These are 1971 figures which indicate the accident death rate for rural interstate freeways is 2.25 deaths per 100 million vehicle miles. The average for all Minn. Hwys is 4.38 deaths per 100 million vehicle miles. The average for this section of trunk Hwy 12 between I-694-494 and the St. Croix River is, and get this 7.15 deaths per 100 million vehicle miles. This is untollerable, it is criminal, as well as costly. As we all know, if you have read the Trunk Highway 94 statistics report dated June 14, 1973 everything excluding the weigh station was scheduled for completion the fall of 1976 and I believe that, any individual, organization or its members should be liable for any accidents and costs occurring after 1976 and I will explain my reasons. Using Websters dictionary I looked up the definition of the word "environment". 1. Something that environs, surroundings. 2. The surrounding condition or forces that influence or modify; as A. the whole complex of factors, as soil climate and living things) that determine the form and survival of an organism or ecological community B: The social and cultural conditions that influence the life of a person or human community. We believe that the number of homes 45, number of people 145, number of business establishments 42, all of whose environment is now and will continue to be affected on Alternate 2 far exceeds the number of homes were 16, and number of people were 55, and business establishments were 3 on Alternate 1. We also know that 15 homes have been built in West Lakeland area within 1/4 mile of Alternate 1 since 1965. In fact, the night we organized, the Town

Board Chairman of West Lakeland followed me out to my car after the meeting and told me, quote "We goofed, we should not have issued building permits in the area of Alternate 1, and of these homes there are only a couple that come as close to Alternate 1 as all the homes and business establishments along Alternate 2.

I'm sure most of you, as I did, read in the paper an article suggesting placing the service lanes behind the homes and business establishments on Alternate 2 and was followed up by their representative on the Management Committee with the same suggestion. What has happened to their concern for ponds, sloughs and wildlife? Surely with their access to photographic equipment and airplanes they took aerial photographs before even making such a statement and now it has been suggested to run a road that presently ends at Minnehaha Ave., thru to Highway 12, making more pavement in the area. I'm baffled.

My friends they are not concerned for environment, only themselves.. It was alright for them to cut down trees and build their homes in a wooded area, which as one long time resident from Afton told me, "they destroyed what was at one time one of the best deer hunting areas in Washington County.

In talking to one gentlemen who was opposed to the Northern route and I know he lives in West Lakeland, he told me "We don't want any more homes out here. I said "you have children don't you"? He said "Yes". I said "When they get married and have their families are you going to let them live with you"? He said "No", they can go some place else and live, and the discussion ended when I said, "What if that some place else you mentioned says like you do, "We don't want any more development. No my friends the opposition are not concerned about environment or anyone else, just themselves. That is why I do not believe there was any justification for these environmental hearings which by delaying the construction of I-94 is effecting the environment of so many others through loss of lives, personal injuries, financial losses through hospital bills, doctor bills, automobile repairs and through the additional costs of construction of I-94 due to inflation and we must not forget the possibility of an additional 2 cents per gallon tax on gasoline by the State to get the extra money which is needed to meet the States share to complete the Interstate system in Minnesota.

It is a good thing every ten mile stretch of interstate in the U.S. is not going to cost as much or take as long just to determine where it is to go, as this ten miles. We wouldn't have 1/2 the interstates we have now, its really pathetic when you think of it, you can come all the way from Maine in the East to Minn. on Interstates, then you get on a Highway which was obsolete at least 10 to 15 years ago. Another thing which is very important, and I have not heard it mentioned is the difference between a frontage road and a service road. First I will describe a service road, which is what Hwy 12 will be on the South and Minnehaha Ave will be on the North, if Alternate 1 is used. You will already have the road, and utilities serving homes and business establishments on both sides of the service road, whereas if you decide to up-grade Hwy 12, frontage roads will have to be built, utilities will have to be installed and serving people only on one side. As a frontage road runs adjacent to, and parallel to the Interstate, as in this case where you would be using the service roads to handle traffic while tearing up on Hwy 12 and reconstruct it to meet Interstate standards the service road will have to be constructed to carry 9 ton traffic with a full 10 ft. right shoulder, which means more pavement and at a much greater cost.

"CRASH VICTIMS' WIFE GIVES BIRTH TO SON". Sad isn't it? As this clipping says, the father will never see his son. Eugene Johnson, a fellow worker of mine, killed on this one mile stretch of Interstate between White Bear Ave. and Mounds Blvd., and this is not the 1st one. I know there was one more for sure, maybe more and I don't know how many other accidents there were where there might have been injuries, maybe resulting in people being maimed or disfigured for life, while trying to maintain traffic on a heavily traveled road during construction. I realize in this circumstance, there was no alternative but out here, if Alternate 1 is used there would be only one major interruption of traffic, that would be when the final tie in would be made at the West end, the temporary overpass already being in at 95 on the East end. I believe the interference at this point would be about equal for either alternate. There might be some interference at some of the cross roads on Alternate 1 but as the Highway Dept. has indicated, they could put temporary by-passes where necessary. I don't think I have to tell you how much interference there would be to try to up-grade Hwy 12. Anyone can visualize that, but I do want to emphasize that frontage roads would have to be built to meet freeway standards, to facilitate the movement of interstate traffic, while the Interstate is being built at a tremendous cost to the taxpayers. Any business establishment located on Hwy 12 now, may as well lock their doors and as some have told me, file suit against the State for damages. Others can't even get started in business. Farms and homes with beautiful groves of trees and orchards would be uprooted, mine as just one example, 2 big pines and 1 about 5 feet tall which I planted as a little seedling and have been nursing it and watching it grow for about 6 years, all in front of my house, and 6 apple trees and 2 pear trees on the East side of my house plus 9 other beautiful shade trees.

Another very important reason for keeping Hwy 12 as it is, with an interchange as far west as is feasibly possible is that all the area South of Alternate 1 is very unique for the amount of traffic it will have to handle. If you read this article where Cottage Grove and Woodbury are going to be 2 of the 3 fastest growing communities in the Eastern suburbs by the year 2000, is that it is 2 miles from Hwy 12 to Co. Rd. 16, 2 more miles to Bailey Road, 3 miles to Military Road and the next being 61 at the Chemolite bridge, these being the only East-West roads in 10 miles and all ending up on 61 which is already far overcrowded. I might add these roads handle traffic from Denmark Township, Afton, St. Mary's Point, St. Croix Beach, Lakeland, as well as Cottage Grove and Woodbury. As I previously mentioned, as being 2 of the 3 fastest growing communities in the Eastern suburbs.

I called a meeting of our membership shortly after I received the maps showing the interchanges proposed on both Alternates, a vote was taken, the results being unanimous for the East interchange at 95 and the West interchange, as originally designed, just East of Crossroads Ford, with 4 voting to eliminate all other interchanges. I think this expresses the feelings not only of the members of our organization, but also the silent majority.

I had planned to make a model of how I think plans, as I suggested at the last meeting, of how to egress from 94 onto Hwy 12 and how to enter onto 94 from 12 with no weaving of traffic at all, but I didn't have the time. I know all the home owners on the South side of Hwy 12, that the Highway Dept. plans showed as

having to move, want to stay where they are. It is quite obvious to all who has been applying the most pressure. I sincerely believe this and should be settled as expeditiously and peacefully. Time, costs and environment, being our primary concerns from the very beginning and still are.

In conclusion, I think you should know, I would be better off if Hwy 12 were to be up-graded, as according to the last plans put out on the up-grading of Hwy 1w, I'm guessing, but it appears to me that I'd only loose about 1/4 of my property and due to the radius of the service road, instead of having 500 feet of frontage, I might end up with 600 feet or more, and the dollar value being already established per front foot, as I described earlier when my neighbor sold his property, I think you will have to agree with me. I cannot be selfish enough to be for Alternate 2 where it would so adversely effect my neighbors, friends and the taxpayers so much.

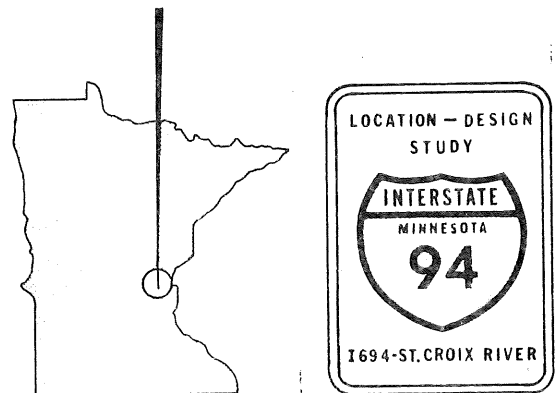
We also believe with the Interstate between Hwy 12 and Minnehaha Ave. Industries and Commercial development will be contained in this corridor with residential areas parks and recreational areas developing to the North of Minnehaha Ave. and to the South of Hwy 12.

Thanking you for your attention and we hope you will give all the facts serious consideration especially where it concerns the environment of human beings.

APPENDIX G

SUMMARY

I-94 OPEN HOUSE
MAY 8, 1975
MINNESOTA HIGHWAY DEPARTMENT
DISTRICT 9 HEADQUARTERS
OAKDALE, MINNESOTA



INTERSTATE 94

**I-94 OPEN HOUSE
MAY 8, 1975
MINNESOTA HIGHWAY DEPARTMENT
DISTRICT 9 HEADQUARTERS
OAKDALE, MINNESOTA**

S U M M A R Y

This booklet summarizes the Open House sponsored by the I-94 Management Committee.

The purpose of the Open House was to give the public an opportunity to view and comment on all the information compiled for the I-94 Management Committee by the Minnesota Highway Department since August, 1973. In addition, members of the Minnesota Highway Department were on hand to answer questions from the public.

The booklet includes:

- 1) The flier used to advertize the "Open House".
- 2) The design fact sheet.
- 3) A "comments sheet" that was provided for written comments.
- 4) A copy of the written comments that were received.

**FOR THE PROPOSED I-94 BETWEEN I-694/494
AND THE ST. CROIX RIVER IN WASHINGTON
COUNTY.**

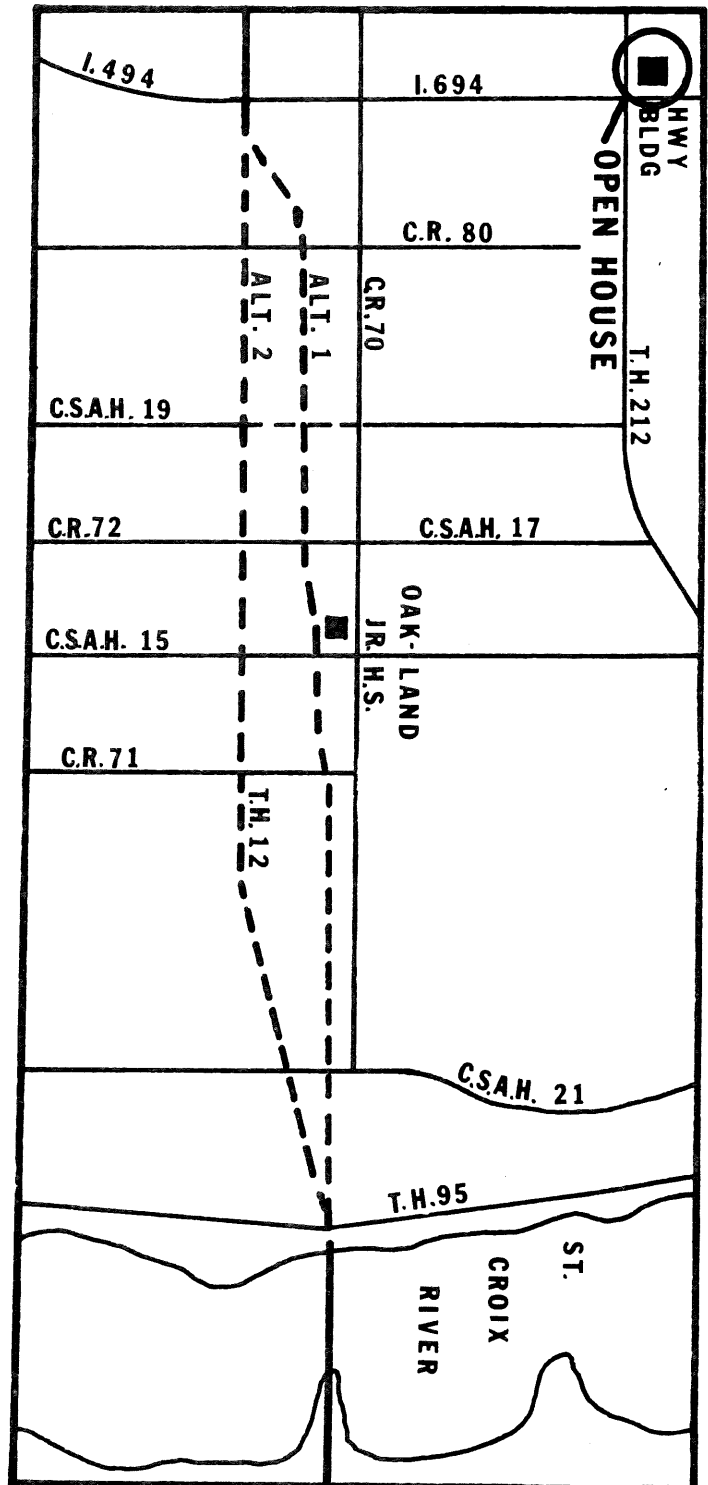
*DATE: MAY 8, 1975 (THURSDAY)
TIME: 4:00 P.M. TO 7:30 P.M.
PLACE: M.H.D. DISTRICT 9 OFFICE
3485 HADLEY AVENUE NORTH
OAKDALE*

This is a public informational open house sponsored by the I-94 Management Committee.

The purpose of the open house is to review and discuss the information developed regarding the I-94 Restudy. Members of the Management Committee and the Minnesota Highway Department will be available for discussion.

We welcome all citizens views and Ideas regarding the Information and restudy.

The "open house" will be followed by a meeting of the I-94 Management Committee.



COMMENTS

We have enjoyed providing you the opportunity to review the Informational displays and of talking to members of the Management Committee and Minnesota Highway Dept. staff. We would like to receive any more comments or questions you may have. This sheet of paper has been furnished so you can express any additional comments, questions, or concerns which you feel should be considered in the study. Please return it to the box labeled COMMENTS.

YES

NO

☐
☐

Would like to be informed of future meetings and availability of Reports (provide address).

COMMENTS FROM OPEN HOUSE

May 8, 1975

I am an Afton resident and of necessity must use Highway 12 daily. I am extremely concerned with the amount of death and injuries which will occur if Highway 12 is upgraded. This delay will be completely unnecessary and I, therefore, strongly urge you to use the original proposed Northern Route.

The freeway should be completed as quickly as possible. The Northern Route is the solution. Highway 12 should be left for local use to keep traffic off the freeway. If not left, we will need more roads for local traffic.

Very good displays. I favor Northern Route. With Alternate A, I believe this would be a solution for a much longer period.

I think It Is DUMB that the members of the Management Committee are continuing to "study" this question when they have all made up their minds and, in fact, made up their minds at least a year ago. They will all vote the way their respective governmental bodies voted. The respective Councils and Boards have made the decision, regardless of all the data considered by the Committee.

Just decide!

I want the I-94 freeway on the Northern Route where It was planned since 1965, and do it as soon as possible.

The effect fuel shortage will have. Mass transit which is badly needed. Now

The Northern Route is certainly the best in every area! Each day the delay of building this much needed freeway is costing lives. Let's get on with it!

Please get this over as soon as possible.

Thank you for your thorough and articulate study and your efforts to come up with the best route. Whatever decision you make must be based on the facts. Too bad the Legislature couldn't wait for your recommendation.

I appreciate the opportunity to view the I-94 exhibits. As Mayor of Woodbury, I strongly prefer the North alignment of the highway with Alternate A as a preference for access and egress for the Northwest quadrant of Woodbury. As this area is directly adjacent to the growth area and has all public utilities installed, it is necessary, both economically and for orderly growth of the area.

As a consulting Engineer for various Washington County municipalities and having been involved with the growth of this immediate area, I recommend the North Route without reservation. Some consideration for Alternate A interchange modification should be given.

Save money and time--go North Alternate.

Visuals definitely bias viewer to North Route. Where are meeting minutes "published"?

APPENDIX H

RECOMMENDATION NO. 1

MEETING NO. 28

ALTERNATE RECOMMENDATION

MAY 22, 1975

RECOMMENDATION NO. 2

MEETING NO. 19
MEETING NO. 20
MEETING NO. 25
MEETING NO. 26
MEETING NO. 27

INTERCHANGE RECOMMENDATION

JANUARY 16, 1975
JANUARY 23, 1975
APRIL 10, 1975
APRIL 24, 1975
MAY 8, 1975

RECOMMENDATION NO. 3 REST AREA INFORMATION CENTER & WEIGH STATION RECOMMENDATION

MEETING NO. 27
MEETING NO. 28

MAY 8, 1975
MAY 22, 1975

RECOMMENDATION NO. 4

MEETING NO. 21
MEETING NO. 27

BICYCLE TRAIL RECOMMENDATION

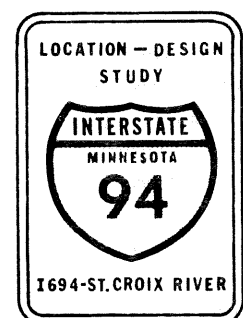
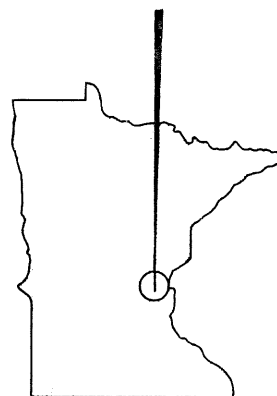
FEBRUARY 6, 1975
MAY 8, 1975

RECOMMENDATION NO. 5

MEETING NO. 28

STUDY RECOMMENDATION

MAY 22, 1975



RECOMMENDATION NO. 1 Meeting No. 28 May 22, 1975

IV. DETERMINATION OF A RECOMMENDED ALTERNATE

ROLL CALL VOTE

(shown on the following pages in the order taken)

Final Vote —	9 Northern Route
	4 Southern Route
	3 Abstained
	1 No Vote
	1 Absent

FRANCIS J. POTT

Lake Elmo - Elected Representative

I vote for the Northern Alignment.

I think just a few moments ago I stated most of my reasons when we were discussing the north-south compromise.

I feel there are short-comings with both alignments, and I feel the problem area of the north is the eastern half. I would like to see it changed in the manner that John Currell suggested where it is straightened out and maintained south of the power lines. The second most significant problem with the Northern Alignment, at least in my mind, is the interchange or the connection with Trunk Highway 12. We have also worked that over in some detail.

The Southern Alignment I think, has a very serious short-coming, especially on the west end. I don't believe that we can put a freeway on the west half of the existing Trunk Highway 12 without ending up with something similar to what we have in Bloomington. There is just insufficient space in there, and too many homes and businesses would be disrupted, either removed or put behind barriers or whatever.

Most of the advantages and disadvantages of both routes have been discussed in great detail. The areas I pointed out, I think, are the most significant ones. I think the result of all this is that the Northern Alternate is more appropriate.

DAVID J. HASLUND

Afton - Elected Representative

I have cast my vote as representative of Afton Village for the Northern Alignment with its approved limitation to three interchanges for the following reasons:

1. That barring some drastic change in present transportation build-up, a single freeway system on the Southern Route would not be remotely adequate to provide motorist safety for both Interstate and local traffic.
2. That the separation of traffic to short and long-run usages will provide optimum benefits to both, allowing commerce to operate as it has along Highway 12, hopefully with Planned Unit Development, guidance from the governing bodies in the future and that thru travel on the northerly Interstate freeway will move freely with the minimum of hindrances.
3. That controlled development to the east to the St. Croix can best be achieved by making a strong determination now to the amount of influence that the freeway can produce. The obvious design is limited access which has been approved.
4. That the impact on the land and its resources could feasibly be far greater on the Southern Route when the necessary frontage and service roads with the current recommended distances from the freeway are installed.
5. Safety and disruption during the construction obviously favor the Northern Alignment.
6. That the vast majority of determining factors such as: costs, length of construction time, environmental influences, and degree of human dislocation, if stated accurately, favor the designated Northern Route.

KEITH LIBBEY

Afton - Citizen Representative

Absentee Ballot

I hereby cast my vote as a member of the I-94 Management Committee, in absentia, in favor of the motion to designate Alternate 1 or the Northern Route and against any motion to designate Alternate

2 or the Southern Route and appoint the Chairman Stan Olander as my proxy to record this vote the same as if I were present in person at the Committee Meeting May 22, 1975.

My reasons for voting in favor of the Northern Route are as follows:

1. Substantially fewer homes and businesses will be displaced.
2. The amount of land acquired is approximately the same.
3. The Northern Route is of slightly better design (wider).
4. Better highway transportation service would be achieved by having 2 highways (Trunk Highway 12 & I-94), than by having only one highway.
5. The separation of local and Interstate traffic resulting from 2 routes contributes to safety and convenience for local users.
6. The environmental impacts are closely similar between both alternates.
7. The aesthetic considerations are close for both alternates.
8. The Northern Route Alternate would be safer during the construction period of several years because traffic would not have to be detoured as it would during construction of the Southern Alternate.
9. The Northern Route can be completed 2-4 years sooner than the Southern Route which contributes to safety and transportation quality (more traffic capacity at an earlier date).
10. Historical destruction considerations favor slightly the Northern Route.
11. The major drawback to the Northern Route lies in its adverse impact on West Lakeland as a community. This is a serious concern but is outweighed by the foregoing considerations.
12. Development considerations expressed by the Metropolitan Council are about equal between the 2 routes considering the limited number of Interchanges prescribed.

THOMAS TIBBETTS

Lakeland - Elected Representative

It's hard not to be redundant here, but I'm going to read my entire report. I covered all the various impact reports.

Starting with the transportation, the Comprehensive Traffic Analysis Report determines the need to build, and there seems to be some question as to volumes projected; but my interpretation is that either alternate can handle the projections.

On the Social-Economic, and Right-of-Way and Relocation Studies fewer homes and businesses are disrupted on the North Alternate, however I don't believe the South Alternate would have to disrupt as many homes and businesses as indicated on page 8 if careful planning and conservation of land is used. Federal highway requirements for median are 54 feet, and current Highway 12 presently has a 51 foot median. This will allow room for future lanes of some type or mass transit. The width does not have to be as great as described especially between I-694/494 and County Road 80. Further savings can be made by minor bends in the highway to go around as much as possible current homes and businesses. These bends could be very slight. Proper frontage roads will be a distinct problem on the South Alternate, but in certain instances they can be placed behind some existing structures or dead-ended and not continuous. The conservation of land must be practiced. The North Alternate requires an excessive amount of land in that the total acreage of I-94 and Trunk Highway 12 have to be considered jointly, 859 acres versus 768 acres for the South Alternate. A double belt of highway from the St. Croix to St. Paul plus a possibility of County Road 70 being increased in size to a four lane highway would be creating almost a solid mile wide concrete trail. This is a major adverse impact. There will be more disruption of homes and businesses with the South Alternate, however, with two way frontage roads and increased visibility, in my opinion, most businesses will be enhanced. The disruption and/or displacement of the residents involved is a major adverse impact to the South Alternate.

Archaeological and Historic sites - all historic structures can be moved on the South Alternate, the land is of no historic value. The 7 grave St. Peter's Church Cemetery is a problem. However, I-94 could dip a bit at this point if relocation of the graves is impossible.

Geotechnical Analysis effects appear to be about equal on both alternates. The water systems are the same. There is a major effect on vegetation and wildlife. Loss of wildlife habitat will occur along the North Alternate. The close proximity of 4 lane highways will act as a barrier to larger wildlife species. The destruction of habitat and development subsequent to completion of the highway plus loss of habitat due to excess concrete belts will virtually eliminate any wildlife in this mile wide corridor. This is a major adverse impact. If the North Alternate is selected, minimizing this impact should be encouraged.

Aesthetics - either alternate can be made aesthetically acceptable. Direction should be given towards making this an approach that we can be proud of.

Special studies - the air quality effects are apparently equal. Noise analysis - the North Alternate provides the least adverse effect with fewer homes effected plus a majority of the trucks off of Highway 12. However, if the commercial belt is contained by using the South Alternate, it would seem that there could be less overall noise impact.

Construction costs and Maintenance Costs - the North Alternate is \$23 million completed in 1981, and the South Alternate, \$26 million, including \$3 million for service roads completed in 1984. This is an adverse effect for the South Alternate.

There are strong points of either alternate making the decision very difficult. I have to weigh very heavily the effects as I see them on Washington County, its residents, its environment and ecology versus the immediately affected homes and businesses; construction times and construction costs; and stack them against the number of years that we will be living with this freeway. Individual problems diminish, businesses flourish, and inconveniences are gone. The addition of the North Alternate encourages increased reduction of natural resources, increased automobile usage, and provides improved access to future developments. This creates a cycle of continuing expansion and is contrary to the control of urban sprawl. It will tend to increase the growth rate of Washington County. With the general depletion of our natural resources it seems wasteful to encourage a project that will destroy productive agricultural land, natural habitat, encourage unwanted growth and in general disrupt the natural environment as we know it today. These considerations, of course, favor the South Alternate utilizing the existing Trunk Highway 12 as much as

possible.

ARVID BLACKMUN

Lakeland - Citizen Representative

I again have to be redundant, but I agree with most of the points that Dr. Tibbetts has made. I listed arguments in favor of both routes. In my own mind there was a good deal of ambivalence until the last few weeks.

The arguments in favor the North Route are that extra frontage roads are not needed. The North Route tends to promote future growth along the corridor. The land is already purchased or under control, and I find out that it is not already purchased, but under control. Construction is less disruptive to business's and homes. The intersections are less complicated. There is better traffic safety during construction. The North Route is less noisy for many businesses and homes presently on Truck Highway 12. We will finish the construction sooner. The argument has been advanced that it is cheaper to build.

The arguments in favor of the South Route: there is only one major road to maintain through the area. The South Route would tend to discourage urban sprawl. The South Route would take less land. The South Route is less disruptive to farms and agriculture. The South Route would give us a better connection on the west end. The South Route would improve traffic safety for all traffic, and the South Route would concentrate the noise problems.

If you talk about traffic safety, the safety of the Freeways is about 2.25 deaths per hundred million vehicle miles; on all other highways it is 4.38. If you go the North Route, the South Route will be just exactly the same as it was before, as far as danger goes under the same conditions, except that you won't have the volume of traffic. You won't have the hundred million miles quite so often on Highway 12. If you went on the South Route, all of the traffic would be on the freeway with a 2.25 rate rather than the 4.38 rate. Overall, safety would favor the South Route if you used these figures. They may not be accurate, but they're the only ones that we have.

The noise belt on the Northern Alternate affects 88 homes according to our report, the South Alternate affects 72 homes, and the combination of both affects 160 homes. Now noise is kind of a funny

thing. I don't think that noise increases with the volume of traffic. One truck is just as noisy whether he's alone or with somebody. All it does is increase the frequency of the noise. The two belts running close together would tend to spread the noise, and you would still have the same amount of noise; but a little less frequent on Highway 12 than before.

The Right of Way Study - Alternate 1 requires 859 acres, Alternate 2 - 768 acres. Alternate 1 - 27 percent of the land is undeveloped, 48 percent agricultural, Alternate 2 - 10 percent of the land is undeveloped, 32 percent agricultural.

On the costs - if you have Highway 12 to maintain, every year Washington County would have to pay out, according to the highway estimate, about \$64,000 to maintain Highway 12. If on the other hand you have frontage roads, the highway maintains you must have \$53,000, and I presume the local communities or Washington County would pay the \$53,000.

There are some other considerations. If the South Route is chosen, in fact, it could be lessened a great deal by building on top of the present Highway 12 lanes, thus reducing the amount of money spent on building on Highway 12. In designing the frontage roads as close as possible to present roadbeds, in some cases running some distance from the highway, it can be done lessening that impact on the businesses.

I think the overwhelming reason for my choice is the fact that I believe that the North Alternate would encourage urban sprawl, and the South Alternate would discourage urban sprawl to our area. Therefore, I vote for the South Route.

ROBERT HANSON

Oakdale - Elected Representative

Abstention

I've done a lot of soul searching in the last two weeks between the last meeting and now. I've made a couple trips up and down Highway 12 looking over that situation very closely on that line, and as best I could the proposed North Alignment. I want to preface what I am about to propose by saying that I don't think I'm opening a Pandora's box. I don't think I'm putting things out of perspective, but if the Committee sees no merit in what I am saying, I'm sure

they'll dispose of the matter in a big hurry.

It's boiled down to three things; the highway is going to go somewhere in the vicinity of the proposed alignments. That there's no obvious, overwhelming superior solution to the problem or we would have concluded our business a long time ago. The other thing that's certain is that I won't be attending any more of these meetings.

As I stated at our first meeting, I feel that I'm sitting in a rather awkward and unique position representing the City of Oakdale, because we have 1300 feet of the freeway already completed on the edge of their city.

The other four members of my council voted some time ago in favor of, or with a preference for, a northern route; not a very strong preference, based mainly on economics. I did not participate in that vote. Therefore, perhaps I should be in as good a position as any one on this committee to look at this whole thing objectively. I may be kidding myself, but that is what has brought me to the point I'm at now.

It's on that premise that I'd like to make the first proposal, and not in the form of a motion, but to bring it up for serious consideration and discussion. I would like to propose serious consideration of a North-South Alignment similar to the one that came before this committee not too long ago, as the result of being published in the Minneapolis Tribune. I say similar to that, because I have some ideas about how it might be worked out. We cast it aside rather quickly. A subcommittee made some study of it with regard to interchanges, but I don't think it was given serious consideration.

I'd like to explore why I like it, or at least have some question answered, to my own satisfaction, as to why we did cast that aside too quickly, and why I cast it aside so quickly at the time, after looking at things for the last two weeks.

I'm convinced that such a route is the solution. I'm convinced to the point that I feel that I have to vote 'No' to either of the other alternates. There will undoubtedly be some that will say that's simply a compromise, that it's a move for appeasement, and I have to say in all good conscience that I don't look at it that way. I look at it as the best solution. I think it's very realistic and sound, both economically and environmentally. It avoids all the upheaval and displacement that would occur at the west end of the

corridor, and it also avoids the most sensitive environmental issues that have been raised.

I see it as very feasible to be tied in about a mile to the east of Guardian Angel's Church. The location of St. Peter's Church Cemetery is something that concerns me a lot. I don't know how we, or the Highway Department, or the engineers would quite work their way around that issue. I realize you can move things to the south at that point and do away with some more property. It concerns me that that particular thing could delay construction of this highway considerably longer, if you anticipate a few things that could happen to the cemetery. It avoids the issue of the school that Dave has been so concerned about. It does make use of a good segment of the existing Highway 12, which I think will make sense to use. Having weighed all kinds of things and studied the variety of material that we've had during the past year, especially Mr. Borchert's presentation, the State Planning Agency presentation and the Attitudes Survey, I have come to that conclusion and would like to throw out that proposal.

I'd like to add one more thing to go along with the streamlining ideas that were presented earlier. I think there would be plenty of opportunity for streamlining the design of this entire route on the basis of a North-South Alignment, and that would be a strong recommendation on my part as well.

The proposal would be to follow the North Alignment to a point about one mile to the east of Guardian Angel's School and Church. There is space out there which I think would be very suitable for a connection to Highway 12 at a point about a mile east of the church and school. Build the Northern Alignment into existing Highway 12 and complete it on Highway 12 to the river. I don't think you have to provide a total frontage road system from that point on.

Your frontage road system would be provided on Highway 12. There are things that could be done with a link up with Highway 12 and the Northern Route to provide whatever kind of interchange or whatever kind of access at that end one feels desirable. That could be accommodated rather nicely. That exact point would have to be chosen both engineering-wise and environmental-wise, and so forth.

One point that was made when this was brought up was that this requires a new study. Well, I don't agree with that. We've studied the north route. We've stu-

died the south route. We've got this whole thing studied to death. The only thing that hasn't been studied in that proposal is that link, from the North Alignment to the South Alignment and in looking at that area, it's obvious that there's no problem in going through there. So, I think we could write, or whoever has to write, an Environmental Impact Statement on the alignment just as easily today as the other two routes, without all kinds of other study information.

THOMAS A. BORDEN

Oakdale - Citizen Representative

Absent

JOHN CURRELL

Woodbury - Citizen Representative

I don't think we have to go into a lot of reasons why I was for a particular route, because they have been well covered by the previous people you have on record.

A couple of things I would like to point out in making my choice. I have worked in this County now for nearly 40 years, and I don't mind telling all of you, and I think there are very few of you that have been here that long by comparison, that Highway 12 has always been a problem. We have had no development on it much, and if you would travel around the Twin Cities you will discover that the east side of St. Paul is the one of few communities around the Twin Cities that hasn't had any kind of adequate of development that amounts to anything. We decided to make it a double lane road, and therefore, nothing more happened, because we didn't know where the road would be widened and on what side; so we sat patiently waiting for the road to get developed. Once it was developed, we started to get some business. In a very short time, approximately 18 months, we got notice it would be a freeway, and everything died again. That went on for a number of years until it was decided to move the freeway north. We began to get some inquiry on some land for business types of purposes, some of them from local people. Now, of course, we're back at a status right now, since we've been at this for two years, of being pretty dead, because after all, nobody knows what is going to happen to it. It is important that we do make a

decision.

There is a couple of other things that are important as has been brought out. There is no argument. The more expensive part of the right of way, however, has already been purchased by the Highway Department. Most all of the homes have been purchased and moved. Just the farmlands and open lands are mostly what is left. I think even though it may not be anywhere near the amount and distance. I am concerned in the Northern Route, as I have mentioned several times, because I really feel that we are doing West Lakeland a very indeed injustice by recommending that the Northern Route be on the north side of the power line. So in my decision, I'm going to tell you that I will favor the Northern Route with the condition that the road will be moved south of the power line along side of it until it reaches the point west of Highway 21 where it goes north. At that point it can swing back into the new route without any trouble, and at that particular area the Highway Department, as I've said before, has only purchased 2 pieces, the rest are under condemnation. I think that this is very important, because if we go the way the route is planned right now, we are leaving a dead mans land for West Lakeland. Between a power line that is somewhere around a hundred feet or hundred twenty five feet wide at least, a narrow strip of land that's a dead mans land, where for three-quarters of a mile from Highway 12 at the wider point, there would have to be additional roads built in there for their development. Eventually, we will add a great deal of pressure on West Lakeland to have development along Minnehaha, because it can be seen from the freeway without a bit of trouble. For that reason I recommend that the Highway Department give very serious thought to really looking at that alignment closer.

I would like to point out, Mr. Blackmun, that we're going to damage a great deal more farms if we go on Highway 12 then we would on the North Alternate. They are there. I can name many of them for you. There aren't many that would be touched any more on the North Alignment. So in that respect, I have to contradict your report.

I do think that the home count, that you made, one of you gentlemen didn't happen to stop to think that the home count that you're referring to is the mobile home park. For your information a mobile home park is what we call an intermediate use for land, until it becomes more valuable for something else. Then a mobile home park is removed, and the land is

converted to that more valuable use. That's where the majority of the homes are that are talked about. In the Southern Route today if you picked it, we will have to go and disturb those same homes that you talked about in many many cases or remove them entirely.

These are just the additional reasons why, under the circumstances, I would favor the Northern Alignment, especially if it is to be continued through West Lakeland south of the power lines.

JOHN MCPHERSON

West Lakeland - Elected Representative

I'm not going to go into a lot of details, but the Board of West Lakeland feels that if the road goes north, we will have what John Currell calls a dead mans land. We won't really know just what to do with it. I can't see any reason why there should be 2 highways a half a mile apart. If it does go north, we're going to have what we feel will be a lot of development pressure. Another thing we have to consider is the noise for the people on the north side of the Northern Alignment. I just feel that its caused a lot of hard feelings in our community. It's a bad situation for us. I feel that we are the ones that are under the gun.

I'm going to vote for the Southern Route.

DAVID DALE

West Lakeland - Citizen Representative

Well, naturally I'm voting for the Southern Route.

I think the points I've been making all along are there. Mainly, I feel that West Lakeland is the only community that is going to lose if that Northern Route is chosen. Yet, we have the bulk of either highway within our community. I don't feel that I have to make more comments.

I won't be happy to serve, but I will be willing to serve on a committee to draw up the reasons, either pro or con, after this meeting.

Amendment Added June 26, 1975

Obviously the minority view disagrees with the re-

INTERSTATE 94

commendation of the majority and recommends the Southern Route (Alternate 2). The minority does recognize the necessity of a freeway, but recognizes that the routing for the freeway is along the current location of T.H. 12.

The minority believes that 3 four lane highways planned within a 1 mile band between T.H. 12 and County Road 70 is sheer waste. The projected growth of Washington County through the year 2000 does not justify the construction of twelve lanes of highway. This can only bring premature development and encourage urban sprawl.

Both State and Federal laws state that in the selection of a route for an Interstate highway there is one aspect that must receive paramount consideration, even over cost, and that is its effect on the environment. These laws instruct that the route which affords the least environmental damage must be used. The laws further state that because one route is less expensive is not justification for using it if it is more damaging to the environment. The law on this point is very clear and it has withstood the tests of the courts. The Minnesota Department of Natural Resources stated clearly in its letter to the Management Committee, dated Jan. 31, 1975 that the northern route would be more damaging to the environment than using U.S. 12, the present route. We cannot conceive that the highway department could construct an entirely new highway upon six to seven hundred acres of productive agricultural land and natural habitat and affect the environment less than it would be upgrading a four lane highway that already exists. It was concern over these environmental laws which prompted the halt in construction of this Interstate and a reevaluation of routing.

The task of the Study Committee was to determine a corridor for I-94, design of such a highway was beyond our dimension. We think the present highway 12 roadway, including present surfacing could be updated to freeway standards. Regarding the amount of additional land the highway department said was necessary for the median for the south alternate, we would like to call to the attention of all concerned a letter dated June 16, 1975 to Stanley Olander from Douglas Kelm, chairman of the M.T.C. In this letter it is clearly stated that the M.T.C. has no plan for any fixed guideway on the median of I-94 nor does it call for a separate bus lane. Their plans are for bus service sharing lanes with other traffic. This means that the present median on US 12 is adequate and there would be no necessity to expand the median to 84 feet as

proposed by the M.H.D. thus cutting the total additional acreage necessary for the south alternate by 35 acres. Additional land conservation practices on the part of the M.H.D. could further reduce the land requirements and still be well within the guidelines of the Federal Highway Administration. Although we are not highway designers we believe the Highway 12 alternate could be designed so that displacement of homes and businesses would be minimal.

The Metropolitan Council cautioned the committee against continued urban sprawl. The northern route will be an impetus to increased urban sprawl. An inter-state freeway on Highway 12 would be in line with the Metropolitan Council guidelines concerning urban sprawl.

Placement of an interchange at the west conformance of I-94 and Highway 12 changes the impact of the northern route so drastically as to make this the choice of the Management Committee a completely unfeasible route. The cost of such an interchange will be nearly six million dollars, making the northern route. This US 12 - I-94 (west) interchange would lie one quarter of a mile east of the I-694 - I-94 interchange and about three quarters of a mile west of the staged county road 80 - I-94 interchange. The Metro-nished the Management Committee for the southern route. This US12 - I-94 (west) interchange would lie one quarter of a mile east of the I-694 - I-94 interchange and about three quarters of a mile west of the staged county road 80 - I-94 interchange. The Metropolitan Council guidelines require at least one mile spacing between urban interchanges. This proposal agreed upon by the Management Committee would be a clear violation of these guidelines as it would result in three major interchanges within one mile.

We fear the closeness of the proposed northern route to Oakland Jr. High would cause increasingly damaging noise pollution for our Junior High students. The M.H.D. has stated the decibel level presently reaches the 65 decibel level on the outer walls of Oakland Junior High. Standards were presented which show 65 decibels to damage the hearing. With the addition of a freeway adjacent to school grounds the decibel level would create a serious problem.

The northern route would seriously damage West Lakeland Township. The majority that was Washington County's portion will be in West Lakeland. The West Lakeland Town Board has sent resolutions to the Management Committee informing them of West Lakeland's desire to remain rural resi-

dential. The northern route will not only landlock a large portion of West Lakeland, it is entirely against the community's desire for growth.

In summary, the minority view weighs very heavily the effects as seen on Washington County and its residents, its environment and ecology. With the general depletion of our natural resources, it seems wasteful to encourage a project that will destroy the productive agricultural land, destroy natural habitat, encourage unwanted growth and; in general, disrupt the natural environment as it is known today. These considerations, of course, favor the South Alternate utilizing the existing Trunk Highway 12 as much as possible.

WILLIAM SCHWAB

Washington County - Planner

I'm going to have to vote for the North Alignment.

I feel that based on all of the information I have received from the Highway Department, and the presentations that have been presented to us during the last year and a half that the most economical realistic alignment is the North Alignment. I am quite concerned with what happens in the eastern section of this roadway. I have looked at the alignment that John Currell has mentioned, and I have gone out on the site.

I feel that the adverse conditions that would be created by the North Alignment we have been discussing would be very adverse to West Lakeland. I would strongly encourage the Highway Department to reevaluate the eastern end of this Northern Alignment to look at paralleling to south side of the high line. As far as the west end is concerned, I feel that its benefits far outweigh any detrimental effects that would be created on the east end. When we consider the potential for development, we are looking at constructing a new freeway that is designed to carry interstate traffic rather than all the problems that are created with local development. I also feel that the North Alignment does provide us with a much safer atmosphere for the construction of a freeway, since we do not have the doubling up of existing Highway 12 traffic running on a road that is under construction.

OPAL PETERSON

Metropolitan Council - Policy Representative

GHALEB ABDULRAHMAN

Metropolitan Council - Technical Representative

After the reviewing the laws of the Metropolitan Reorganization Act passed in 1974, the Metropolitan Council is put into a position where it should not be voting on the selection of an alternate or the designs of that alternate.

The law now says, "Approval of Highway Projects, before acquiring land for constructing a controlled access highway in the area, hereinafter a project, the State Highway Department or local governing unit proposing such acquisition or construction shall submit to the Metropolitan Council a statement describing the proposed project. The statement shall be in the form and detail required by the Metropolitan Council. Immediately, upon receipt of the statement, the Metropolitan Council shall transfer a copy to the Metropolitan Transit Commission, which shall review and evaluate the project with the relationship to the development program (Transportation Development Program) and report its recommendation and comments to the Metropolitan Council. The Metropolitan Council should also review the statement to ascertain its consistency with its Policy Plan and Development Guide. No such project may be undertaken unless the Metropolitan Council determines it is consistent with Policy, Plan and Development Program. This approval shall be in addition to the requirement of any other statute, ordinance, or regulation."

KARL NEID JR.

Metropolitan Transit Commission
Policy Representative

HUGH FAVILLE

Metropolitan Transit Commission
Technical Representative

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DAVID ORR

Federal Highway Administration

Abstention (No Vote)

MERRITT H. LINZIE

Minnesota Department of Highways

First of all I would like to try and explain my condition of voting. I intend to vote as a member of this Committee, as a Professional Engineer, as an employee of the Highway Department and as an individual. I have not been directed how to vote. My vote will reflect my views of a solution to the location of the freeway. It should not be interpreted as a Department position, but as my position as an employee of the Department.

Regardless of whether the Committee recommendation is the same as my vote or not, I promise that I will strive to implement the Committee's decision. Because I have participated in this restudy effort, I have heard valid rational for either location of the highway. I can and will exercise my efforts and influence towards implementation of the Committee's recommendation. It must be understood, and I think it is, that the final decision is not unilateral by any

committee, agency or person, but the effort of this committee will be a major influence towards the final decision.

I would like to discuss the issues a little bit. The issues involved in deciding the location and the design of this highway are varied and complex. This is evidenced by 20 months of study by this Committee, the 14 technical reports produced, the presentations and responses of the governmental units, State and Federal Agencies, and citizen groups. For the purposes of my personal evaluation of this project, I have categorized the issues into two groups; short-range and long-range.

The short-range issues are probably the easiest to define and include such things as: construction costs, right of way costs, homes and businesses displaced, completion of construction and the initial use by the public, the complexity during construction, the effects on archaeological and historic sites and the public use lands, the initial impact of traffic noise on existing adjacent residences, the importance of making a decision and compatibility with existing land use.

Long-range issues, in my view, include the adequacy and the serviceability (that is interchanges, rest-areas, bike trails) of this transportation route over a long period of time, maintenance costs, environmental considerations (such as wildlife, vegetation, water systems, air quality, the geotechnical studies) and compatibility with future land use.

The short-range issues in my opinion clearly leads toward the conclusion favoring the Northern Route. Construction and right of way costs are significantly less, fewer homes and businesses are displaced, construction can be completed sooner and the facility put to public use. There is little or no effect on archaeological or historic sites, public use lands, and there are fewer existing residences adjacent that may be disturbed by traffic noise.

It is my perception that this highway conflict and the indecision has created some community anxiety that could be lessened by making a decision. The action of making a decision is of course equal regardless of which alternate is chosen. However, such a recommendation can be completed sooner on the Northern Route thus possibly further lessening some of the community concerns.

The compatibility of a freeway with existing land use

is probably quite subjective in nature. I personally tend to feel that a freeway is compatible with undeveloped areas, agricultural areas more so than the wooded areas.

For long-range issues, the adequacy, (number of lanes, service it provides and safety) and maintenance costs for either route are equal. The serviceability of the public transportation needs can be separated into two categories; long trips and providing service to the area through which the highway passes. The long trips are served equally well by either route. Service to the area depends on the adequate access to a highway and the development of the area itself, (what will the area need for access). Interchange locations or alternate transportation routes depend on the future land use.

The environmental impact of a highway itself, that is the wildlife, vegetation, air quality, water systems, in either corridor are quite insignificant compared to the surrounding area and especially when compared to the same impacts of the future land use. Therefore the long-range issues focus on the future land use; what should be planned in this area and how to guide it. This study has shown there appears to be a conflict between local land use plans, as they exist, and metropolitan, and State land use planning.

Although the Metropolitan Council has been working on a 1990 plan to contain urban sprawl for a couple of years, it wasn't until a few months ago that such a plan was published and later adopted. I sense that the communities in Washington County are willing to accept the concepts of a Metropolitan Urban Service Area and in a short time their land use plans will voluntarily be revised to reflect their own interpretation of the basic policy. Other policies of land use control will reinforce this concept, such as the availability of sewers, local zoning and the availability of public services. The freeways, although a factor will be less significant to future land use than they have been in the past. Accessibility to the area must be balanced. Transportation should serve the area but not to the extent that it overly influences local and metropolitan planning. The Highway Department has the responsibility to plan a highway compatible with the existing and future land use. In this case, possibly because of changing plans and changing public attitudes, a conflict developed. This restudy effort has always come back to focus on future land use; what is desired and how to guide it. The highway itself after it is built cannot control the adjacent land use. The cities, counties, metropolitan

and state governments can and must accept this responsibility. Therefore the long-range issue of future land use is a primary issue and the location of the highway is just a factor.

By reviewing the two designs, it is my opinion that the Northern Route with Trunk Highway 12 as a local service road will provide more planning and land use options than the Southern Route. (Even if agreements are reached on remote frontage roads for the Southern Route.) It is my analysis of both short and long range issues, that the Northern Route best serves the public interest.

DONALD MORIS

Lake Elmo - Citizen Representative

I am going to vote for the Northern Route and the reasons why are as follows:

1. There will be less relocation of families and businesses on the Northern Route since most of the land is already under the control of the Highway Department.
2. The cost would be less, and the design factors would be more advantageous, or more easily implemented on the Northern Route.
3. The Northern Route would eliminate construction of frontage roads adjacent to Highway 12, which would be a problem.
4. There would be less disruption of traffic while the freeway as being built then if the present Highway 12 would be used.
5. There would be better control of local traffic with the freeway on the Northern Route with the present Highway 12 used as a service road.
6. The project as I understand it would proceed at a much faster rate by going on the Northern Route.
7. There are 2 disadvantages on the Northern Route: one is the effect it would have on West Lakeland and I personally feel that the environmental question in regard to wildlife, and so on would be less on the Southern Route.

However, the advantages I feel outweigh the disadvantages and therefore I vote for the northern route.

ARTHUR B. SCHAEFER, JR.

Washington County - Elected Official

Mr. Chairman and Members of the Committee, let me first of all commend you on the many hours and long months of work that you have put in on this study. It's a very emotional period of time for me to come in here on my third meeting. I thank you for your acceptance of me to have a chance to vote on this issue.

I, by dictate of the County Board would vote for the Northern Route; a dictate that was brought out by letter addressed to your Committee, and heard by you several months ago of this year.

I'm a rookie on this Committee, and I'm a rookie in political office in the decision making process. Probably, many of you don't think I'm weighing this thing, but indeed I am. Personally, I vote for the Northern Route, too.

I vote for the Northern Route, I guess, simply because of economics for the amount of money that has been spent on purchase of right of way thus far, and some that is tied up in condemnation procedures. I can see easier the removal of 19 families and/or businesses by way of the Northern Route than I could with the 68 families and/or businesses on the Southern Route. I just can't possibly visualize the interruption that would occur if these businesses and families were forced out on the Southern Route.

I vote for the Northern Route with strong conviction. Thank you.

STANLEY J. OLANDER

Woodbury - Elected Representative

I don't think personally I've ever vacillated so much on a decision in my life having been on a City Council for 9 years. I would leave here many nights thinking the only way is to go south; or the only way to go is north.

I sat back and reviewed all the reports, criteria and

everything. You have to go through all the costs, because you want to do the right thing. Economically, I couldn't see that much difference. Environmentally, there wasn't all that much difference when you look at the wind and the weeds and so on.

The big hang-up with the Northern Route was the impact on West Lakeland. It comes down to the social part of it, and the desire for the life-style that they desire. I'd hate to be part of a decision that forced a Bloomington on them. They don't want it, and they don't want it on the eastern part of Woodbury. Freeways do tend to draw development. We've seen that, and it is not the most desirable type. When I stop to think that when the freeway was built in Bloomington, and when I-694 was completed up to Maplewood where they're getting all the development now; things have changed. I think the power of the Metropolitan Council has been enhanced. We shouldn't say the power. Their direction or guidance has been enhanced by the Legislature.

I stopped to think - would the freeway, the Northern Alignment, really bring the undesirable development to West Lakeland and affect their life-styles? I feel confident that we have the tool in the Metropolitan Sewer Board not to let a Bloomington happen out here. I just can't see in this day and age that we would let this type of development go with septic tanks and interim treatment plants. I do not think there is any desire to have a sewage treatment plant on the St. Croix. They want to funnel it back to the Mississippi if anything ever happens. I think the safeguards are there for West Lakeland's life-style through the Metropolitan Council, the Transit Commission, and the Sewer Board. I believe very strongly, that development is going to happen only when it is dictated. My big hang-up with the Northern Alignment was this life-style out there. If they do their job - these other bodies, this undesirable development will not come. That eliminated my big hang-up with the Northern Alignment. I'd like to proceed that in the long run, its better to keep the local traffic separated from the interstate traffic. We are discussing an interstate highway here, and most of the traffic should be interstate. Minnehaha and Highway 12 could carry the local traffic, could be signalized and made safer.

For that reason I go with the Northern Alignment. That way there will be less disruption of homes and businesses. There is the same amount of pavement either way you go. I believe we will have a safer

highway if we go north. Perhaps it will be easier to tie into mass transit for long range planning. It will definitely be safer during construction. It will also take less time to construct the highway if we go the Northern Route.

RECOMMENDATION NO. 2

--Meeting No. 19

--January 16, 1975

3. COMPREHENSIVE TRAFFIC ANALYSIS REPORT
4. INTERCHANGE ANALYSIS REPORT
 (Perry C. Plank - District (9) Transportation Planning Engineer)
 (Delbert W. Gerdes - Transportation Planning Engineer)
 (Jon Bloom - Transportation Planning Engineer)

(These two reports were reviewed together since they are closely related.)

It was asked why the County Road 69 was not included in the study. Mr. Gerdes responded that it was due to the fact that no identified; plans show C.R. 69 bring extended through the study corridor.

Concern was expressed that the analysis might have taken into account pressures on interchanges resulting from the elimination of the north alternate. This was applied from County Road 15 to the east. The concern indicated related to what will happen if the south alternate is used, how the study might reflect increased pressure and inconvenience of travel for residents to reach County Road 15. It was felt under the scheme using the south alignment additional interchanges east of C.R. 15 would be necessary. In relationship to this discussion it was noted that the Metropolitan Council is currently considering new spacing relationship of interchanges which might be a factor in interchange locations.

It was noted that the figures in Table TA-3 (Comprehensive Traffic Analysis Report) are "actual" for the years 1962 and 1970 and the rest are forecasts done by the Joint

Planning Process. This study of forecasts was done in the 1960's. 1976 will be the first year that checks on the data can be made.

It was decided to continue this discussion of these reports at the next meeting.

--Meeting No. 20

--January 23, 1975

1. COMPREHENSIVE TRAFFIC ANALYSIS REPORT
2. INTERCHANGE ANALYSIS REPORT
 Delbert W. Gerdes - Transportation Planning Engineer
 Jon Bloom - Transportation Planning Engineer
 (Discussion continued for January 16, 1975)
 (Reports reviewed together since they are closely related.)

The first portion of the discussion of these reports centered on design and use characteristics of an interchange. Questions were expressed concerning the causes of interchange breakdown, the typical number of cars that can move through an interchange, what measures can be used to improve the capacity of an interchange, and how specific anticipated land uses are accounted for in the design of interchanges. In response it was indicated that the relationship between interchange characteristics and design is very complex. What determines if an interchange will function properly depends on peak hour volume characteristics and the peaking trends of the traffic during the heaviest use of the interchange. It was further indicated that there is no one factor which causes an interchange to breakdown, but rather a series of interrelated factors.

Specifically, concern was expressed for the design of the County Road 80 interchange. It was asked if this interchange design incorporates the specific anticipated pressures of Lake Elmo, Woodbury, Dayton-Hudson, and the 3M developments. This was further clarified to mean, does the design of the County Road 80 interchange



carry with it the flexibility to be revised if volumes larger than anticipated develop, or have those volumes already been accounted for through land use predictions. It was responded that the analysis of the design needed for this interchange is based on traffic volume predictions provided. Further, it was indicated that the volumes result from a series of factors, one of which is land use. Specific land uses are not recognized in these predictions, but that the predictions are based on the same types and mix of land use within generalized areas called Traffic Analysis Zones. Therefore, whereas a Dayton-Hudson is not specifically identified in the volume predictions a land use of this magnitude has been assigned to a generalized analysis area. In discussion it was also pointed out that this is one of the reasons several interchanges in the area were proposed, so that no one interchange would carry the entire load of traffic.

Concern was expressed for providing the safest possible design and providing for the future volumes which may develop.

It was asked what happens when no interchange is provided at a particular location and the expected traffic volumes develop. It was responded that the interchange around it would then have to carry the overload. Each interchange is normally designed to carry a "factor of safety" in a sense. It was explained that this meant that there are several operational states and that the design is based on an operational state in the middle of the range. Therefore, a "factor of safety" is, in a sense, built in.

It was suggested that perhaps additional right of way should be provided at the County Road 80 interchange in order to allow for upgrading it in the future to perhaps a cloverleaf design. It was then pointed out that a cloverleaf might not be the best design for an interchange primarily designed to serve a land access function. Also it was asked if the interchanges could withstand a doubling of projected volumes and peak demands, perhaps only 50%. In a generalized response it was indicated that they might withstand a 50% increase, but

not a doubling.

Generally, it appeared that concern centered around providing an adequate design for interchanges which reflects anticipated land use and provides for the future integrity of the area.

It was asked if the interchanges currently proposed were too many in number. The response indicated that it appeared the interchanges proposed were adequate in number.

A series of questions were asked dealing with the use and application of various tables within the Comprehensive Traffic Analysis Report.

There was a generalized discussion of how land use is incorporated in the traffic prediction model and whether the specific land use plans of a community are recognized. It was answered that in the Traffic Analysis Zones certain land use activities are assumed to be present, but that no specific locations for these uses are designated. When a community then publishes a land use plan it is compared against the model as a check on the system. Thus, the question is one of determining whether a community has the same mix of development as was assumed within the Traffic Analysis Zone. Therefore, the system does not assign land uses adjacent to or in specific areas.

It was pointed out that land use is not dictated strictly by the placement of a highway and its interchanges, but that land use and its control is also a function of the community planning and desires as well as need for sewer and other services. The opposing point of view was expressed which indicated that if a northern route were selected it would dictate a future land use pattern for the area.

It was suggested that even though County Road 69 does not now exist or is planned to exist in the corridor, consideration should be given to this site for a future (staged) interchange.

It was pointed out that there is sufficient information within the Comprehensive Traffic Analysis Report to analyze any combination of interchange alternates.

The importance of interchange locations and their designs to the decision of the choice between north and south alternates was noted.

--Meeting No. 24

--March 13, 1975

II. COMMITTEE DISCUSSION OF ALTERNATE INTERCHANGE LOCATIONS

At Meeting No. 23, two subcommittees had been established to consider and report recommendations for interchange locations for the two alternate locations of I-94.

Each of these subcommittees prepared a SUMMARY REPORT OF INTERCHANGE RECOMMENDATIONS (copies attached).

A. SOUTH ALTERNATE (ALTERNATE 2)

The Committee began by discussing the interchanges recommended on the South Alternate. The recommendations indicated that interchanges should be provided initially at County Road 80, C.S.A.H. 15, and T.H. 95. It also recommended that an interchange be staged at some time in the future for C.S.A.H. 19.

The majority of discussion centered the recommendations for an interchange initially at County Road 80 and staged at C.S.A.H. 19. Staging is taken to mean buying the right of way now and providing the interchange when development occurs. A summary of the discussion includes the following points.

It was pointed out that the County has a committed program which calls for the completion of the C.S.A.H. 19 simultaneously with the completion of I-94.

It was indicated that C.S.A.H. 19 was a prime north-south route for the County until land was acquired for the regional park. Since development of the park proposal began emphasis has begun to shift to County Road 80. (Located just north of Minnehaha Ave. in Lake Elmo).

The status of proposals for County Road 80 and C.S.A.H. 19 north of existing T.H. 12 indicates that several options are open at this time, including a combined alignment (or route) for the two roads.

A suggestion was made that perhaps the two roads could be joined somewhere south of T.H. 12 so that only one interchange with the South Alternate would be needed.

It was pointed out that currently the only good north-south road south of T.H. 12 in the south part of Washington County is C.S.A.H. 19. It has been rebuilt from 2 miles south of T.H. 12 to its intersection with T.H. 61 south of Cottage Grove. It has a good interchange with T.H. 61. It will require only 3 miles of additional work to make this a good road as far north as Minnehaha Ave. This road carries major importance in Woodbury's road plans.

From Lake Elmo's point of view it was emphasized the County Road 80 is planned to be a major thoroughfare and it should have interchange with the South Alternate (Alternate 2).

It was pointed out that County Road 80 is developed to a 9-ton design standard between T.H. 12, and T.H. 212.

Caution was expressed that the Committee recognize community plans in its recommendation of interchange locations.

It was suggested that staging County Road 80 would not have as serious an

effect as staging C.S.A.H. 19.

The subcommittee explained that route-continuity was given consideration, however serving existing development was of prime importance. Therefore, their recommendation was to provide County Road 80 initially and stage C.S.A.H. 19 because of current development.

It was suggested that access to existing development could be provided by alternate interchanges such as Minnehaha I-694 and Lower Afton at I-494 and that the Committee should look to the future in its interchange selections. This would allow the staging at County Road 80.

A motion was made and seconded that an initial interchange should be provided a C.S.A.H. 19 and an interchange should be staged with County Road 80.

During discussion of the motion, it was pointed out that there are many implications that go along with the recommendations. It was suggested that additional reaction from the affected communities might be necessary. Concern was expressed that at this meeting the Committee should discuss the options individually and compositely then get reactions from their communities, and at the next meeting entertain motions making recommendations. Further, it was suggested that at the next meeting the Washington County Engineer come prepared to discuss the relative importance of County Road 80 and C.S.A.H. 19 in County plans.

A motion was made and seconded to table the motion until the next meeting.
Motion passed.

There appeared to be general agreement with the other recommendations of the subcommittee and no additional discussion occurred.

B. NORTH ALTERNATE (ALTERNATE 1)

The Committee began by reviewing the recommendations of the subcommittee (copy attached). The report recommended interchange locations at T.H. 12 (Helmo Rd.), County Road 80, C.S.A.H. 15 and T.H. 95. No interchanges should be provided at C.S.A.H. 17, County Road 71, and C.S.A.H. 21. Further, their report made special note of C.S.A.H. 19 and its role versus the role of County Road 80 and its importance.

It was pointed out that the comments concerning North-South continuity of County Road 80 were taken from the Minnesota Highway Department Report.

It was expressed that in regard to County Road 80 and C.S.A.H. 19 the discussion they held for these two roads on the south alternate also applied to the north alternate, and that the County Engineer might also comment on these aspects.

It was pointed out that both subcommittees working independently had reached basically the same conclusions. Including concern over County Road 80 and C.S.A.H. 19.

General discussion dealing with the location of the interchanges at T.H. 12 and County Road 80 emphasized the following:

Concern was expressed that it may not be desirable to have an Interchange at I-694/494 then T.H. 12 and then County Road 80, because of their close spacing.

Again it was questioned if County Road 80 could be staged and still allow some interchange with T.H. 12. It was pointed out that the various design options currently reflect these desires.

It was pointed out the county, community and Metropolitan Council desires are important in these recommendations.

It was questioned if the interchange with T.H. 12 was really needed, and whether the real needs it serves weren't more adequately served by an interchange with County Road 80. It was pointed out that a rather small amount of benefit would be derived from what appeared to be a complex and expensive interchange configuration. It was questioned whether the savings of a small amount of time and in direction justified a complex and expensive interchange.

It was pointed out that the analysis uses projected traffic volumes applied to existing development.

Concern was expressed that if T.H. 12 is to function as a collector route then it needs a logical positive outlet as the western end.

The subcommittee pointed out that they were in agreement that if at all possible they felt the need for this outlet was important.

Concern was expressed for the reasoning that suggests an interchange at C.S.A.H. 15 is compatible with existing development of the Junior High School. It was suggested that the school was located based on the need for good access. Input from the school board should be recognized.

It was also questioned whether the special land uses (airport and park) were important enough to deserve an interchange at C.S.A.H. 15. It was pointed out that the airport and park exist today and had various levels of expansion planned and approved as early as 1966 and therefore do deserve consideration.

Discussion developed the concept of using the North Alternate with interchanges only at either end of the project. The subcommittee recognized that this had been discussed at length. The Committee as a whole discussed the concept at length attempting to develop an idea of what traffic split between I-94 and T.H. 12 would be. Use was made of the Traffic Analysis Report.

A motion was made and seconded amending the subcommittee report to include as an option, interchange locations only at T.H. 95 and T.H. 12 (Helmo Rd.) predicated on good design feasibility at these locations.

In discussion it was pointed out that this would reflect the needs today and the thinking of the vocal majority of the community, for a rural atmosphere. It was also indicated that this motion does not prevent staging interchanges at other locations as the need arises.

A question regarding the funding of interchanges at other locations in the future was raised and whether they would be eligible for 90:10 funding. It was indicated that there are no funding guarantees under this concept. Motion passed.

No final recommendations were adopted by the full Committee for this alternate.

It was asked if the Dayton-Hudson requests had been considered in the deliberations of the subcommittee. It was agreed that lowering grades, etc. was a design option to be considered after selection of an alternate.

I-94 MANAGEMENT COMMITTEE

Subcommittee On South Alternate Interchange Locations

Date: March 6, 1975

Subcommittee Members Present:

D. Orr - F.H.W.A.
A. Blackmun - Lakeland

Recorder: M. Linzie - Minnesota Highway Department

SUMMARY REPORT OF INTERCHANGE LOCATION RECOMMENDATIONS

COUNTY ROAD 80 - RECOMMEND INITIAL INTERCHANGE

INTERSTATE 94

Discussed possibility of staging County Road 80 and building interchange at CSAH 19 or building at County Road 80 and Staging CSAH 19. CSAH 19 has longer North-South route continuity but serves less immediate access needs.

Following criteria supports interchange:

1. Follows Metropolitan Council philosophy of containing urban sprawl.
2. Compliments community planning. Serves Woodbury severed area better (northwest corner).
3. Projected traffic volumes are O.K., although existing volumes are low.
4. Route continuity is O.K., although County Road 80 only goes 2-½ miles north and 2 miles south of T.H. 12.
5. Present need for access.
6. Proposed major generators are probably more viable and interchange would serve them.

C.S.A.H. 19 - RECOMMEND STAGING INTERCHANGE

Following reasons support recommendation:

1. Purchase right of way for future interchange if land use develops as planned.
2. Metropolitan Council policy of containing urban sprawl may have impact on size and timing of proposed development.
3. No present need for access although CSAH 19 has better (longer) north-south route continuity and has higher proposed functional class (Class II).
4. Would serve major park although need for such access not yet defined.
5. Future interchange conditioned on construction on CSAH 19 between T.H. 12 and Minnehaha (10th St.).

C.S.A.H. 17 - RECOMMEND NO INTERCHANGE

Following reasons support recommendation:

1. C.S.A.H. 17 identified as "minor arterial" which reduces need for access.
2. Unacceptable from Metropolitan Council guidelines. May promote unwanted development.
3. Lack of continuity on C.S.A.H. 17.

4. Access need for only 4 existing businesses.
5. Importance of Washington Central Plaza need it downgraded due to attempt to control urban sprawl.

C.S.A.H. 15 - RECOMMEND INTERCHANGE

Following reasons support recommendation:

1. C.S.A.H. 15 is planned for major North-South Class I major arterial. Has good route continuity for large north.
2. Compliments City and County planning; especially roadway plans.
3. Provides access to junior high school, airport, and park.
4. Spacing compatible with Metropolitan Council guidelines.
5. Negative impact because C.S.A.H. 15 is located in the prime agricultural land.

COUNTY ROAD 71 - RECOMMEND NO INTERCHANGE

Following reasons support recommendation:

1. Unacceptable to Metropolitan Council policy of spacing and pressure for development.
2. County Road 71 is lower class of road.
3. Communities probably don't want development along County Road 71.
4. Route continuity for County Road 71 is poor one mile north.
5. May have impact on residences, Rentz Cemetery and wooded area to north.
6. Can't evaluate Rest Area-Weigh Station yet.

C.S.A.H. 21 - RECOMMEND NO INTERCHANGE

Following reasons support recommendation:

1. Only little over one mile to interchange at T.H. 95
2. Little need now for access. Little projected need for access.
3. Interchange may promote development in prime agricultural land south of T.H. 12 along C.S.A.H. 21.
4. Continuity of C.S.A.H. 21 south two miles near Valley Creek area.

T.H. 95 - RECOMMEND INTERCHANGE

Reasons are obvious

On the south alignment, interchange locations are not really pertinent to the route selection process except for land use ramifications. Interchange locations are a function of land use and the final decision on which roads are selected for Interchange with I-94 will ultimately be subjected to the concurrence of the area land use planning agency.

I-94 MANAGEMENT COMMITTEE
SUBCOMMITTEE
ON
NORTH ALTERNATE INTERCHANGE
LOCATIONS

Date: March 6, 1975

Subcommittee Members Present:

F. Pott - Lake Elmo
D. Hasland - Afton
T. Tibbetts - Lakeland

Recorder: D. Ekern - Minnesota Highway Department

SUMMARY REPORT OF INTERCHANGE
LOCATION RECOMMENDATIONS

RECOMMENDED INTERCHANGE LOCATIONS

It is recommended that interchanges be considered at the following locations for the reasoning listed after each.

A. T.H. 12 - (Helmo Road)

1. Looking at the Northern Alternate, we do feel the lack of a suitable exit on the western end of Highway 12 is a definite deterrent to local traffic use.
2. This interchange would allow area residents the opportunity to utilize existing and anticipated locally oriented business development desired along existing T.H. 12.
3. It would provide area residents an alternate choice of access and egress to their communities.
4. The interchange would not conflict with any community or county planning.

5. It would serve secondary access function to two of the proposed major developments in the area.

B. COUNTY ROAD 80

1. This is due mainly to county and community identified needs, and is contingent on their planning.
2. It conforms to the Metropolitan Council guidelines philosophy of containing urban sprawl.
3. It does not conflict with any county or community plans.
4. County Road 80 provides good route continuity north and south of this alternate of I-94.
5. It ranks high in the terms of present need for access to existing businesses.
6. It would provide access to proposed major development in the area.

C. C.S.A.H. 15

1. C.S.A.H. 15 is planned as a major North-South route, therefore should have an interchange.
2. Spacing is compatible with Metropolitan Council guidelines.
3. It is consistent with county planning.
4. It is consistent with community planning.
5. C.S.A.H. 15 provides good North-South route continuity.
6. It will provide good access to the special land uses represented by the airport, park, and junior high school.

D. T.H. 95

1. The major reason an interchange is needed here is because this route is a Trunk Highway.
2. Other reasons are obvious.

RECOMMENDED NO INTERCHANGE LOCATIONS

It is recommended that the following locations not be considered for interchanges.

A. C.S.A.H. 17

B. County Road 71

C. C.S.A.H. 21

The main reasons for this recommendation is that these locations would be excessive and that there is no demonstrated need for interchanges. It also appears that interchanges would be difficult to justify from a technical standpoint as pointed out in the Interchange Analysis Report.

LOCATION OF SPECIAL CONCERN

In our review and discussion of interchange locations for the north alternate we recognized a special problem with C.S.A.H. 19. We have serious questions dealing with the relative importance and use of this road for an interchange. Although C.S.A.H. 19 is not completed, it would appear to provide better route continuity north and south than County Road 80.

--Meeting No. 25

--April 10, 1975

II. CONTINUED COMMITTEE DISCUSSION OF ALTERNATES AND ALTERNATE INTERCHANGE LOCATIONS

- A. Comments and Discussion with State Planning Agency
Represented by: Joseph Sizer, Director of Environmental Planning Division

Transcript of presentation and a summary of the discussion period are attached to the minutes.

- B. Comments and Discussion with Metropolitan Council
Represented by: John Boland, Executive Director, Metropolitan Council

Transcript of presentation and a summary of the discussion period are attached to the minutes.

- C. Comments and Discussion with Washington County Engineer postponed until April 24, 1975.

--Meeting No. 26

--April 24, 1975

II. CONTINUED DISCUSSION of ALTERNATE INTERCHANGE LOCATIONS

- A. Comments and Discussion with Washington County Represented by: Charles Swanson, Washington County Engineer.

Transcript of presentation and discussion period are attached to the minutes.

--Meeting No. 27

--May 8, 1975

III. CONTINUED DISCUSSION OF ALTERNATE INTERCHANGE LOCATIONS

The Discussion opened by reviewing the interchange locations which had been previously considered. These included Trunk Highway 95, County Road 15, (for either alternate). On the South Alternate possible staging of County Road 80 or County Road 19, or Implementation of both immediately. On the North Alternate possible interchanges with County Road 80 or County Road 19 (staged), and an interchange with Trunk Highway 12.

Discussion pointed out that if the intent of the North Alternate is to move through traffic across the county and discourage its use of Trunk Highway 12, then perhaps interchanges (for that alternate) should be considered only at Trunk Highway 95. Trunk Highway 12, County Road 80 or County Road 19, and not at County Road 15. This led to a discussion of relative traffic pressures which would then be expected at the west end of the project. Concern was expressed for the validity of the projected data used to reach this conclusion.

It was suggested that with fewer interchanges the stimulus for development might be less. It was countered that sewers would be a greater determinate of growth.

Concern was expressed for the concept of staging County Road 19. It was pointed

out that County Road 19 is currently the only good north-south road in Washington County. Therefore, if an interchange were to be staged it should be County Road 80. It was pointed out, however, that more than likely an interchange would be needed right away at County Road 80. Further, it was noted that County Road 19 would fit well with current plans, and would provide a tie to Trunk Highway 36 and north.

It was noted that an interchange at County Road 80 would serve short trips in an already developed and developing area. While an interchange at County Road 19 would serve a mix of long through county trips as well as some shorter trips. At County Road 15 an interchange would serve long range county development trips. So you have three types of traffic to serve, the short trip (County Road 80) a mix of short and long trips (County Road 19) and long-through county trips (County Road 15).

It was suggested if there is an interchange at Trunk Highway 12 one could eliminate the interchange at County Road 80. It was pointed out that pressure for an interchange at County Road 80 will be developing both north and south of the freeway because of development pressure. Concern was expressed for the pressure of traffic on an interchange at Trunk Highway 12. It was further pointed out that an interchange at County Road 80 would handle the traffic pressure, while at the same time satisfying Metropolitan Council concerns for interchanges spacing and de-emphasizing Trunk Highway 12.

It was pointed out by the Metropolitan Council that they would have a very difficult time approving an interchange between Trunk Highway 12 and I-94 because of their spacing concerns and safety aspects of the design.

It was noted that the subcommittees which had studied the interchange question recommended County Road 80, 19, 15, and Trunk Highway 95, and if the North Alternate were used, something should be done with Trunk Highway 12. They had also

raised the issue of staging County Road 80 or County Road 19.

It was moved and seconded that the I-94 Management Committee recommend interchanges at Trunk Highway 95, County Road 19, and current Trunk Highway 12, assuming a North Alternate (Alternate I).

In discussion of the motion it was pointed that if the desire is truly to limit growth then an interchange at Trunk Highway 12 is inconsistent and perhaps one had done as much as can be done by putting the interchange at County Road 80.

It was countered that an interchange at County Road 80 would defeat the purpose of Trunk Highway 12 serving local trips by causing too much indirection, particularly if there is no interchange at County Road 15.

It was suggested that a balance of all the concerns expressed is represented by Alternate I which shows interchanges at County Road 80, County Road 19, County Road 15, and Trunk Highway 95.

A County Road 15 interchange is justified in terms of long range plans for longer trips and current plans for parks and the airport. The proximity of the school to a County Road 15 interchange was suggested as a deterrent to that location. It was also suggested that a majority of citizens do not want an interchange at County Road 15.

It was moved and seconded that the motion be amended to include the staging of interchanges at County Road 80 and County Road 15.

Concern was expressed that if staging is indicated that development will occur whether or not the interchanges are provided. It was also suggested that if you leave County Road 15 out the Metropolitan Council will be more likely to support the North Alternate.

It was countered that whether an interchange is provided or not eventually the pressure will be there and an interchange will have to be provided, so why not provide the land now and save future costs.

Amendment failed (4 for, 9 against)
(16 possible votes)

Main motion passed (7 for, 6 against)
(16 possible votes)

It was moved and seconded that the I-94 Management Committee recommend interchanges at County Road 80, County Road 19, County Road 15, and Trunk Highway 95 assuming a South Alternate (Alternate 2).

Concern was expressed that this alternate might also require an additional interchange between County Road 15 and Trunk Highway 95.

It was moved and seconded that the motion be amended to include a staged interchange at the projected southern extension of County Road 69.

It was pointed out that an interchange in this area could affect possible rest area sites.

Amendment passed (8 for, 5 against)
(16 possible votes)

Main motion passed (11 for, 2 against)
(16 possible votes)

--Meeting No. 28

--May 22, 1975

III. RECONSIDERATION OF INTERCHANGE LOCATIONS

Because of concerns expressed regarding the location and staging of interchanges previously adopted by the Management Committee, and because of the impact of selected interchanges on possible rest area/information center sites, the Com-

mittee reopened the question of interchange.

A motion was made and seconded that the Committee reconsider interchange locations on both alternates.

It was asked if the intent of the motion was to reconsider all interchanges. Response indicated in the affirmative.

Further it was suggested that if the main purpose of the Committee was to choose a corridor then it should not concern itself with design and interchanges since the Highway Department will be making those decisions. In response it was indicated that interchanges are not strictly a design decision because they provide access to the communities and therefore do affect them and are integral to a corridor recommendation. Items such as ramp lengths, widths, etc. are design related decisions.

Interchanges are considered to have a definite impact on the corridor selected and the impact of that corridor on the communities.

Motion passed (voice vote).

It was moved and seconded that the I-94 Management Committee recommend interchanges at County Road 80, County Road 19, County Road 15, and Trunk Highway 95 assuming a South Alternate (Alternate 2).

Concern was again expressed for the need of a staged interchange at County Road 69 (projected south) because of the isolation impact of access to West Lakeland in the future. In response it was pointed out that community and regional decisions which must be made now are whether an area is to be rural or developed.

It was requested that the motion be withdrawn to allow for a recommendation of weigh station and rest area prior to interchange designation. The motion was not withdrawn.

It was moved and seconded that the motion be amended to include a staged interchange at the

projected southern extension of County Road 69.

It was pointed out that after two years of study, no mention had been made of County Road 69, and that the County Engineer had indicated no plans for the road. This location also conflicts with various rest area sites under study, as well as interfering with an interchange at County Road 15.

A definition of the term staging was requested. It was defined to mean that if the County does extend County Road 69, if there is a viable link made, and if at some point in the future there is development to warrant it, that it be indicated this is a suitable location for an interchange, this implies buying the necessary right of way.

Amendment failed (voice vote).

Main motion passed (voice vote).

It was moved and seconded that the I-94 Management Committee recommend an interchange at Trunk Highway 12, a staged interchange at County Road 80, interchanges at County Road 19, County Road 15, and Trunk Highway 95, assuming a North Alternate (Alternate I).

Design problems with the interchanges configuration between I-694/494 and County Road 80 were recognized, but it has been concluded that this design concept could work.

Concern was also expressed that an interchange at County Road 15 would promote urban sprawl.

Staging at County Road 80 is proposed because it allows a means to deal with anticipated heavy development pressures in this area.

County Road 15 is considered by the County to be a major north-south link in County planning, and that it is close to the development limits through 1990.

An interchange at County Road 80 is considered vital to Woodbury and Lake Elmo, and if a choice must be made it should be

for County Road 80.

It was moved and seconded that the motion be amended to delete the interchange at County Road 15.

It was pointed out that this interchange would have an adverse effect on the Oakland Junior High School. It is outside the Metro Council line, and it is not in a sewered area.

It was pointed out that County Road 15 does have a role to play in long range planning and serving the rural area.

Reference was made to the concerns of School District 834.

The Metropolitan Council pointed out that they do not see a major role for County Road 15.

Deleting County Road 15 could have a serious effect on the Metropolitan Park.

Amendment passed (10 for, 4 against)
(16 possible votes)

It was moved and seconded that the motion be amended to stage an interchange at County Road 15.

Amendment failed (5 for, 9 against)
(16 possible votes)

It was moved and seconded that the motion be amended to delete the interchange at Trunk Highway 12 with an indication to the Minnesota Highway Department that it would be appropriate to have a slip ramp to serve eastbound traffic, if possible, and that County Road 80 instead of being staged be built.

It was pointed out that to the people who live there, Trunk Highway 12 is more important than County Road 80.

It was pointed out that free access at either end is important.

Amendment failed (4 for, 9 against)
(16 possible votes)



It was moved and seconded to amend the motion to delete County Road 80 entirely.

Amendment failed

(5 for, 8 against)
(16 possible votes)

Amendment main motion passed

(10 for, 2 against, 1 abstain)
(16 possible votes)

RECOMMENDATION NO. 3

--Meeting No. 27

--May 8, 1975

II. REST AREA — INFORMATION CENTER /WEIGH STATION DISCUSSION

A discussion regarding the various concepts and locations presented for these two facilities was held by the Committee.

It was noted by a member of the Committee that site 1-2 or 2-3 (both of which are common for either alternate) for the Rest Area - Information Center although it requires 57 acres does appear to be a good location. This was based on the facts that it would be close to the river, and on a bluff thus providing a good view of the river and enhancing the entrance to Minnesota. It was also noted that the site includes a nature trail.

Members of the Minnesota Highway Department pointed out that this site makes it difficult to locate a Weigh Station ahead of the site (a desire of the Highway Patrol) and that acquisition may involve expensive gravel pit operations. It was noted, however, that at other entrances to the State the Rest Areas do precede the Weigh Station facilities.

It was emphasized that the Rest Area - Information Center/Weigh Station Sites should be look at together because they function as an interchange. Also concern should be given to geometric configurations within the sites.

It was pointed out that all sites under con-

sideration are east of County Road 71 and that the concepts for all the sites are very similar.

Sites 1-3 and 2-4 (the T.H. 95 sites) were pointed out as having the most problems. They do not have adequate use area, parking space, and considerable problems with access to the user. It was also noted that these sites may be limited by the Wild and Scenic River designation and limitations of the St. Croix River.

Site 2-1 was pointed out as requiring considerable landscaping and needing the most site development.

On the North Alternate (Alternate I) it was pointed out by members of the Minnesota Highway Department that sites 1-1 and 1-2 appeared to have the best possibilities. While on the South Alternate (Alternate 2) site 2-3 appears to have the best possibilities.

A further point made by a Committee member was that a person using the sites west of Trunk Highway 95 who then wished to proceed either north or south on Trunk Highway 95 would have to proceed west to the first interchange and then turn around and back track to Trunk Highway 95.

--Meeting No. 28

--May 22, 1975

II. CONTINUED DISCUSSION OF REST AREA/INFORMATION CENTER AND WEIGH STATION

At Meeting Number 27 (May 8) the Management Committee requested that the Highway Department come to this meeting prepared to discuss the impact of interchange locations selected on the Rest Area/Information Center and Weigh Station site combinations under considerations.

Mr. D. Haukebo, from the Minnesota Highway Department made a short presentation

on the interchanges selected which would have an effect on the Rest Area/Information Center and Weigh Station sites under consideration. His basic comments related only to the South Alternate and on the interchange proposed by the Committee at County Road 69. This was because no sites for the North Alternate would be affected by interchanges selected. He indicated that on the South Alternate Site Combination 2-1, 2-2 and 2-3 would be either eliminated or made more complex by adding an interchange at County Road 69.

In further discussion with Highway Department personnel, it was pointed out from an overall site analysis point of view, the sites combination could be rated as follows: (Ref: Rest Area-Information Center and Weigh Station Report)

Poor:	2-2, 2-4, 1-3
Fair:	2-1
Good:	1-1
Good/Superior:	2-3, 1-2

Members of the Management Committee pointed out that the sites close to the River by Trunk Highway 95 are completely incompatible with all planning.

A motion was made and seconded that the I-94 Management Committee recommend site combination 1-2 with the Northern Alternate (Alternate 1), and Site Combination 2-3 with the Southern Alternate (Alternate 2).

Motion passed
(11 for, 0 against)
(16 possible Votes)

RECOMMENDATION NO. 4

--Meeting No. 21

--February 6, 1975

2. BICYCLE TRAIL STUDY

James Reiersen, Landscape Architect

During discussion, it was asked if, on the

South alternate, the bike trail would at all times be contained between the frontage road and the highway. The answer was yes.

It was asked if people using the trail would be restricted from the use of private property. It was indicated that the in-place right of fencing would control access to private property.

It was also asked which alternate might provide the safest trail facility for the user. Mr. Reiersen indicated, as an opinion, that it would probably be the North alternate.

It was asked if there is any way to predict the use of the trail. In response, it was indicated that there are modeling methods which exist. However, on this particular proposal, no predictions were attempted, because this trail is a first of its kind for Minnesota.

It was indicated that this trail is aimed at a bike trail study, and does not include use by horses and snowmobiles; however, the potential does exist.

There followed a discussion of alternate routings for the trail such as along existing T.H. 12; funding was raised as an issue with this concept. It was pointed out that interstate funds are available as long as interstate right of way is being used.

The point was made the rules governing bicycle trail are being developed by the State Planning Agency and Department of Natural Resources. The rules will deal with maintenance, use, and policing.

There followed a general Committee and audience discussion of need and consistency of a bike trail with the interstate. It was pointed out that agencies are compelled to consider the feasibility of bike trails with most proposals. The general concern expressed by several members of the Committee and the audience was that a trail along an interstate highway would be inconsistent with the freeway. Main reasons for these objections dealt with proximity of heavy traffic volumes, noise and the anticipated nuisance features of the trail

created by users.

When asked why the trail has been considered at all, it was responded that it was at the direction of the Governor's Office and in cooperation with the Department of Natural Resources.

Concern was expressed for the consistency of this trail with the emerging plans and systems being developed by Metropolitan Council, Washington County, cities, and agencies.

General audience reaction to the trail was unfavorable. This reaction was expressed from several comments from the audience.

--Meeting No. 27

--May 8, 1975

IV. DISCUSSION OF BICYCLE TRAIL

It was moved and seconded that the Bicycle Trail be not included in either alternate.

It was pointed out that the general feelings of the Committee of this subject at previous meetings was that it was not wanted or needed. The questions of maintenance and policing are too ill defined. And the whole idea appears to be a mistake. Both RAPP and I-94 Truth opposed the concept.

A position for the trail was expressed because it ties into an extensive trail system in Wisconsin and fits trail patterns developed in Washington County. Since bike sales and numbers outweigh automobiles it was felt that increasing pressure would be developing to handle them separately from auto traffic.

The Metropolitan Council pointed out that it is not shown on The Metropolitan Trail System, but it does cross a few of the designated Trails.

Washington County indicated that it is

very much a part of their plan, and a major favorable feature of the trail is that it ties St. Paul and the Communities to the Great River Trail along Trunk Highway 95 and with Wisconsin's trail system.

In a discussion of maintenance and policing of the trail it was indicated that because the trail is within Highway Right of Way these functions would be the responsibility of the Minnesota Highway Department.

It questioned whether the trail could be located some place else. It was indicated that in order to qualify for Federal funding the trail must be incidental to the highway.

It was pointed out that a poll taken of trail users in Washington County revealed that having a trail on gravel road was the only thing that scored worse than having a trail next to a highway, in terms of what riders dislike. The discussion of use by snowmobiles was raised and it was indicated that while State law permits Trunk Highway use by snowmobiles it does not allow bike trails to be used.

Motion failed (3 for, 11 against)
(16 possible votes)

It was moved and seconded that as part of the Management Committee recommendation a bicycle trail be included in either alternate.

Motion passed (11 for, 2 against)
(16 possible votes)

RECOMMENDATION NO. 5

--Meeting No. 28

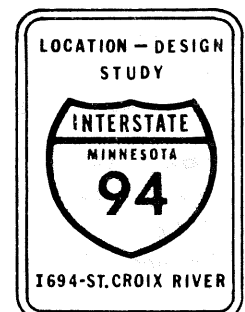
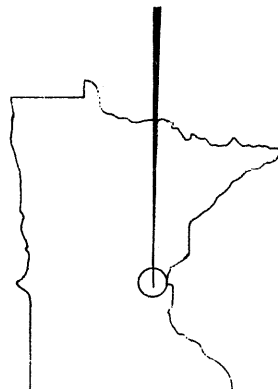
--May 22, 1975

A motion was made and seconded to recommend that the Minnesota Highway Department study the eastern portion of the Northern Route to maintain it south of the power line in West Lakeland Township.

Motion passed (10 for, 0 against)
(16 possible votes)

APPENDIX I

BIBLIOGRAPHY OF TECHNICAL REPORTS



1. "Aesthetics: A Visual Analysis", (Technical Analysis Report), Office of Environmental Services, Environmental Analysis Section, Minnesota Department of Highways, October 1974.
2. "Air Quality Report", (Technical Analysis Report), District (Nine) Resource Section, Noise and Air Analysis Unit, Minnesota Department of Highways, November 1974.
3. "Bicycle Trail Study", (Technical Analysis Report), Office of Environmental Services Rest Area and Multi-Use Section, Minnesota Department of Highways, November 1974.
4. "Comprehensive Traffic Analysis Report", (Technical Analysis Report), Metropolitan Planning Section, Traffic Analysis Unit, Minnesota Department of Highways, August 1974.
5. "Construction Costs, Construction Staging, Annual Maintenance Costs", (Technical Analysis Report), Office of Road Design, District (Nine) Traffic Section, District (Nine) Maintenance Section, Minnesota Department of Highways, November 1974.
6. "Geotechnical Analysis", (Technical Analysis Report), Office of Materials, Soils Section, Geology Unit, District (Nine) Soils Section Minnesota Department of Highways, November 1974.
7. "Archaeological and Historic Sites and Public Use Lands Resort", (Technical Analysis Report), Office of Road Design, Preliminary Design Section, Minnesota Department of Highways, November 1974.
8. "Interchange Analysis Report", (Technical Analysis Report), District (Nine) Resource Section, Transportation Planning Unit, Minnesota Department of Highways, September 1974.
9. "Noise Analysis Report", (Technical Analysis Report), District (Nine) Resource Section, Noise and Air Analysis Unit, Minnesota Department of Highways, November 1974.
10. "Rest Area - Information Center and Weight Station Report", (Technical Analysis Report), Office of Road Design, Office of Environmental Services, Minnesota Department of Highways, April 1975.
11. "Right of Way and Relocation Study", (Technical Analysis Report), District (Nine) Right of Way Section, Minnesota Department of Highways, September 1974.
12. "Social and Economic Inventory, Considerations and Impacts Analysis", (Technical Analysis Report), Office of Systems Planning, Metro Planning Unit, Special Studies Unit, Minnesota Department of Highways, September 1974.
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