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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

and

MINNESOTA DEPARTMENT OF TRANSPORTATION

and

CITY OF ST. CLOUD

DRAFT

ENVIRONMENTAL IMPACT STATEMENT

PRELIMINARY 4(f) DOCUMENT

FOR

TENTH STREET SOUTH

A Federal-Aid Urban Street from 39th Avenue (New T.H. 15) to U.S. 10/52 in the City of St. Cloud, Minnesota

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REPORT NUMBER: FHWA-MN-EIS-77-04 -D
FEDERAL HIGHWAY ADMINISTRATION
REGION 5
Tenth Street South from 39th Avenue (New T.H. 15) to U.S. 10/52,
City of St. Cloud, Minnesota

ADMINISTRATIVE ACTION
DRAFT
ENVIRONMENTAL IMPACT STATEMENT
PRELIMINARY 4(f) DOCUMENT

Federal Highway Administration
and
STATE OF MINNESOTA
Department of Transportation

Submitted pursuant to 42 U.S.C. 4332(2) (c),
23 U.S.C. 128(a)
49 U.S.C. 1653 (f)
and Minnesota Statute 116.01

5-6-77
Date

For Kermit McRae, Director
Division of Transportation Services

5-11-77
Date

E. Dean Carlson
Division Administrator
Federal Highway Administration

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STATE OF MINNESOTA

Environmental Impact Statement
Highways St Cloud

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SUMMARY

(1) Federal Highway Administration
Administrative Action Environmental Statement
(X) Draft ( ) Final
(X) Preliminary 4(f) Document Attached

(2) Additional information about this proposal and statement can be obtained from:

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Phone: 218-829-3553

or

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FHWA Division Administrator
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St. Paul, Minnesota 55101
Phone: 612-725-7001

(3) Descritpion of the Proposed Action
The proposed improvement calls for upgrading the Tenth Street Corridor, which is located in the south-central portion of the St. Cloud Metropolitan Area. The Tenth Street Corridor begins at 39th Avenue and extends approximately four miles to U.S. 10/52; the corridor spans the Mississippi River. The Tenth Street Bridge over the river has reached a condition of questionable safety. In south St. Cloud there is no continuous east-west street to function as a minor arterial without the use of other congested routes. The proposed action will provide the needed arterial by using the existing segmented arterial, Tenth Street-Michigan Avenue, in conjunction with new connections and extensions. About two-thirds of the proposed arterial follows existing street and the remainder is in undeveloped areas of the city.

Three alternatives were selected for study and evaluation in addition to the do-nothing alternate. An inventory of the current state of the study area environment, future growth projections and an evaluation of the environmental impacts of the proposed corridor improvements and the do-nothing option are presented in this report.

(4) Actions Required by other Federal Agencies
The U.S. Army Corps of Engineers must issue a 404 Permit for the new river crossing. A Coast Guard Bridge Permit is not required due to the location being above the Coon Rapids Dam at Mile 866.2.

(5) Summary of Environmental Impacts
The construction of the proposed improvement will:
(a) satisfy the needs identified in the metropolitan transportation planning

process, that is, to provide a minor arterial street which will improve the functional operation of the total system;
(b) provide a new bridge across the Mississippi River, replacing the existing facility which is structurally unsound and inadequate for present needs;
(c) remedy the potential flood hazard posed by the existing bridge;
(d) increase the capacity, relieve the congestion, and reduce the travel times within the corridor;
(e) improve the accessibility to the St. Cloud State University;
(f) require the acquisition of up to 23 acres of land for right of way, the removal of up to 35 single family residences and possibly the displacement of two businesses;
(g) disrupt pedestrian and vehicular circulation during construction;
(h) create dust and noise during construction;
(i) expose soil to erosion with consequent effect on water quality during construction
(j) remove natural vegetation and wildlife habitat;
(k) use park land in Riverside Park, 4(f) involvement;
(l) provide more options in transit and school bus planning;
(m) improve police, fire and ambulance service

(6) Alternatives

From the early 1970's, planning studies were made in an attempt to resolve transportation problems in the St. Cloud area. The major deficiency noted in the southern sector of the city was lack of a continuous arterial street to serve the demands generated from the residential area and the St. Cloud State University. New river crossing locations were studied to replace the existing Tenth Street Bridge from 2300 feet south to two and one-half miles downstream. These locations were rejected for several reasons. The location would not serve any useful function in the transportation plan because it was too far from the demand area. Curving alignments through existing neighborhoods would create more disruption than straight alignments. The locations would cross the river in more environmentally sensitive areas or require the use of more parkland. Pedestrian and bicycle trip desire lines would not be served. The economics of a two bridge system could not be justified.

After public meetings and technical studies were completed in 1974, four alternatives remained to be considered in the Tenth Street Corridor. Four distinct concepts for developing transportation in the corridor have been evaluated in the draft statement. They are:

ALTERNATE B - Four lane bridge and roadway which most closely corresponds to the transportation plan objectives;
ALTERNATE M - Two lane bridge and roadway providing a reduced facility but still meeting most transportation plan objectives;
ALTERNATE N - Two lane bridge and approach roadway only, providing a lower level of service to the area and postponing the solution to transportation problems in the area;
ALTERNATE J - Do nothing, eventually the existing bridge must be removed because of the increasing risk of collapse.

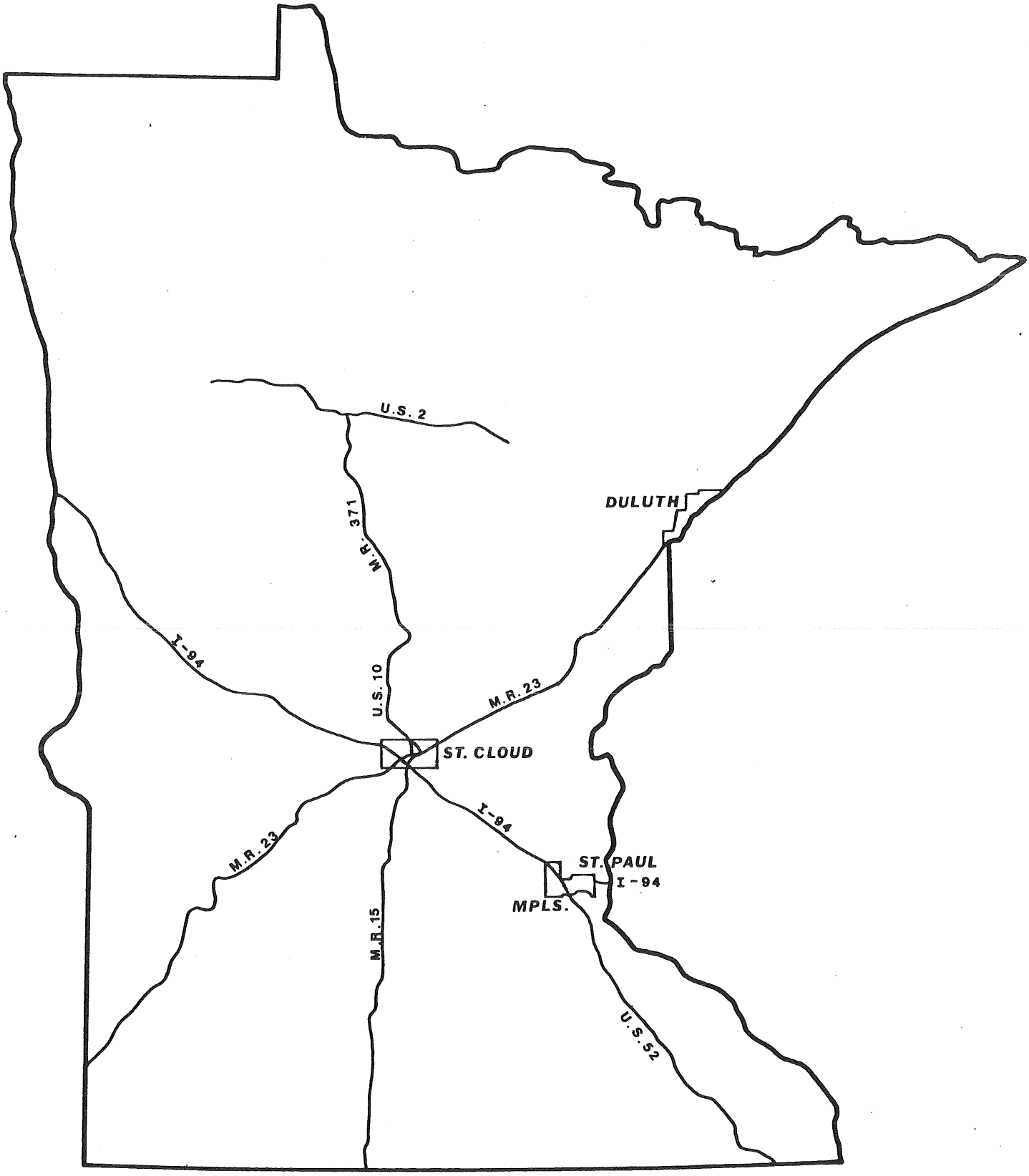
All of these alternatives are under consideration and a selection will be made after the public hearing transcript and comments have been evaluated.

(7) Comments on this Draft Environmental Impact Statement are being requested from:

Council on Environmental Quality
Environmental Protection Agency
Department of Health, Education and Welfare
Department of Agriculture
Department of Interior
Department of Commerce
U.S. Fish and Wildlife Service
Corps of Engineers, St. Paul District
Coast Guard, Second District
Department of Transportation (TES)
Federal Railroad Administration
Urban Mass Transportation Administration
Federal Energy Administration
Advisory Council on Historic Preservation
Minnesota Pollution Control Agency
Minnesota Department of Natural Resources
Minnesota Historical Society
Minnesota Department of Transportation
Minnesota Environmental Quality Council
Central Minnesota Regional Development Commission
Stearns County Board of Commissioners
Sherburne County Board of Commissioners
St. Cloud Area Council of Governments
DOI, Bureau of Outdoor Recreation
Department of Housing and Urban Development
Federal Power Commission

INTRODUCTION

The purpose of this draft environmental impact statement is to discuss the impacts resulting from improving and adding to an existing arterial street in the City of St. Cloud, Minnesota. The City is part of the St. Cloud Metropolitan Area (SCMA), which is located sixty miles northwest of Minneapolis, Minnesota. The arterial under study is Tenth Street. The Tenth Street Corridor follows what would be Second Street South, existing Roosevelt Road or Minnesota Trunk Highway (T.H.) 152, existing Tenth Street South, existing Michigan Avenue and a new extension to U.S. Highway 10 and 52. This study corridor is shown in Exhibit 1 as a 2000-foot wide band.



INDEX MAP
TENTH STREET CORRIDOR
STUDY - ST. CLOUD, MINNESOTA

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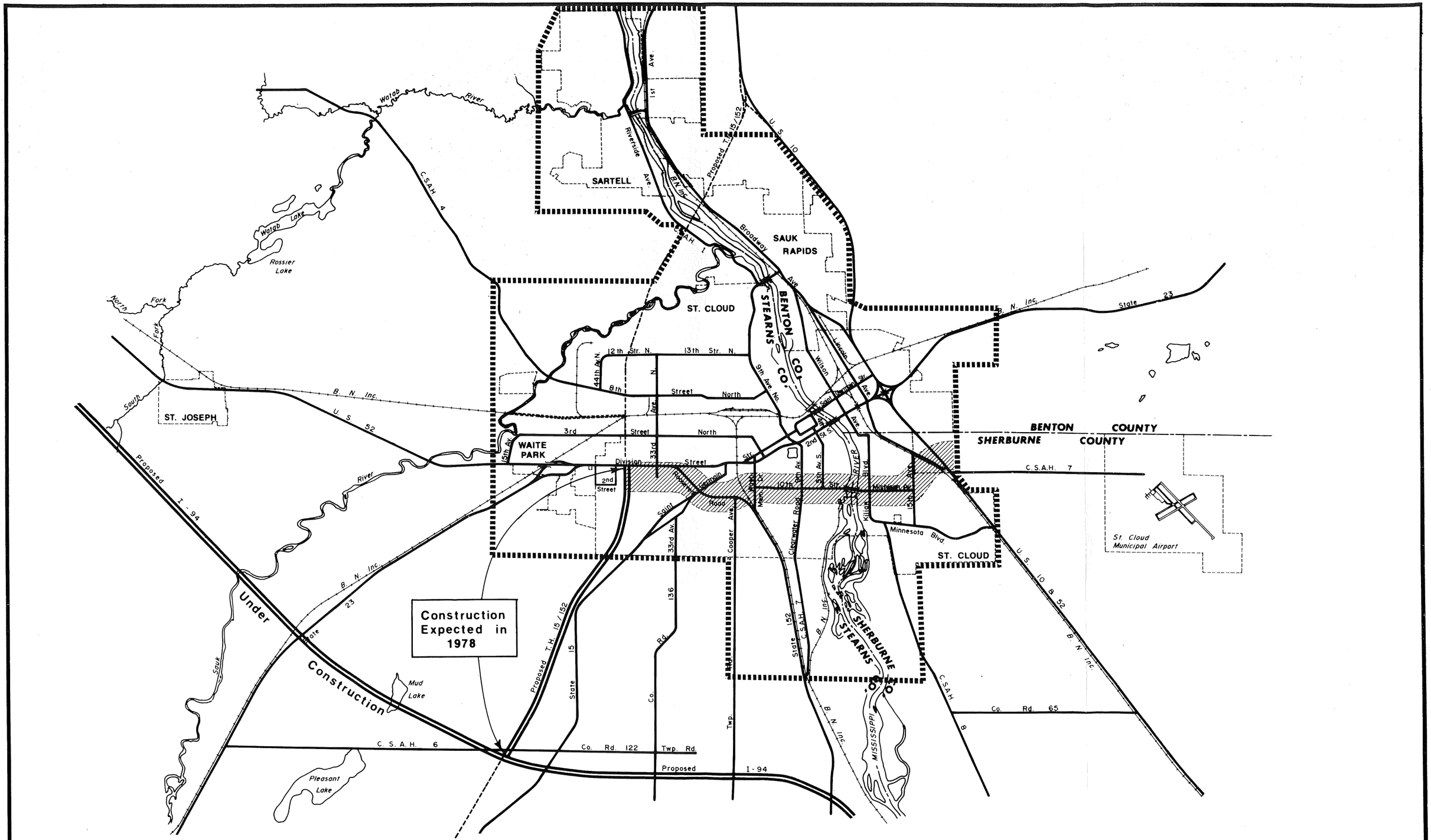


HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

TENTH STREET CORRIDOR STUDY - ST. CLOUD, MINNESOTA

LEGEND
TENTH STREET CORRIDOR
1990 URBAN AREA

NORTH
0' 3000' 6000'
SCALE IN FEET

EXHIBIT 1

I. NEED FOR IMPROVEMENT

There are two significant needs related to transportation facilities in the Tenth Street Corridor. The most important need is the replacement of the existing bridge across the Mississippi River. The second need is to provide the connecting link and extensions necessary to serve trip desires originating from areas along the arterial. The need for a replacement bridge, as an individual project, may be design dependent upon the type of transportation facility required in the corridor. The corridor function is dependent upon the existence of a bridge. The bridge is a necessary transportation link which provides a corridor of travel across the Mississippi River.

A. Bridge Replacement Need

The existing bridge, constructed in 1891, is a four-span, 818 foot long, through truss design with fully pinned members. The bridge has a two-lane roadway which is confined to about eighteen feet between the side trusses and five-foot pedestrian walks cantilevered from the truss on each side. In 1968, a thorough inspection of the bridge was made and a report written on the condition of the bridge. It was stated in the inspection report that because of "progressive deterioration and normal weathering, the bridge has reached a condition of questionable safety."[1]

Since that inspection, the load limit on the bridge has been restricted to 12,500 pounds with a 15 mph speed limit. Thus, neither buses nor trucks may use the bridge. Because of the narrow roadway, collision of vehicles with bridge structural members is an ever present hazard. Several times in recent years, the bridge has had to be closed from a few hours to as long as one week in order that repairs could be made to bridge members damaged from minor collisions. The elevation of the lowest structural members on the bridge is below the Army Corps of Engineers design "standard project flood" elevation of 992.5 feet for the Mississippi River at this point, thus creating a potential flood obstruction.

The cost of renovating the superstructure to carry a minimum HS-15 load (a restricting load limit) and under-pinning the piers, if possible, was estimated at $760,000 (1968 dollars). The present bridge, being 86 years old, has far exceeded its useful life span. Structurally unsound and inadequate for present needs, the existing bridge is not capable of continuing its present service indefinitely or in meeting future transportation requirements for the St. Cloud area. The bridge's condition is a hinderance in planning for emergency service, transit service and school bus service.

Previous studies have documented the need for a river crossing in this area of St. Cloud. The average annual daily traffic (AADT) was 9,828 vehicles in 1975. The existing bridge is presently an important link to the St. Cloud

State University (SCSU) situated on the west bank of the river. Six hundred pedestrians crossing per 24 hours were counted in early March 1974. During warmer seasons of the year, increased pedestrian and bicycle traffic can be expected. During times when the bridge was closed to vehicular traffic for repairs, considerable congestion occurred on the remaining bridges over the river north of the Tenth Street Bridge. An analysis of the 1990 transportation system without a Tenth Street Bridge indicated extreme congestion would occur throughout the day on the Desoto Bridge (T.H. 23/52) north of Tenth Street.

B. Secondary Arterial Street Need

In order to attain maximum utilization of a new bridge and the high investment required, accessibility to the bridge via Tenth Street and Michigan Avenue should be a priority item of concern. Due to several man-made and natural barriers, St. Cloud has not developed a well ordered system of collector and secondary arterial streets to complement the primary arterial system. The lack of an east-west secondary arterial system contributes to the deficiency of the present transportation network. Improving the Tenth Street arterial is one of the major steps necessary to implement an adopted metropolitan transportation plan which will correct the deficiency. The primary elements of the existing system must serve several functions and the high traffic volumes have created a problem of congestion which would only grow worse with time.

At the east edge of St. Cloud, three at grade intersections with U.S. 10/52 provide access to southern St. Cloud and the Tenth Street Bridge area. Vehicles using these roads have a potential conflict with a mainline of the Burlington Northern Incorporated (B-N) Railroad. Railroad traffic is expected to increase substantially in the St. Cloud area due to trains hauling coal from North Dakota to the power plant in Becker, Minnesota. The easterly extension of Michigan Avenue will provide railroad grade separation and interchange access to U.S. 10/52, thus providing safer access to the area. Traffic analysis indicated that 70 percent of the vehicles using the extension would come from the area adjacent to the planned arterial street and the remainder from other areas of St. Cloud.

In the central portion of St. Cloud, a mainline railroad track creates a barrier to the east-west travel. Presently, Division Street (T.H. 23/52) is the only primary arterial street crossing these tracks. The 1975 AADT was about 29,500 vehicles from just west of the St. Cloud central business district to Waite Park. South of Division Street, no secondary arterial streets provide east-west movement across the track, consequently, traffic movement from south-central areas of the city are made using Division Street. By 1990, traffic volumes on Division Street will increase to 50,000 AADT if no improvements are made to the system. Extending Tenth Street South, across the

railroad tracks to Roosevelt Road, will provide a secondary arterial street for east-west movement in the southern area of the city. The expected volume of traffic using this link in 1990 is 10,000 to 13,300 AADT, mostly from areas along the arterial. The volume of through trips would be insignificant or non-existant. This link will improve traffic conditions for portions of Division Street and north-south streets connecting to south-central St. Cloud.

An extension of the arterial from Roosevelt Road westward to proposed T.H. 15/152 is necessary to serve the varied trip functions from the corridor, that is, take the trips from the local and collector street system to the principal arterials. Another need for upgrading the corridor is to improve the direction of accessibility to St. Cloud State University. It is estimated that by 1990, about 26,000 trips per day will be made in and out of the campus area. A multiple choice of access to the campus area will help to eliminate the congestion which will occur if limited access is provided.

The completion of the Tenth Street Corridor links will also aid in planning and implementing other transportation modes. A continuous arterial street will aid in improving present schedules and routes for transit and school buses in addition to providing more options for future expansion of transit routes. A 1974 study by the City of St. Cloud suggested a pedestrian/bike way following the Tenth Street Corridor. This trail would use the new river crossing which will have walks and may use the right of way or easements required for other extensions and railroad crossings. The extensions to U.S. 10/52 on the east end will improve access from the southern areas of the City to the regional airport via C.S.A.H. 7.

C. Project History

The St. Cloud Metropolitan Area Transportation and Planning Study (SCMATAPS) completed in 1972, integrated the elements of land use, community facilities and transportation into an overall plan. The recommendations of SCMATAPS concerning the Tenth Street Corridor were to replace the Tenth Street - Michigan Avenue Bridge "in its present location as a four lane facility" and that "parallel travel routes should be developed for Division Street traffic both to the north and to the south." The southern route would be a four lane facility following the Tenth Street Corridor from T.H. 23 on the west to U.S. 10/52 on the east.

In 1973, study began on a project to replace the Tenth Street Bridge as recommended in the SCMATAPS. During this study, several alternatives were considered for the Tenth Street Corridor including, for review purposes, several which had been studied and rejected during the SCMATAPS. The following were alternatives studied which had significant differences:

- (B) A four-lane arterial street following the Tenth Street Corridor.
- (F) A four-lane arterial street following the Tenth Street Corridor

from its western terminal to about Fifth Avenue, then southward to make an east-west crossing of the Mississippi River at Minnesota Boulevard, then northward along Fifteenth Ave. S.E. to the Tenth Street Corridor (bridge location considered in SCMATAPS).

- (G) A one-way pair scheme using bridge locations of alternate B and F, the bridge at Tenth Street would be replaced and carry westbound traffic.
- (J) A do-nothing alternative, that is, do not replace the existing bridge.
- (K) A completely new bridge and highway located about two and one-half miles downstream from Tenth Street which would connect U.S. 10/52 with T.H. 15 and 23 (considered in SCMATAPS).
- (M) A two-lane arterial street following the Tenth Street Corridor.

A report discussing all alternatives was published and available for general distribution on September 3, 1974. The report entitled, "The Bridge: History and Current Status of the Tenth Street Bridge" is available from the St. Cloud Engineering Department. On September 26, 1974, a public meeting was held under the direction of the St. Cloud Area Council of Governments (SCACOG) to receive input from groups and individuals concerning the project. As a direct result of that meeting another alternative was investigated; (N) replace the existing bridge with a two-lane bridge at the present location but without the extensions and connections to make a complete arterial street.

The St. Cloud Engineering Department reviewed and summarized the technical studies and public meeting transcript in a report presented to the City Council and SCACOG, which is available from the St. Cloud Engineering Department. On December 19, 1974, SCACOG reaffirmed its approval of the Tenth Street Corridor, redesignated the corridor as a "minor arterial" within the functional classification plan; it also established the construction of a new Tenth Street Bridge as its top priority project within the Federal Aid Urban (FAU) system of streets for the metropolitan area. All of the alternates studied, with the exception of alternates B, M, N and J were eliminated from further consideration due to the following reasons:

- (F) The curving and diagonal portions of the roadway would create more disruption and relocation of existing residents than a straight alignment. The alignment detours traffic away from desired path resulting in higher road user costs and increased vehicle volumes on alternate routes which are already congested. The pedestrian and bicycle desire line in the vicinity of SCSU would not be served by a bridge 2300 feet further south. This alignment would require several acres of new right of way be acquired from Riverside Park and from a nature study area belonging to the SCSU.

- (G) Most of the reasons for rejecting alternate F also apply to alternate G. In addition this alternate would require the construction and maintenance of two bridges. Because of the one way operation and wide separation of the roadways, adjacent property owners would be inconvenienced and drivers disoriented.

- (K) This alternate did not solve any transportation problems identified during the SCMATAPS. The anticipated use of this new bridge and highway was too low to justify its need and a new bridge at Tenth Street would still be needed. This area of the river was also thought to be more environmentally sensitive than above the St. Cloud dam.

In the Spring of 1975, the transportation network was restudied and a 1990 traffic assignment made reflecting the new status of the Tenth Street Corridor as a minor arterial. A Project Development Report was prepared and submitted to the Minnesota Department of Transportation (MDOT) and the Federal Highway Administration (FHWA) which was approved on September 3, 1975.

D. Summary of Previous Technical Studies Conducted for the Corridor

During 1973 and 1974, various technical studies other than transportation alternatives were conducted in an attempt to answer questions about the Tenth Street Corridor.

Noise Measurements at St. Cloud State University Dormitories

Noise measurements and calculations were made on the west side of the river just north of existing Tenth Street. Based on observations and calculations, existing noise levels exceeded the design standards during the noisiest hour of the day, which would probably be the afternoon peak traffic hour. An analysis of 1990 noise levels for several design alternates indicated a potential noise problem for some of the four lane roadway alternatives.

Preliminary Noise Analysis in the Tenth Street Corridor

A preliminary noise analysis for the corridor was made in January 1974 on several alternatives being studied at that time.[2] The possibility existed that for any alternative, including a do nothing alternative, noise levels at the first row of houses along some portions of Tenth Street would exceed 70 dBA during the noisiest hour of the day.

Heavy Commercial Truck Forecast

The preliminary noise analysis raised the question of how many trucks could be expected to use the Tenth Street Bridge. In the Spring of 1974, MDOT analyzed the 1990 vehicle trips assigned in the transportation plan to the Tenth Street Bridge link. It was concluded that a maximum of three percent of all the vehicles using the bridge in 1990 might be trucks of various classifications and that a maximum of one percent of the vehicles might be of heavy commercial type.

Origin-Destination Study

In the Fall of 1974, an origin-destination study was made on selected links of the transportation system using Alternate B and Alternate N. This study indicated that the large majority of trips using the extensions to the highway system were of local origin.

II. DESCRIPTION OF THE PROPOSED ACTION AND THE SOCIAL, ECONOMIC AND ENVIRONMENTAL CONTEXT

A. Description of the Proposed Action

The western terminal of the Tenth Street arterial is an interchange with Second Street South and proposed T.H. 15/152 which is expected to be under construction in 1978. The route would proceed easterly to Roosevelt Road (T.H. 152), provide a connection between Roosevelt Road and Tenth Street South, follow Tenth Street South and Michigan Avenue across the Mississippi River and then go northeast to the eastern terminal, an interchange with U.S.10/52 about one mile south of the existing cloverleaf interchange of T.H. 23 with U.S. 10/52. The completed minor arterial street, approximately four miles long, will have a design speed of from 30 to 40 mph. The number of continuous through lanes will depend upon the alternate selected.

The action will be phased over several years depending upon immediate needs and completion of other elements of the adopted transportation plan. The first project will be the replacement of the existing Tenth Street - Michigan Avenue Bridge and approaches across the Mississippi River. It is anticipated that the approaches will be reconstructed between Fifth Avenue South and Kilian Boulevard to provide an at grade pedestrian bridge crossing at Third Avenue South in the SCSU campus and a separated grade crossing for First Avenue South on the west bank of the river. A pedestrian-maintenance vehicle underpass will be provided at Riverside Drive on the east bank to connect the northern and southern portions of Riverside Park. The new bridge would be immediately south of the existing bridge. Consideration of pedestrian and bicycle traffic will be incorporated in the bridge design.

Following bridge construction, upgrading and signalizing major intersections on Tenth Street South and Michigan Avenue will be provided as warranted. After I-94, which bypasses the SCMA to the south, is fully completed and operational, the connection between Tenth Street South and Roosevelt Road would be considered to provide a crossing of the B.N. tracks in south-central St. Cloud. The extension of Michigan Avenue northeastward from Fifteenth Avenue East to a grade separation of the B-N tracks and an interchange with U.S. 10/52 would complete improvements on the east end of the corridor. The addition of the extension on the west end could be made in conjunction with the construction of proposed T.H. 15/152 or as development in this area might require its use for local access.

The predominant right of way width in the corridor could range from 66 feet, which presently exists on most platted streets, to 120 feet. Exception to this may occur where elevated and depressed areas require right of way or construction easements for walls and embankments, or where a major intersection requires modification to provide turning lanes such as at Fifth Avenue South.

The total estimated construction cost, 1975 base, for completing the corridor improvements ranges from 10,000,000 to 13,000,000 dollars. Approximately 5,000,000 dollars will be required for the complete project between

Fifth Avenue South and Kilian Boulevard. The estimated time of completion for the first project, a new river bridge, is 1980. Implementation of the remaining improvements is dependent upon other development and system upgrading, but would be expected within the ten year period following 1980.

B. Social, Economic and Environmental Context

1. Study Areas Defined

The diverse nature of the factors considered in an environmental impact study and the varying levels of detail to which they must be evaluated necessitate a multiple definition of the study areas. Some of the effects of the proposed alternatives have metropolitan implications; some affect a smaller corridor area while others are localized along the alignment of the alternative. Consequently, three study area boundaries were deemed appropriate: (1) a primary or direct impact area; (2) a secondary impact area or transportation corridor; and (3) a tertiary or metropolitan study area. Some elements of this study are analyzed for all three study areas, others for only one. In each case, the area studied was determined by the significance of the impact upon the environment.

a. Direct Impact Areas

The direct impact areas differ slightly for each alternative but are generally smaller than the corridor area. These areas are defined and discussed in further detail in Section III.

b. Corridor Study Area

The transportation corridor is centered on Tenth Street-Michigan Avenue, extending from the intersection of Sherburne County State Aid Highway 7 and U.S. 10/52 on the east to relocated T.H. 15/152 which is expected to be under construction by 1978. In order to facilitate the impact analysis, the corridor width was determined to be 1,000 feet either side of Tenth Street-Michigan Avenue centerline.

c. Metropolitan Study Area

Some effects of the alternative bridge and roadway designs will impact upon the entire metropolitan area which includes the communities of St. Cloud, Sauk Rapids, Sartell, and Waite Park as well as Haven, Le Sauk, St. Cloud, Sauk Rapids and Minden Townships. The proposed action will have greater impact on the City of St. Cloud than on the other SCMA municipalities and townships because the bridge and its approaches lie wholly within St. Cloud. Therefore, throughout much of the subsequent discussion, data for the city will be used in order to establish a framework within which to evaluate the interaction of the corridor area relative to the metropolitan area.

2. Social and Economic Characteristics

a. Population

Table 1 indicates the temporal distribution and levels of population for the SCMA. As evidenced by Table 1, population in the metro area has

Table 1

POPULATION DISTRIBUTION AND LEVELS FOR THE
ST.CLOUD METROPOLITAN AREA: 1950 - 1970 and 1975 ESTIMATES

	1950	1960	1970	1975 Estimates
St. Cloud	28,410	33,815	39,691	40,713
Numerical Difference		5,405	5,876	1,022
% Change		19.0	17.4	2.6
Sauk Rapids	3,410	4,038	5,051	5,545
Numerical Difference		628	1,013	494
% Change		18.4	25.1	9.8
Waite Park	1,639	2,016	2,824	3,200
Numerical Difference		377	808	376
% Change		23.0	40.1	13.3
Sartell	662	791	1,323	2,665
Numerical Difference		129	532	1,342
% Cange		19.5	67.3	101.4
All Communities	34,121	40,660	48,889	53,123
Numerical Difference		6,539	8,229	3,234
% Change		19.2	20.2	6.6
Sauk Rapids Township	368	594	800	Not available
Minden Township	627	788	1,307	Not available
St. Cloud Township	3,209	4,347	6,807	Not available
LeSauk Township	695	1,196	1,785	Not available
Haven Township	427	614	1,049	Not available
All Townships	5,326	7,539	11,748	-
Numerical Difference		2,213	4,209	-
% Change		41.6	55.8	-
Metro Area	39,447	48,199	60,637	-
Numerical Difference		8,752	12,438	-
% Change		22.1	25.8	-

Source: St. Cloud Metropolitan Area Planning Commission, St. Cloud Metropolitan Area Transportation and Planning Study: Basic Research Report p. 55; John Miller, Executive Director, St. Cloud Area Council of Governments, personal communication, January 12, 1976; and Urban Decision Systems, Inc., "Study Area Profile: St. Cloud, Minnesota and Tenth Street/ Michigan Avenue Corridor," Los Angeles, 1975.

steadily increased since 1950. Population grew by 21,190 persons between 1950 and 1970. The smaller metro area communities have since 1960 exhibited relatively larger growth rates than St. Cloud. For example, Sartell experienced a 67.3 percent growth rate during the 1960 to 1970 period, while St. Cloud with a larger numerical gain only recorded a 17.4 percent change.

The age distribution for 1970 indicates a concentration of persons in the 5 to 14, 15 to 24 and 25 to 49 grouping. The median age for the corridor is 20.8 years compared to 22.2 for St. Cloud. In 1970, there were 97 males per 100 females in the SCMA. Of the 6898 persons residing in the corridor, 3,217 were males and 3,681 females.

Based upon 1975 population estimates, major SCMA communities total approximately 52,000 persons. Of this total, St. Cloud has the largest population at 40,713. The 1975 population for the project corridor has been estimated to be 6,898. Estimated populations of 72,000 in 1980 and 86,000 for 1990 have been predicted for the SCMA. Distribution of this population is shown in Table 2.

Table 2

DISTRIBUTION OF SCMA PROJECTED POPULATION: 1970, 1980 AND 1990

Place	1970 Population	1980 Population	1990 Population
Community			
St. Cloud	45,550	54,200	65,200
Sauk Rapids	5,100	6,000	7,200
Waite Park	3,200	3,800	4,400
Sartell	2,350	2,800	3,200
All Communities	56,200	66,800	80,000
Townships			
Sauk Rapids	570	640	720
Minden	1,140	1,300	1,450
St. Cloud	1,590	1,940	2,300
Le Sauk	470	520	580
Haven	650	800	950
All Townships	4,420	5,200	6,000
SCMA Total	60,600	72,000	86,000

Source: SCMATAPS: Basic Research Report, p. 61.

b. Economics

Income Levels and Distribution. According to the 1970 census, the annual median family income for St. Cloud is $9,558. As shown in Table 3, the median family income for the corridor is $9,215. Median family income in the corridor is below that of St. Cloud by $350. Of the 1,116 families residing in the project corridor, 186 (16.7 percent) had an annual income of $15,000 or more which compares with 16.9 percent for the city.

In 1970, St. Cloud had approximately 454 families (5.8 percent) living below the poverty level. Nearly 16.9 percent of the study area's 7756 families had annual income of $15,000 or more in 1970.

Table 3

FAMILY INCOME DISTRIBUTION: ST. CLOUD AND CORRIDOR AREA

Income Level	1970 Families	1975 Estimated Families	1975 Estimated Study Corridor Families
$ 0 - 4,999	1352	1374	243
5 - 7,999	1488	1552	211
8 - 9,999	1332	1379	171
10 -11,999	1184	1245	160
12 -14,999	1087	1123	145
15 -24,999	1106	1131	157
25 -49,999	181	175	28
50,000+	26	31	1
Median Income	$9,558	$9,565 (1970 Base)	$9,215

Source: Urban Decision Systems, "Study Area Profile."

Labor Force and Unemployment. St. Cloud's labor force totaled 26,659 in 1970, with an overall unemployment rate of 4.7 percent, see Table 4. The estimated corridor labor force totaled 2,672 in 1975. An unemployment rate of 4.1 percent was recorded for the project corridor, with more unemployed males than females.

Table 4

LABOR FORCE PARTICIPATION: 16 YEARS AND OLDER

Place	Sex	Total	Participation Rate	Unemployment Rate
St. Cloud	Male	13,748	63.1%	5.2%
	Female	14,911	46.3%	4.2%
		28,659	54.4%	4.7%
Corridor	Male	1,401	56.0%	5.7%
	Female	1,271	43.2%	2.3%
		2,672	49.1%	4.1%

Source: Urban Decision Systems, "Area Profile Report".

Total Employment. Total employment for the St. Cloud Metropolitan Area has steadily increased since 1970. The area's three largest employment

sectors were services, trades, and manufacturing. They accounted for 82.5 percent of the SCMA's total 1970 employment. Employment projection figures indicate a 23.5 percent increase for these sectors by 1980 and a 52.9 percent increase by 1990, see Table 5. As also noted in the table, total employment for the SCMA is projected to increase by 48.7 percent from 1970 to 1990.

Table 5

SCMA EMPLOYMENT PROFILE: 1970 - 1990

Sector	1970 Employment SCMA	1980 Employment SCMA	1990 Employment SCMA
Total Civilian Work Force	23,605	28,603	35,109
Unemployment (1)	1,180	1,430	1,755
Total Employment	22,425	27,173	33,354
Agriculture, Forestry & Fisheries	88	106	139
Mining	27	29	31
Contract Construction	1,552	1,824	2,154
Manufacturing	5,627	6,719	8,428
Transportation, Communication, Electric, Gas and Sanitary Services	1,694	1,606	1,673
Wholesale and Retail Trade	6,165	7,610	9,359
Finance, Insurance and Real Estate	567	770	1,065
Services	6,705	8,509	10,505

(1) Rate based on 5% Annual Average

Source: SCMATAPS: Basic Research Report, pp. 29 - 30

c. Housing

Existing Conditions. The 1970 housing characteristics for St. Cloud and the project corridor are presented in Table 6. A significant number of St. Cloud housing units are over thirty years old. By 1990, about one third of the total units will be more than fifty years old. Although the upkeep on a majority of these homes will be adequate, proper maintenance will become increasingly more difficult with higher taxes and expensive repair costs. Of the 1642 estimated housing units in the corridor for 1975, only forty-eight were classified as vacant units, see Table 7. The vacancy rate in the corridor is comparable to that of the metropolitan area.

Sixty-seven percent of the housing in St. Cloud was owner occupied, while thirty percent was renter occupied. This contrasts with the corridor in which fifty six percent was owner occupied, and forty-one percent was renter occupied. In addition, percentagewise the corridor is composed of more housing units built before 1950 (sixty-seven percent in corridor versus fifty-nine percent in St. Cloud). The corridor, in comparison to

Table 6

SELECTED HOUSING CHARACTERISTICS: 1960 AND 1970

		St. Cloud	Corridor
A.	1960 Housing Unit Data		
	1) Total Units	8,431	--
	2) Vacant Units	248	--
	3) Median Owner Occupied Unit Value	$12,100	--
	4) Median Contract Rent	$ 74	--
B.	1970 Housing Unit Data		
	1) Total Units	10,277	1,642
	% Change 1960-1970	22	--
	2) Vacant Units	298	48
	% Change 1960-1970	20	--
	3) Median Owner Occupied Unit Value	$16,282	$16,323
	% Change 1960-1970	35	--
	4) Median Contract Rent	$ 103	$ 101
	% Change 1960-1970	39	--
C.	Year Structure Built/Percent of Total		
	1960 to 1970	2397/24	342/22
	1950 to 1959	1634/16	179/11
	1949 or earlier	5929/60	1074/67
D.	Units in Structure/Percent of Total		
	1	7066/70	993/61
	2 to 4	1853/19	340/20
	5 or more	1107/11	307/19

Source: U.S. Department of Commerce, Bureau of the Census, Census of Housing; 1970, Vol. I Housing Characteristics, part 25, Minnesota. Housing statistics for St. Cloud and the corridor were derived from Urban Decision Systems, "Area Profile Report."

Table 7

SELECTED 1975 HOUSING CHARACTERISTICS

		Corridor	St. Cloud
1)	Number of Housing Units	1642	10,527
2)	Number of Vacant Units	48	305
3)	Percent Vacant	2.9	2.9
4)	Median Value of Owner Occupied Units (1970)	$16,323	$16,146
5)	Median Contract Rent (1970)	$ 101	$ 104
6)	Year Structure Built/Percent of Total		
	1960 to 1970	342/22	2502/24
	1950 to 1959	179/11	1701/17
	1949 or earlier	1074/67	6019/59
7)	Number of Units in Structure/Percent of Total		
	1	993/61	7367/72
	2 to 4	340/20	1829/18
	5 or more	307/19	1075/10

Source: Extrapolated from 1970 Census Data for St. Cloud; above data calculated by Urban Decision Systems, Inc.

St. Cloud housing, has proportionately fewer one unit structures and proportionately more structures with five or more units. The above statistics reflect the influence of student housing upon the corridor.

Projected Needs. According to a report prepared for the St. Cloud Housing and Redevelopment Authority[3] in 1975, approximately 19,000 more dwelling units will be needed to house the SCMA's 1990 population. In addition, approximately 2,000 more units will be needed as replacement for existing units. In the City of St. Cloud, approximately 6,300 new units and 700 replacement units will be needed by 1990. In the city, 76 percent of the new housing is expected to be multi-family type, whereas, in the remainder of the SCMA about 26 percent of the new housing will be multi-family type. The higher emphasis on multi-family housing in the city reflects the typical urban center with higher education facilities.

3. Transportation

a. Existing Regional Transportation Systems

St. Cloud is centrally located in the state and is the crossroads or junction point of several state and federal highways, including Interstate 94, which traverse Minnesota north-south, east-west and diagonally. These highways link the SCMA directly to all the surrounding states and beyond the Twin Cities to Chicago. T.H. 23/52 provides the main east-west arterial connection for these highways to and through the area. Eventually, proposed T.H. 15/152 will provide a major north-south arterial; the southern section is expected to be under construction in 1978. Presently, Division Street within St. Cloud provides the connecting link for I-94 which will pass to the south of the urban area by 1978.

Other regional transportation systems or facilities are the Burlington-Northern Incorporated Railroad and the St. Cloud Municipal Airport. Six separate lines of the B-N Inc. system pass through the SCMA using a railroad yard located in the central part of St. Cloud. The St. Cloud Municipal Airport, a new facility located about three miles east of the city is considered the key airport for the Central Region in the Minnesota Aviation System Plan. Another mode of transportation is the Metro Bus system operating Monday through Saturday and serving St. Cloud, Sauk Rapids and Waite Park. All river crossings are made on the St. Germain Street Bridge and transfers are made in the St. Cloud CBD.

b. Existing Transportation System and Deficiencies in St. Cloud

Within the SCMA the existing transportation system includes about nineteen miles of primary arterials (all state highways) and about twenty-three miles of secondary arterials, which are part of the city street and county road system. In St. Cloud, there is essentially only one complete primary arterial street, T.H. 23/52, traversing the city from east to west. Other primary arterials join T.H. 23/52 so that trips through the city, either north-south or east-west, must use all or some segment of this one facility. The predominant movement of vehicular traffic in St. Cloud is east-west due to this arterial and area development.

North of T.H. 23/52, a relatively good secondary arterial system exists with Third Street North and Eighth Street North. These secondary arterials serve trips between the CBD and other centers of employment and to

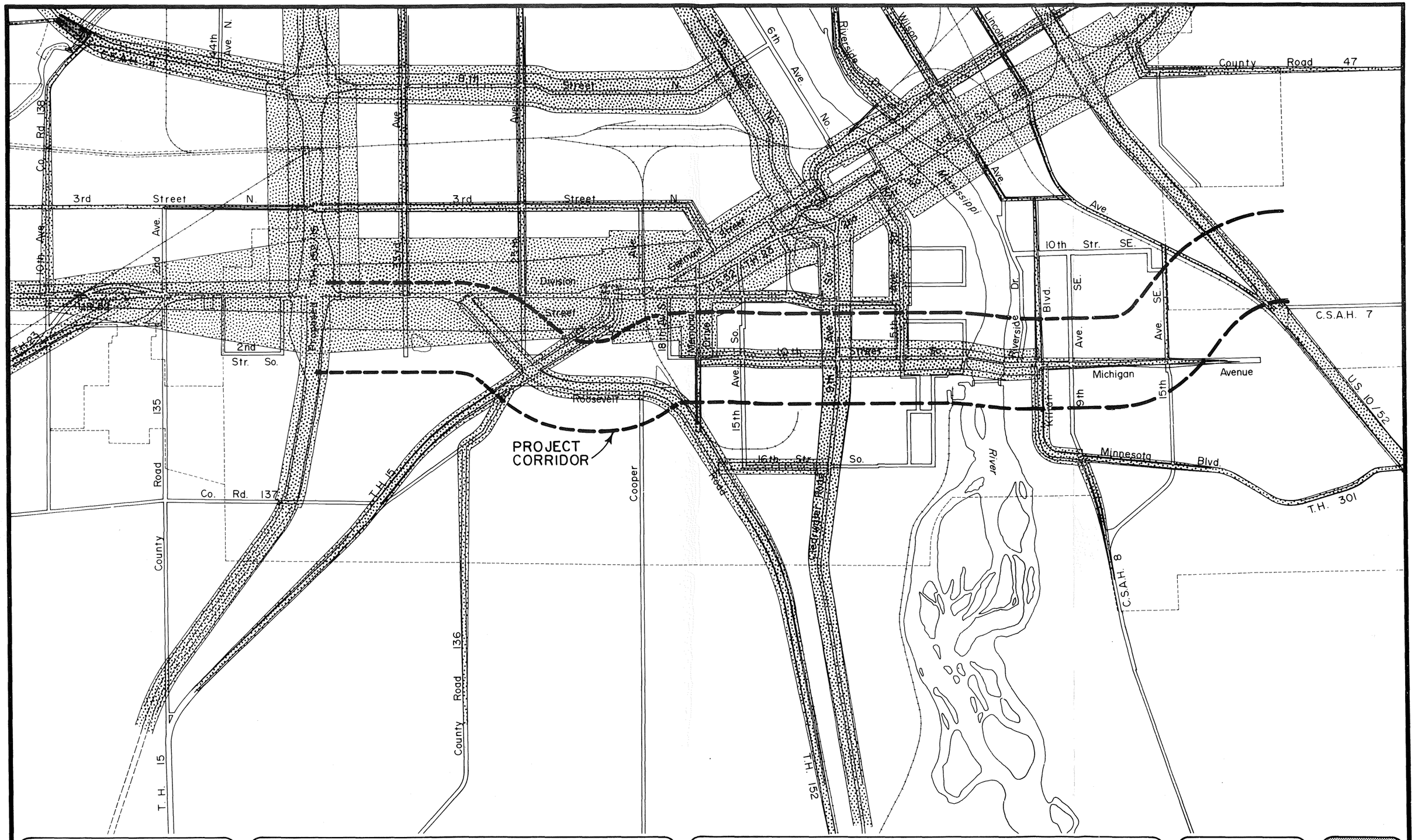
the residential area of north St. Cloud. South of T.H. 23/52 the secondary east-west arterial system is segmented or non-existent. Tenth Street South is presently classified as a minor arterial between Ninth Avenue and Kilian Boulevard and as a collector between Washington Memorial Drive and Ninth Avenue. West of the B-N tracks, there is no secondary arterial south of T.H. 23/52. Thus, T.H. 23/52 is forced to function as St. Cloud's primary east-west arterial, a secondary arterial for south St. Cloud, and, as a local access street. These varied functions create the congested conditions presently experienced.

During SCMATAPS, traffic assignments were made to the system reflecting 1970 and 1990 development in the SCMA. Exhibit 2 indicates the growth in traffic between 1970 and 1990 that can be expected to occur on the existing transportation system with proposed T.H. 15/152 and I-94. With the existing system upgraded within reasonable limits and I-94 open to traffic, congestion will continue to occur along much of the T.H. 23/52 corridor. By 1990, the demand on some segments of T.H. 23/52 will exceed 50,000 AADT and most segments will be heavily congested throughout the day without a parallel secondary arterial system. In the Tenth Street Corridor, traffic volumes for 1970 varied from 6,000 to 12,000 AADT on Tenth Street South with about 9,000 AADT on the bridge. By 1990, the existing transportation system can be expected to place a traffic demand on Tenth Street South of 8,000 to 17,000 AADT with 14,000 AADT on a new bridge. Without improvement to the existing network, the local street system will be used extensively to make trips more properly accommodated on a minor arterial street. Transit buses and emergency vehicles such as fire trucks, ambulances and law enforcement vehicles will continue using more circuitous routing requiring a longer response time and less service.

The existing transportation system is not accpetable for continued development and growth in 1990 and beyond. The system does not provide a separation of functional street classification to accommodate differing traffic flow and trip characteristics. In fact, the functional use of local streets will change with increased congestion.

c. Future Transportation System Plan

The adopted transportation plan (System 5) will continue to have about twenty miles of primary arterials and state highways, while the secondary system will increase from twenty-three to about forty miles with Tenth Street accounting for four miles. The increased secondary arterial system in the urban area is to be accomplished by reclassifying existing streets, both upward and downward, and adding missing links such as in the Tenth Street Corridor. Exhibit 3 compares the vehicular volumes from the proposed action and adopted transportation plan and volumes to be expected on the existing system in 1990. The major improvement is to the Division Street portion of T.H. 23/52. resulting mainly from the continuation of Tenth Street across the B-N tracks. Traffic on Tenth Street will increase to about 14,000 west of Ninth Avenue, due, in part, from relieving traffic on adjacent parallel streets. Extension of Tenth Street will allow desired trips to be made without having to transfer to another east-west route via north-south connecting streets.



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HOWARD NEEDLES TAMMEN & BERGENDOFF

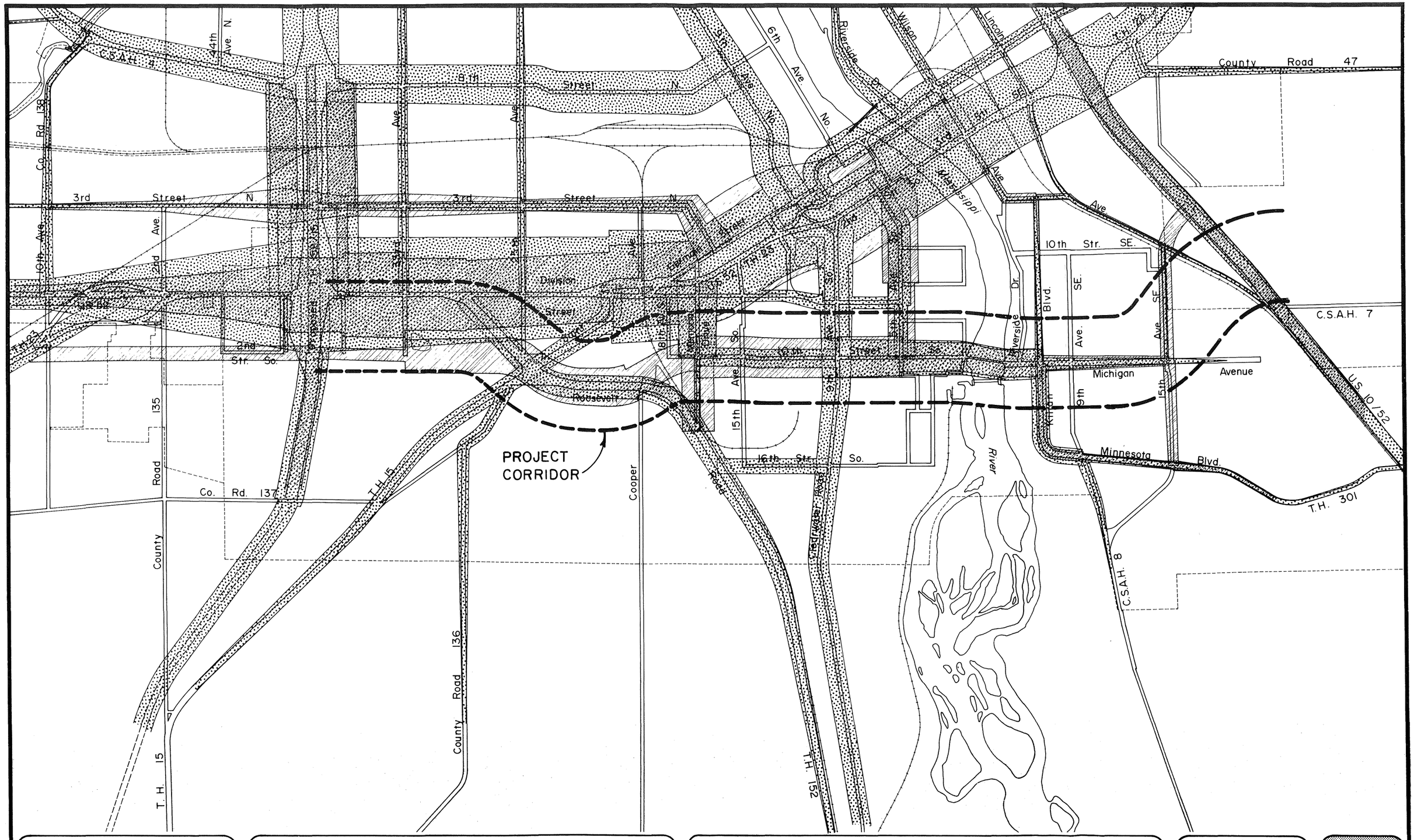
TRAFFIC FLOW
TENTH STREET CORRIDOR STUDY - ST. CLOUD, MINNESOTA

LEGEND
1970 TRIPS ON 1970 NETWORK
1990 TRIPS ON 1970 NETWORK

SCALE VEHICLES PER DAY
1,000
5,000
10,000
20,000
30,000
40,000
50,000

NORTH
0' 1000' 2000'
SCALE IN FEET

EXHIBIT 2



HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

1990 TRAFFIC FLOW
TENTH STREET CORRIDOR STUDY - ST. CLOUD, MINNESOTA

LEGEND

1990 TRIPS ON 1970 NETWORK
ALTERNATE B (four lane bridge and roadway)

SCALE VEHICLES PER DAY
1,000
5,000
10,000
20,000
30,000
40,000
50,000

NORTH
0' 1000' 2000'
SCALE IN FEET

EXHIBIT 3

4. Natural Features

a. Topography

The SCMA has a nearly level to gently rolling terrain formed under the influence of glacial activity. Dominant glacial landforms in this area are descriptively classified as the relatively rugged St. Croix moraine and the broad, generally smooth Anoka sandplain.[4] Elevation in the SCMA varies from 960 feet (msl) below the St. Cloud Dam to 1,160 feet at Calgary Hill in the southwestern part of St. Cloud. Local relief is 200 feet. The project corridor's topography ranges from 982 feet near the river to approximately 1,065 feet in its western terminus.

b. Soils

Soils in the SCMA are quite diverse. The St. Croix moraine is composed of an intricate mixture of glacial drift and debris. Principal soils in the moraine include: (a) the moderately well drained Brainerd soil formed from brown glacial till on uplands; (b) the Emmert and Flak soils, comprised of stratified sands and gravels capped with a brown sandy loam to loam material that are somewhat poorly drained and occupy the rugged hills, steep slopes and marshy depressions; and (c) the very poorly drained black loamy Prebish soils located in the swales and depressional areas.[5] Most of these soils are used for cultivated crops. Soils found in the steep, forested or undrained wet areas are primarily devoted to pasture land and/or wildlife habitat.

The Hubbard and Estherville soils are found in association with the Anoka sandplain and are the major soil grouping located in the project corridor. These soils were formed on glacial outwash plains and stream terraces. Hubbard soils occupy nearly level to very steep slopes and are associated with the outwash terraces that border the Mississippi, Clearwater and Sauk rivers. Black to dark gray loamy sands underlain by loose sand, the Hubbard soils are excessively drained. Located further inland from the rivers are the Estherville soils. They have a nearly level to hilly topography and consist of somewhat excessively drained black, sandy loams. The Hubbard and Estherville soils are suitable for general agriculture. Much of the sandplain landscape is dominated by cropland, wild pasture and open oak stands.

c. Water Resources and Quality

Groundwater Sources of groundwater available to the SCMA are derived principally from aquifers occurring in glacial drift.[6] This surface material ranges in thickness from 0 to 100 feet, with relatively thin layers of drift found in association with bedrock outcrops. Water bearing zones in the drift vary widely in thickness and areal extent. Elevation of the water table ranges from 1,000 to 1,050 feet, with most wells being completed at depths of 20 to 100 feet. Yields to these wells are generally adequate but vary according to stratigraphic units. Wells tapping outwash deposits in the area have known yields of 100 gallons per minute (gpm). Yields to wells in till are generally lower than those supplied by outwash. Water obtained from drift aquifers in this area is of the calcium magnesium bicarbonate type. It is generally potable, commonly hard and chemically suitable for most purposes.

Underlying the glacial drift throughout most of the SCMA are igenous and metamorphic rocks. These Precambrian rocks have a surface elevation of 900 to 1,000 feet. Scattered out croppings of granite bedrock are quite common in the St. Cloud area. Low yields of adequate quality water are available to wells developed in this bedrock formation.

Surface Water The Mississippi River is the only natural surface water body within the Tenth Street Corridor. Two holding ponds for storm water runoff also exist within the corridor. Presently, storm water from Tenth Street is carried to an outlet in the Mississippi River near the existing bridge. This system drains the area from First Avenue to Eighteenth Avenue lying about one block south to two blocks north of Tenth Street, an area of 132 acres with an estimated runoff of 130 cubic feet per second from a storm intensity which might be expected every five years. Other than reconstruction required between First and Fifth Avenue, this system is expected to remain in place as runoff factors will not change significantly for any of the alternatives. Storm runoff from Michigan Avenue also drains into the river, however, no reconstruction of any trunk lines is anticipated along Michigan Avenue. The Sauk River forms the northwestern limit of St. Cloud before its confluence with the Mississippi, but it is north of the Tenth Street Corridor. There are no natural lakes in the vicinity of the corridor.

The Mississippi River at St. Cloud is considered a moderately fertile hard water stream. Several water quality parameters are monitored monthly near the St. Cloud water supply intake on the Mississippi River. Water quality is generally good for most parameters. Water temperatures and dissolved oxygen are more than adequate for warm water fisheries.[7] Turbidity averages well below the Minnesota Pollution Control Agency (MPCA) standard for fish and for water uses such as swimming and water skiing.

In the past, fecal coliform counts have often exceeded the PCA standard, particularly below the city. However, this problem has been eliminated for the most part, by the construction, in the summer of 1975, of a new waste treatment plant for St. Cloud which is located six miles south of the city.

Flooding Potential The Mississippi River at St. Cloud is subject to major flooding because of ice jams in back of the St. Cloud Dam during the spring thaw. The highest flood crest on record occurred on April 13, 1965 when the river reached an elevation of 987.1 feet above sea level at Fifth Street North.[8] As a result of an ice jam at the Tenth Street Bridge all auto and pedestrian traffic was closed during the height of the flood.

The Tenth Street Bridge is obstructive to floods of magnitude of the 1965 flood or greater. The U.S. Army Corps of Engineers, St. Paul District, indicates that the Tenth Street Bridge would be obstructuve to both the Intermediate Regional Flood (one occurrence in 100 years) and the Standard Project Flood (greatest flood likely). Because of the low clearance and obstructuve approaches of the existing Tenth Street Bridge it is subject to damage or loss during severe floods.

d. Vegetation and Wildlife

The settlement and growth of St. Cloud has all but replaced the natural vegetation and wildlife habitat from the area. Outlying areas have been largely converted from native prairie, bur oak, savannahs and localized deciduous forest to agricultural land. Existing vegetation in the corridor area consists mainly of lawns and landscape plantings in residential areas and pastures and secondary regrowth stands of deciduous forest in the more rural areas. The western most one-half mile of the Tenth Street Corridor passes through a drained area supporting shrubbery growth on abandoned fields through which T.H. 15/152 is being relocated and a wooded area. Development and utility construction is presently occurring in this area. Dominant shrubs include willow, speckled alder and red-osier dogwood. The woodland lying to the east of the shrub area is composed mainly of American elm, green ash, trembling aspen and white birch.

Bur oak groves are found in localized areas in or adjacent to the Tenth Street Corridor on the east side of the Mississippi River in St. Cloud. Much of the dry west-facing slope of Riverside Park is covered by widely spaced bur oaks with a grassy undercover. Another bur oak grove is found in an overgrown vacant lot along Michigan Avenue immediately west of Fifteenth Avenue East.

A narrow band of bottom land forest is found intermittantly on less disturbed areas along the Mississippi River in St. Cloud. Tree species include black willow, cottonwood, box elder, silver maple, and green ash. Vines such as Virginia creeper, wild grape and poison ivy are common in this forest type.

Resident wildlife in the Tenth Street Corridor consists mainly of songbirds, rabbits, squirrels and various field rodents associated with lawns and landscape trees of residential areas. Shrublands and wooded areas in the westernmost portion of the corridor provide habitat for a greater variety of wildlife, including such game species as raccoon, fox and occasionally, deer. Field and marsh songbirds, hawks and owls can also be expected in these more undeveloped areas.

The Mississippi River receives considerable use by migratory waterfowl. Migratory ducks and geese find temporary resting and feeding in the St. Cloud area during spring and fall. This section of the river provides habitat for limited populations of resident waterfowl including mallards and wood ducks.

There are no known resident populations of threatened or endangered species in the Tenth Street Corridor as listed in the U.S. Department of Interior publication "Threatened Wildlife of the United States," 1974. However, bald eagles are known to migrate through the area during their spring and fall migration along the Mississippi River.

e. Climate

The SCMA is situated in an area marked by humid continental climate[9] and experiences a wide range of temperature variation from summer to winter. Temperature extremes range from a high of 107°F. to a low of -42°F. July is the hottest month of the year with a mean temperature of 71°F. January's average temperature of 10°F. makes it the coldest month. The mean annual temperature for St. Cloud is 42°F. An average growing season of 140 days is typical of the area.

Precipitation in the SCMA averages about twenty-six inches annually. It varies seasonally and occurs as rain during the frost free period, with a maximum coming during late spring and early summer. Summer precipitation is marked by thundershowers. Snow characterizes winter precipitation. Annual snowfall averages approximately forty-four inches. The SCMA is characterized by variable wind speeds. Prevailing winds are from the northwest, with a mean annual speed of approximately eight miles per day.[10]

5. Public Lands & Historic Sites

Various parks, institutions and recreation areas are scattered throughout St. Cloud and offer many diverse activities. Eleven of those areas or portions thereof are located within or adjacent to the designated Tenth Street Corridor, see Exhibit 4. These consist of five educational institutions, one metropolitan park, four neighborhood parks and one ornamental park. Only one of these parks, Riverside Park on the east bank of the Mississippi River, is located such that the proposed action will require its use.

Three proposed parks are also located within the corridor, see Exhibit 5. The land involved is owned by several individuals and there are no current plans to aquire these lands for park development. Three proposed sites for educational facilities are also situated in or adjacent to the corridor; these being a proposed senior high school south of SCSU sports field on the east side of the river.

According to the Minnesota Historical Society, no sites of historic, architectural, cultural or archaeological significance are located within the area of the proposed project. There are no sites in the area which are on, or eligible for inclusion on, the National Register of Historic Places. Section XII contains letters from the State Historic Preservation Officer and Archeologist.

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EXISTING COMMUNITY FACILITIES
TENTH STREET CORRIDOR STUDY - ST. CLOUD, MINNESOTA

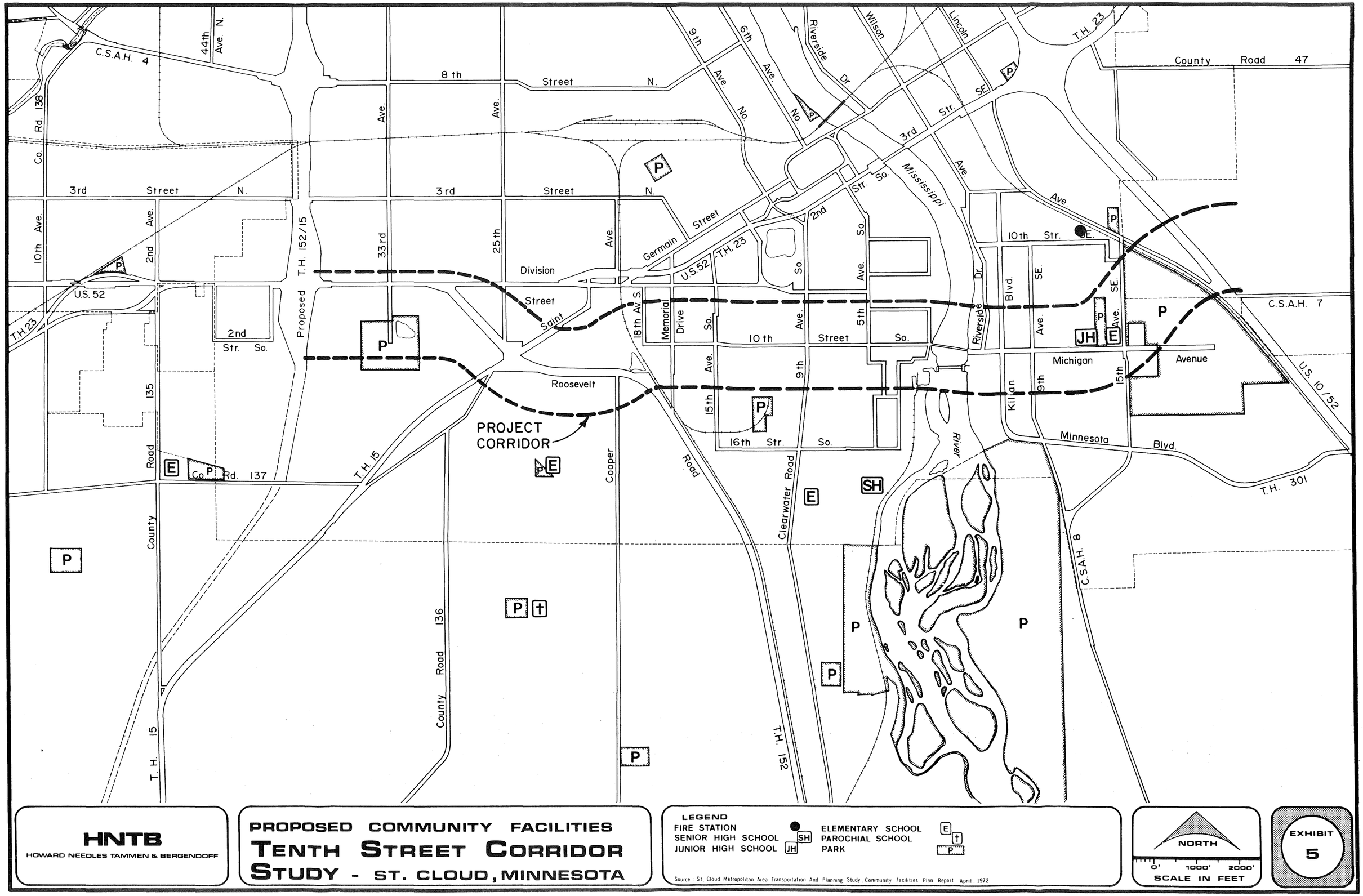
LEGEND

FEDERAL BUILDING	FIRE STATION	COLLEGE AND OTHER [C]
COUNTY HOUSE	HOSPITAL	SENIOR HIGH SCHOOL [SH]
CITY HALL	HEALTH CARE FACILITY	JUNIOR HIGH SCHOOL [JH]
POST OFFICE	LIBRARY	ELEMENTARY SCHOOL [E]
POLICE STATION	ROAD MAINTENANCE SHOP	PAROCHIAL SCHOOL [†]
	OTHER PUBLIC SERVICES	PARK [P]

Source St. Cloud Metropolitan Area Transportation And Planning Study. Community Facilities Plan Report April, 1972

NORTH
0' 1000' 2000'
SCALE IN FEET

EXHIBIT 4



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PROPOSED COMMUNITY FACILITIES
TENTH STREET CORRIDOR STUDY - ST. CLOUD, MINNESOTA

LEGEND

- FIRE STATION
- SENIOR HIGH SCHOOL (SH)
- JUNIOR HIGH SCHOOL (JH)
- ELEMENTARY SCHOOL (E)
- PAROCHIAL SCHOOL (†)
- PARK (P)

Source: St. Cloud Metropolitan Area Transportation And Planning Study, Community Facilities Plan Report, April, 1972

NORTH

0' 1000' 2000'
SCALE IN FEET

EXHIBIT 5

III. LAND USE AND PLANNING

A. St. Cloud Metropolitan Area Land Use

The developed area of the SCMA is composed of mixed land uses. Principal among them in land area is residential use, which accounted for fifty-one percent of the total acreage in 1972, see Table 8. Major residential concentrations are situated in St. Cloud, Sauk Rapids, Waite Park and Sartell. Scattered pockets of single family dwellings in small subdivisions occur in the fringe areas surrounding these communities.

Table 8

LAND USE IN THE SCMA: 1972 AND 1990

Type	Developed Acres 1972	Additional Acres 1990	Total Acres 1990
Residential	4,750	2,200	6,950
1 & 2 Family DU's	4,550	1,700	6,250
Mobile Modular DU's	120	180	300
Multiple DU's	80	320	400
Commercial	400	170	570
Industrial	1,230	200	1,430
Public & Quasi-Public	3,000	2,600	5,600
Total Acres	9,380	5,170	14,550

Source: SCMATAPS: Land Use Plan, p. 61.

Major areas of commercial development are found primarily in the established communities. The primary retail center in the SCMA is the Crossroads Shopping Center and adjacent related service businesses along Division Street. Many smaller commercial centers are dispersed throughout the metropolitan area.

Industrial areas are also located in or quite near to the urban communities, often adjacent to transportation arterials. The metropolitan area's principal industrial district, the approximate 200-acre St. Cloud Industrial Park, is found in the west-central portion of St. Cloud. Remaining major areas of industrial development are primarily concentrated in St. Cloud and along the Mississippi River in Sartell and Sauk Rapids.

Public and semi-public use accounted for thirty-two percent of the developed area in 1972 making it the second major user of land. Because of St. Cloud's larger population base, greater geographic area and political situation in the SCMA, it contains the greatest concentration of this land use.

Table 8 also provides an indication of future land use needs and distribution. As noted in the table, an additional 2,200 acres of land will be required for residential development. A majority of this acreage will be devoted to single and double family dwelling units. Additionally, a significant increase is

proposed in the amount of land to be used for multiple family residential purposes. Future growth cells for residential development as shown in the SCMATAPS land use plan are concentrated in and near the urban areas of the SCMA.

Future land requirements for commercial and industrial uses are anticipated to increase by forty-two and sixteen percent, respectively. Additional commercial development is expected to occur as a continuation and expansion at existing nodes due to the under-used nature of many of these areas. Future industrial growth will be accommodated primarily in the east- and west-central areas of the SCMA. It is these areas where land and services for industrial needs will be available and compatible with surrounding land uses.

Planning on an areawide basis in the SCMA is currently undertaken by the St. Cloud Area Council of Governments. In its role as a metropolitan planning organization, SCACOG reviews applications of local units of government within the SCMA who are applying for federal assistance programs. It additionally reviews private developments within the metro area that are of areawide significance and makes recommendations to local jurisdictions. SCACOG does not get involved with zoning per se, as it is seen as a community and/or county responsibility. However, since its reaffirmation of the SCMATAPS plan, SCACOG staff have recently aided Sauk Rapids and Sauk Rapids Township in preparing new zoning ordinances.

B. Corridor Area Land Use

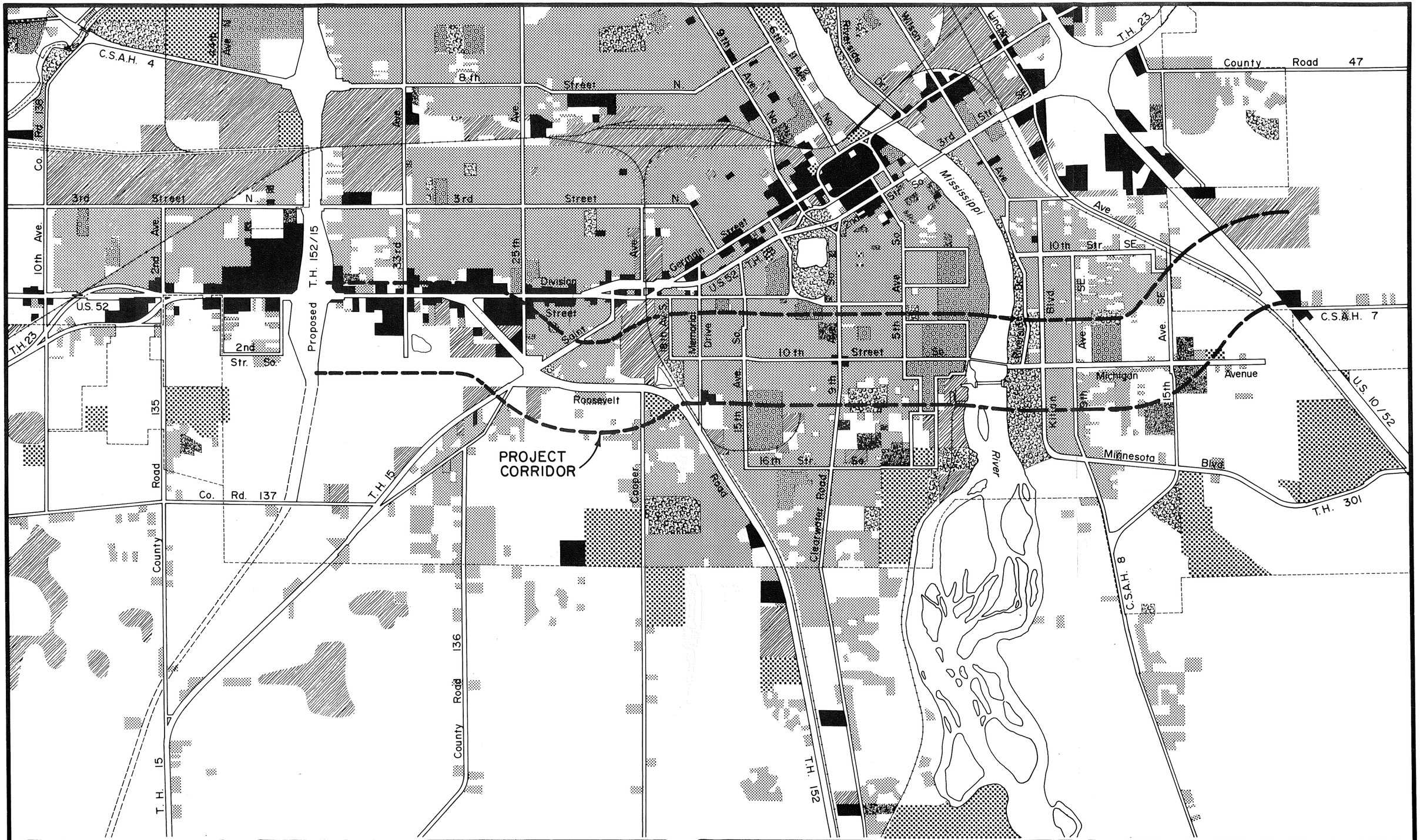
Existing land use in the corridor is listed in Table 9 and shown in Exhibit 6. Undeveloped/vacant land dominates much of the corridor, especially near its eastern and western termini.

Table 9

EXISTING LAND USE: TENTH STREET CORRIDOR

Type	Area in Acres	% of Total
Single Family Residential	353	31.5
Multiple Family Residential	18	1.6
Commercial	70	6.3
Industrial	103	9.2
Parks	51	4.5
Schools	71	6.3
Other Public and Quasi-Public	10	0.9
Water Area	39	3.5
Vacant (land not included in one of the above categories)	405	36.2
Total Land & Water Area (includes street, alley and highway and railway R.O.W.)	1120	100.0

Source: SCMATAPS: Land Use Plan and HNTB Analysis.



HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

EXISTING LAND USE
TENTH STREET CORRIDOR STUDY - ST. CLOUD, MINNESOTA

LEGEND

- SINGLE FAMILY RESIDENTIAL
- MULTIPLE FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PARKS
- SCHOOLS
- OTHER PUBLIC AND QUASI PUBLIC

Sources: St. Cloud Metropolitan Area Transportation And Planning Study, Land Use Plan Report, Aug. 1972 and Aerial Photographs, May, 1973

NORTH

0' 1000' 2000'
SCALE IN FEET

EXHIBIT 6

The second major user of land is residential, which occupies thirty-three percent of the area. A major residential concentration is located west of St. Cloud State University extending to the vicinity of Eighteenth Avenue. Included in this residential area are several parks, an elementary school, and a portion of South Jr. High School. Another area of significant residential development appears in the corridor's eastern segment between Munsinger Gardens/Riverside Park and the SCSU Stadium.

Commercial development is primarily concentrated in the extreme western segment of the corridor. This activity node is referred to as Miller Shopping Center. Several businesses offering convenience goods and services are found in the corridor at street intersections within the residential areas.

A concentration of industrial land occurs in the corridor's western segment. Light industrial use is prevalent in the vicinity of the Miller Shopping Center. An industrial complex also appears south of St. Germain Street adjacent to Cooper Avenue South. Located in the eastern portion of the corridor (Haven Township) is a truck-tractor sales and services operation.

St. Cloud State University facilities located along Tenth Street include a maintenance building, heating plant, Shoemaker Hall (a dormitory), parking lots, tennis courts, the Gray Laboratory School and Halenback Hall (a physical education facility).

Exhibit 7 shows SCMATAPS land use plan for development within and adjacent to the project corridor. Projected acreages for the primary land use categories in the corridor are listed in Table 10.

Table 10

PLANNED LAND USE: TENTH STREET CORRIDOR

Type	Area in Acres	% of Total
Residential (includes neighborhood parks, elementary schools and other local facilities)	529	47.2
Commercial	163	14.5
Industrial	--	--
Public and Quasi-Public	328	29.3
Vacant/Undeveloped (land not included in one of the above categories)	100	9.0
Total Area (includes street, alley, and highway and railway R.O.W.)	1120	100.0

Source: SCMATAPS: Land Use Plan and HNTB Analysis.

As indicated by the table, land in the corridor will be characterized by more developed uses. Residential land will occupy a major portion of the corridor, replacing many areas that are now categorized as vacant. Commercial land use

is forecasted to increase in area by seventy-five percent and will be primarily concentrated in the western segment of the corridor. Industrial development does not appear as part of the corridor's future land use pattern. Public and quasi-public use are anticipated to increase substantially and will become the second major user of corridor land.

Planning, zoning and subdivision regulation in the corridor area are undertaken by the City of St. Cloud and Sherburne County for Haven Township. St. Cloud relies upon the planning output from both SCMATAPS and their earlier comprehensive plan. The city is currently updating this plan. St. Cloud has a zoning ordinance (adopted in 1970 and subsequently amended) and recently changed subdivision regulations. Sherburne County also has a comprehensive plan (adopted in 1970), and subdivision regulations and a zoning ordinance, both put into effect in 1971.

C. Relationship of the Proposed Action to Land Use Plans and Policies

1. SCMATAPS Guide Plan

The SCMATAPS Guide Plan was created by integrating land use, community facility and transportation planning studies to best meet the goals of the city, township and county units of government within the SCMA. The Guide Plan indicates an arterial street in the Tenth Street Corridor which will, along with other improvements in the SCMA, help to satisfy the following criteria:

- satisfy travel demand and promote regional accessibility;
- optimize travel efficiency and safety;
- provide multi-mode opportunities
- reinforce land use and environmental compatibility;
- encourage efficient transportation expenditures.

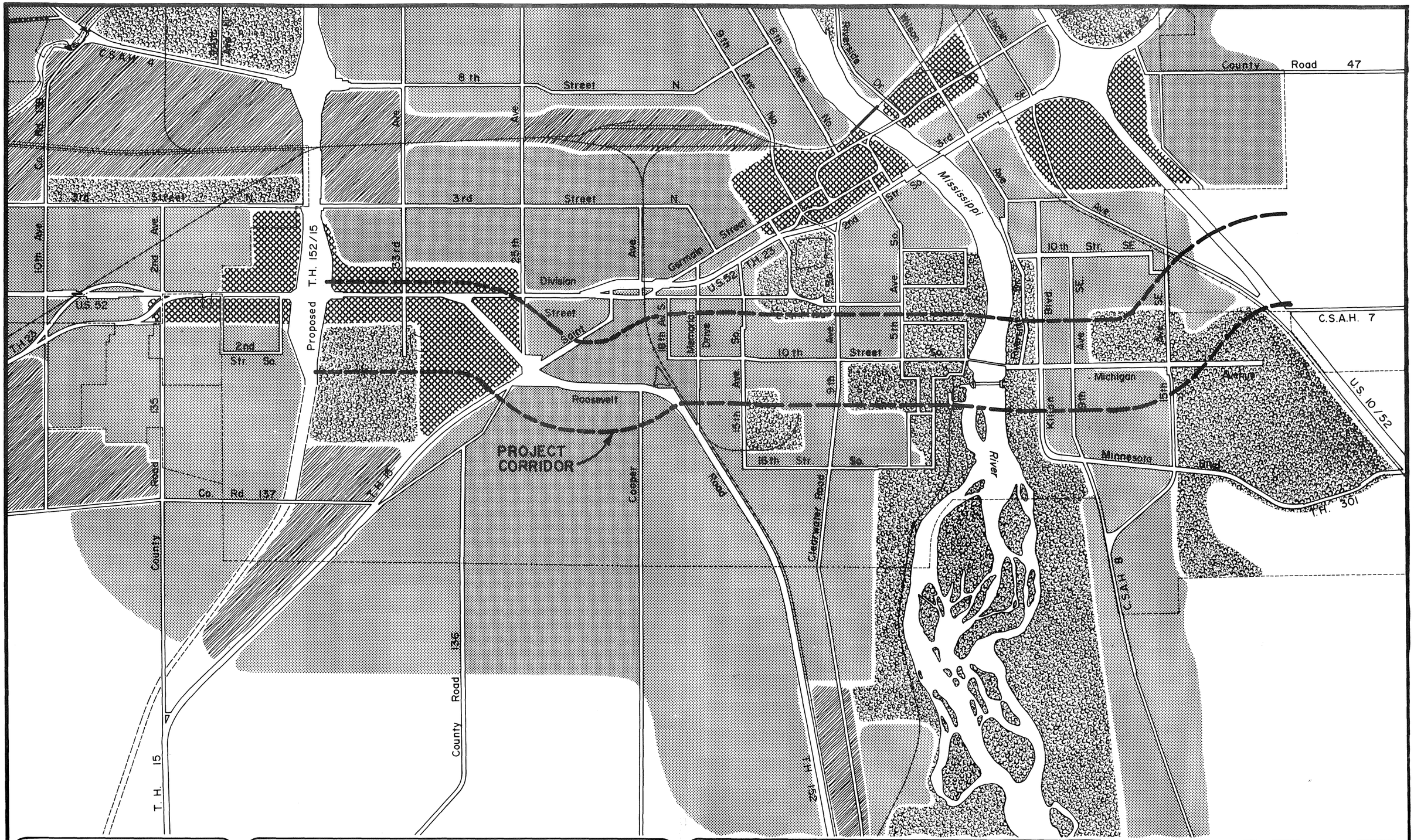
The proposed action responds directly to the Guide Plan and is consistent with it.

2. St. Cloud State College Development Concept

The Development Concept, a pilot planning study prepared in 1971 for the Minnesota State College System, discusses Tenth Street's effect as a barrier to campus development. Tenth Street divides the present campus, isolating the power plant and physical education facilities from the remainder of the university. The proposed project alleviates this problem by conforming to the 1980 Development Concept's assumption that Tenth Street will be bridged and elevated at First Avenue to avoid a conflict between pedestrian and vehicular movement.

3. Management Plan for the Mississippi River

A proposed management plan recommending that the Mississippi River from St. Cloud to Anoka be designated a component of the Minnesota Wild, Scenic and Recreational Rivers System has been developed by the Minnesota Department of Natural Resources (DNR). The proposed plan has not been officially adopted. The Bureau of Outdoor Recreation has also been involved in this study as it would be responsible for administration of this river segment if it were to be included in the National Wild and Scenic Rivers System instead of the State System.



HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

LAND USE PLAN
TENTH STREET CORRIDOR STUDY - ST. CLOUD, MINNESOTA

LEGEND
- AGRICULTURAL
- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC

Source: St. Cloud Metropolitan Area Transportation And Planning Study, Land Use Plan Report, Aug., 1972

NORTH
0' 1000' 2000'
SCALE IN FEET

EXHIBIT 7

The plan proposes that the management area be divided into two districts: a Scenic River Land Use District extending from the Tenth Street Bridge or C.S.A.H. 7 bridge to Clearwater, about twelve river miles downstream; and, a Recreational River Land Use District encompassing the area from Clearwater to Anoka. The Tenth Street project corridor is located at the north end of the proposed Scenic River Land Use District. Section XII contains a letter from the DNR regarding the relationship of the Tenth Street Bridge and the scenic river designation. The proposed bridge location is consistent with that plan.

4. Sherburne County Land Use Plan

The Sherburne County Land Use Plan was officially adopted in 1970. The county participated in SCMATAPS and many of the county land use plan elements were incorporated into the SCMA Guide Plan. Sherburne County and Stearns County, on the west side of the river have mutually agreed to designate a portion of Tenth Street and Michigan Avenue as being on respective County State Aid Highway systems which will connect by a new river crossing. The proposed action is consistent with county land use and transportation plans.

5. Other Plans/Projects

Several other interests have development plans for land located in the project corridor. The St. Cloud Planning Director states that many of these proposals have been implemented or will be soon. The Tenth Street project is compatible with these plans/projects as it would not disrupt or interfere with their implementation or operation.

VI. PROBABLE IMPACT OF THE PROPOSED ACTION ON THE ENVIRONMENT

A. Secondary Impacts

Secondary or induced impacts associated with the new bridge construction and roadway upgrading are those that occur primarily at the metropolitan/city and corridor level of analysis. Such impacts are generally related to the dispersion and change of land uses, the need for additional community facilities, and short-term impacts upon the local area economy.

1. Land Use

Within the corridor area, changes in existing residential property values can be anticipated. Experience indicates that single family homes near or quite close to a facility, and which have become subject to noise, vibration, dust, vehicular emissions, or light, increase in value at a slower rate relative to other property. Conversely, property values can be expected to increase at a faster rate in those areas along streets which presently provide alternate routes for the proposed action. Homes located adjacent to the proposed action are presently subjected to these undesirable intrusions and no significant increase is expected from the proposed action. North-south streets and paralleling routes north of the corridor should experience improved conditions which would offset any economic loss in tax base to the city. Added accessibility will occur from construction of the Tenth Street arterial and will result in the potential of opening new areas for residential development. A desireable filling in of suitable vacant land within the urban area will be promoted rather than the sprawl conditions resulting from development occurring along rural routes which provide ready access but no facilities.

On a metropolitan scale, a change in the function of the SCMA's downtown business districts may occur due to the proposed project. The Crossroads Shopping Center/Third Street complex, located in the vicinity of proposed U.S. 152, is the focus of commercial development in the SCMA. Implementation of the proposed bridge replacement and street upgrading will improve access to this growing shopping center, which should result in an expanded trade area by bringing more people into a satisfactory commuting range. An overall effect, then, of the proposed action is to facilitate/cause a shift from retail and commercial uses from the area's business districts to the Crossroads/Third Street commercial complex. Beyond the relocation of existing businesses the much improved access may attract new commercial development to downtown St. Cloud. The improved functional use of the major streets leading to the downtown area will improve access to that area, and, coupled with the downtown mall, circulation plan, adequate parking and promotion, the downtown business should continue with positive growth.

Area industries will benefit from the upgrading. Most industries are dependent upon vehicular accessibility, which should be improved by the proposed project. This is true for the St. Cloud area because of the general decrease in driving time from points within the metropolitan region. Although trucks are not expected to increase relative to other vehicular travel in the corridor, access to the corridor will be improved with a new bridge and additional links.

2. Community Facilities

The proposed action will have a positive impact on existing and future community facilities and services. An expanding community gains assessed valuations as vacant land is converted to a higher use. Expenditures for public utilities and services become necessary for the developed area which are met by tne increased tax assessment. The more efficiently the services can be provided, the better will be the ratio of cost to tax assessment and consequently the tax assessment of the entire district will be lower. The previous planning studies (SCMATAPS) indicate that the proposed action would aid in controlling orderly and desirable growth patterns within the urban service area. The continued and efficient use of existing facilities to serve new development and economic expansion of new facilities in the urban area will be enhanced by the proposed action.

3. Economy

Expenditures related to the proposed project will have an income generating impact as a consequence of the multiplier effect. This effect is the result of money circulated after first being spent directly on construction. Money will be used to purchase materials and meet payroll expenses, some of which can be expected to occur in the SCMA. The payroll and profit from the sale of materials is respent, mostly in the immediate area, and, in turn, causes a demand for more goods and services. This process can be repeated many times in decreasing scale over a short period of time until the initial investment is lost to the local economy through spending in other areas.

B. Direct Impacts

1. Natural, Ecological or Scenic Resources Impacts

a. Energy Consumption

The proposed bridge replacement and highway improvement would help to relieve traffic congestion in St. Cloud and provide a new bus route, thereby creating a more efficient and fuel saving transportation system. Overall growth and increased traffic volumes will eventually use these fuel savings gained by decreased traffic congestion and increased bus service.

b. Vegetation and Wildlife

The SCMA is a growing urban area and as such, the removal of natural vegetation and displacement of wildlife is more closely related to the rate at which vacant land becomes developed, rather than the construction of new streets responding to urbanization. The proposed action will have both positive and negative impact qualities on vegetation and wildlife in the area. By providing ready access, the proposed action will encourage new development to occur within the urban area, thus preserving the rural outlying areas which are more amenable to wildlife. Construction of the proposed action will replace vegetation with pavement and displace some wildlife due to the reduced vegetation although to a lesser extent than the urban development. The simultaneous planning for land use, community facilities and transportation in the SCAMATAPS, mitigates some of this impact by considering and planning for future park and open space needs of the area.

A one-half mile length of lowland deciduous forest and shrubby area will be lost to construction of the arterial at the western end of the Tenth Street Corridor, west of the B-N tracks in St. Cloud. South and west of this wooded area is a Type VI wetland of modest value to waterfowl production. In 1976, a fire burned off much of the vegetation covering this area which in early 1977 was a dry peat bed. The proposed action will skirt the northern fringes of this area which is beginning to experience development pressures. A small number of trees, mostly of medium sized bur oak, would be lost on abandoned lots and open areas along the eastern segment of the Tenth Street Corridor. These small groves and open areas are of principal value to squirrels, rabbits, small field rodents and songbirds. Roadside landscaping of unpaved areas will replace some of the lost grassy vegetation and no wildlife habitat type would be entirely lost from the area. The Minnesota DNR Area Wildlife Manager indicates there are no threatened or endangered species known to inhabit the project area.

The United States Department of Agriculture, Soil Conservation Service, has indicated that the corridor area is composed of soils commonly found in Land Capability Classifications III, IV, V, and VI. Consequently the Prime Farmland criteria do not apply in the impact study area. A letter from the SCS District Conservationist is contained in Section XII.

c. Geology

No adverse impact upon soils, bedrock or mineral resources will occur. In some instances, removal of organic, poorly drained topsoil will be required for construction purposes. Since this soil is not used for productive purposes, its displacement will not adversely affect the surrounding area.

d. Solid Waste

A common problem associated with road construction projects is the disposition of solid wastes generated by clearing and construction operations. The latest specifications of the Minnesota Department of Transportation, Highway Division, shall apply, presently January 1, 1972 as ammended April 1, 1976. Specification 2101.3D refers to the proper displsal of the byproducts resulting from clearing and grubbing operations and to the removal and disposal of bark from Elm tree origin. Specification 2104.3C governs the disposal of material within and outside the right of way. Stable material may be disposed of by burying in roadway embankment and combustible material may be burned within the right of way provided the proper burning permits are obtained and the fire is tended. Off site disposal will be at publicly controlled dumpsites or at sites arranged for and secured by the contractor which will not create a public nuisance or result in unsightly conditions. A representative of the city will verify that disposal areas are in acceptable condition with respect to the contractors obligations. Most of the material acquired from removal of the existing structure will become property of the contractor and will likely be sold for scrap.

e. Aesthetic and Visual Effects

The existing bridge structure (a through truss design) extends approximately twenty seven feet above the roadway. A new bridge would occupy less visual air space, thereby becoming more aesthetically pleasing to the general public. Landscaping will help to create pleasing roadway approaches and architectural treatment will be used on walls.

2. Relocation of Individuals and Families

a. Residential Displacement

The number of housing units displaced by the proposed action depends upon right-of-way requirements established during final design. From five to thirty-five housing units may be displaced by the roadway improvement dependent upon alternative selected. Construction of a new bridge and subsequent modification to its approach streets will require the displacement of about five housing units in the vicinity of Fifth Avenue and Tenth Street. Table 11 summarizes selected household characteristics of the potentially displaced housing units as reported by the U.S. Census 1970/Block Statistics.

Table 11

AVERAGE BLOCK CHARACTERISTICS ON TENTH STREET: 1970

Characteristics	Average Block Statistics West of Twelfth Avenue	Average Block Statistics East of Twelfth Avenue
Average Population per Block	70	59
Housing Units	22	15
Residents per Unit	3.2	3.9
Multi Family Units	3	6
Single Family Units	19	9
With Roomers or Boarders	2	3
% of population less than 18	34%	25%
% of population 62 and over	15%	16%
% Black	1%	1%
Average Value of Units	$14,500 (1970)	$13,700 (1970)
% Owner Occupied	83%	70%
Average Monthly Rent	$85 (1970)	$106 (1970)

Source: U.S. Bureau of the Census, Census of Housing: 1970, Block Statistics, HC (3) 131, Selected Areas in Minnesota.

West of Twelfth Avenue, the blocks are generally larger which is reflected in the larger number of homes and residents. The influence of the SCSU may be seen in the higher densities, fewer residents under 18 and more rental units nearer to the campus.

b. Relocation Assistance

The St. Cloud Housing and Redevelopment Authority (HRA) administers a program for the city which provides relocation assistance to residents which will be displaced as a result of public action. This assistance is both monetary and assistance in finding suitable replacement housing following guidelines established by Federal and State legislation and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

No one legally occupying property will be required to surrender possession without at least 90 days written notice from the HRA and not before they have been given an opportunity to obtain decent, safe and sanitary housing within their financial means. Some of the financial aids available

to renters and owners are: moving expenses, rental assistance payment to compensate for difference in monthly rental for a comparable replacement dwelling, downpayment assistance, differential payment which may be used with acquisition price to purchase a comparable replacement dwelling, interest payment to compensate for loss of favorable financing, and incidental expense payment for expenses incurred in the purchase of replacement dwellings. Within the limits of criteria governing the amount of compensation, financial assistance may be used to relocate a home to a new lot. The HRA maintains close contact with all eligible persons to keep them informed of benefits and procedures. The agency can provide current information on the availability, prices, and rental of comparable housing and provide advisory services and inspection of replacment housing prior to occupancy.

From 1971 to 1973, an average of 965 private housing authorizations per year occurred in the SCMA, approximately two-thirds were single family units.[3] In the City of St. Cloud, an average of 100 single family units and 260 multi-family units have been authorized per year for 1971 through 1975. Major realtors in St. Cloud indicate approximately 1,125 single family homes were sold in the metropolitan area in 1976 at an average price approaching $30,000 and that 50-75 lots, two-thirds with sewer and water, may be available at any one time in the SCMA. Home values in south St. Cloud were estimated to vary from $28,000 to $40,000 with 30 estimated to be for sale from that area.

Monthly rent was estimated to be from $160 for older one bedroom units to $310 for newer three bedroom units. An occupancy rate of 98-100 percent occurs in the winter and about 90-95 percent in the summer. The majority of new units in the SCMA are built in St. Cloud and several units have been added on the east side of the river which has a significant SCSU student population. Improved transportation in the corridor will expand the area which would be adaptable to student housing.

Conversation and correspondence with the HRA indicates that relocating the residents from about five homes along Tenth Street, as would be necessary for any first phase project for all build alternatives, would present no serious problems. Vacant land and existing units are available in all sectors of the city. If thirty or more residential units require relocation, it is desirable to phase the acquisition and relocation over a three to five year period given the present HRA staff and budget limitations. An increased staff and budget could shorten this time period, however, because the proposed action is itself phased, the longer period will present no problems which cannot be resolved through the assistance program. There are no known projects in the area which presently or in the next few years will compete with this project for suitable housing relocation.

3. Social Impacts

a. Disruptive or Divisive Effects on the Community

The proposed action follows existing major streets where development exists and undeveloped land is used for the extensions. No distinct ethnic groups are identified by neighborhoods in the area. The SCMATAPS identified "walking"neighborhoods lying on both sides of Tenth Street which would not

be affected by the proposed action other than to discourage the use of local neighborhood streets for thru trips. A "driving" neighborhood was identified consisting of several walking neighborhoods in central St. Cloud. The proposed action will have a positive impact on the driving neighborhood by improving access to major neighborhood and community facilities and add to planning options for other types of transportation. No changes in life style for neighborhoods will occur as a result of the proposed action.

b. Effect on Community Facilities

The City of St. Cloud is in one school district (742) with several elementary, two junior high and two senior high schools located throughout the area. In addition, parochial schools are located throughout the area and other school additions are expected as needs arise. The proposed action will not change traffic patterns past the schools in the corridor but will provide more efficient travel. This creates a positive impact for planning how existing schools may be used to serve new development before a new school can be justified. The campus of SCSU will straddle the proposed action as it presently does between Fifth Avenue and the Mississippi River along Tenth Street South. Unification of the campus will be accomplished by depressing the roadway, providing a ground level-grade separated crossing for pedestrians at Third Street and a grade separation for pedestrians and vehicles at First Avenue. The new river crossing will improve facilities for bicycle and pedestrian traffic, tying the campus to east bank housing and activities. Right of way will be required from the SCSU. Portions of parking lots along Tenth Street will be required to depress the roadway. A tennis court belonging to the SCSU may require modification by removing or altering a spectator area adjacent to Tenth Street. The tennis court is for the use of the SCSU only, not open for general public use and therefore does not serve the recreation needs of the community and is not 4(f) land. At First Avenue, a storage and maintenance building will require remodeling by removing one end.

Other community facilities such as government buildings, health care facilities, libraries, emergency and police facilities will not be removed. No churches or church properties will be removed. The impact to these facilities will be positive by providing improved community access and response time in emergencies.

Several public recreational areas or parks are in the corridor area although only one, Riverside Park classified as a metropolitan park, will require actual use or taking to implement the proposed action. The remainder of the areas are designated as special use areas, ornamental parks and neighborhood parks.

At the intersection of St. Germain Street and Roosevelt Road is a small triangular piece of open area which has been graded to allow a skating rink in winter. The extension of the proposed action to the west will be about 300 feet south. McKinley Park is a neighborhood park located at the west end of Tenth Street near Eighteenth Avenue South. Its northern boundary is the south right of way line of Tenth Street. All construction and easements for the proposed action will occur north of this boundary

thus no taking or use of this park is required for the action. The west boundary of this park is the Burlington-Northern railroad. The park contains a playing field, play equipment and an area for flooding in winter. Access to the park is by various streets on the east side and north side requiring street crossings without the aid of signals. Access from the west is accomplished by taking a footpath from Cooper Avenue, about two blocks west of the railroad tracks. The proposed action will provide a signalized intersection at Tenth Street and Washington Memorial Drive which is presently controlled by a two-way stop and an improved crossing of the railroad track for pedestrians and bicycles. Southside Park is located south of Eleventh Street between Sixth and Ninth Avenues. Picnic and playground facilities are in the park. This park is about one and one-half blocks south of Tenth Street and would not be impacted by the proposed action. Barden Park is located at Fifth Avenue and Eighth Street and is the planned focal point for entry into the SCSU campus. No impact will occur to this park. On the east side of the river, the SCSU Sports Field is located at Tenth Avenue S.E. north of Michigan Avenue. It is totally surrounded by a granite wall and has an ornamental park located in the north end, Union Park. No impact will occur to the sports field or park. Also, at the east end of Michigan Avenue and the south end of Riverside Park, including the Beaver Islands, the SCSU maintains nature study areas for their own private use. These areas will not be impacted.

Riverside Park is the only park which requires the taking or use of land to implement the proposed action. It is common to all alternatives which provide a new river crossing. The park is located on the east side of the Mississippi River from eight blocks north to about six blocks south of Michigan Avenue. The park contains a wide variety of facilities such as playground equipment, ball fields, skating areas, tennis courts, wading pools, picnic areas, scenic overlooks and a garden. Its classification and significance as a metropolitan park should make it accessible to the metropolitan area. None of the present recreational facilities in the park will be disturbed if a new bridge and approaches are constructed. However, from 1.0 to 1.7 acres of existing park land may be disturbed in the process of removing the existing Michigan Avenue approach, constructing a new approach and revising Riverside Drive to provide a turn around and a grade separated crossing of Michigan Avenue. The final roadway will be totally within the existing Michigan Avenue right-of-way. Trees and other vegetation will be saved as far as possible by using shallow wells near the ends of fill slopes to protect the root system and trees will be re-established on construction slopes. Further discussion of the Riverside Park involvement occurs in the discussion of alternatives, Section V.

c. Economy

At the west end of Tenth Street to Roosevelt Road, about two acres of industrial land will be required for right-of-way. This land is in an area of about twenty-eight acres lying vacant or being used for material and production storage. No change in business operations or impact to the economy will occur as a result of the action. At the Ninth Avenue South-Tenth Street intersection, four businesses exist on the corner; a service station, dry cleaning establishment, neighborhood grocery and a liquor store. Only the four-lane alternate would require the possibile taking

of one or two of these businesses. If this alternate is selected, preliminary design studies may indicate the possibility of reducing necessary taking to revising and taking of portions of land and driveways. Area employment and tax base loss would be recovered by the proposed action stimulating other economic development.

4. Transportation

The proposed action supports goals and objectives for growth in the SCMA formulated in the SCAMATAPS. Transportation service in south St. Cloud will be improved, the local street system will function as desired, and trips to and from the area will not have to divert to the principal arterial (T.H. 23/52) to reach their destination. The majority of trips which begin and end in the corridor will follow the more direct desire line provided by the new minor arterial. These trips will not have to use north-south streets to to get to a continuous east-west arterial, and the carrying capacity of the principal arterial streets will be preserved for the function of providing major metropolitan movement and through trip desires. Access to metropolitan facilities such as parks, SCSU, nursing homes and shopping areas will be improved. Access to and improved service of other types of transportation such as airline commuter service, school bus operations, transit and bikeways will result from the proposed action.

According to the St. Cloud Metropolitan Transit Commission's 1974 Transit Improvement Plan, the construction of the bridge would greatly aid in developing service for the SCSU, one of the transit area's three largest traffic generators. Transit development in the university area is seen as having the greatest potential to both relieve traffic congestion and provide monetary profit. In July 1976 the "interim" solution to the Tenth Street Bridge problem was implemented which consisted of two mini-buses running in opposite directions on the same circular route covering the campus, the CBD, and the East Side residential area. However, this service is only a temporary solution to the bridge problem; if a new bridge is constructed, the Transit Commission would most likely use standard buses on a permanent route. A letter explaining how mass transit planning in the City of St. Cloud has been influenced by the condition of the Tenth Street Bridge is listed in Section XII, Comments and Coordination.

The proposed action will improve the safety of the motoring, biking and walking public. Elimination of at grade railroad crossings on the east end, the narrow bridge, and reduced intersection conflict will improve automobile safety. Provision for better or more efficient pedestrian and bike movement will improve safe operation for users of both systems. Although increased traffic can conflict with pedestrian street crossings, improved operation and signals at selected intersections and pedestrian overpasses will help to alleviate this problem. Emergency vehicle planning and response time for police, fire and ambulance service would be improved with the proposed action.

One of the major concerns expressed by people residing in the corridor area is that the proposed action extending Tenth Street and providing connections to major highways would cause a large increase in vehicle volume, divert through trips from the principal arterials to Tenth Street and increase the amount of heavy trucks. Previous studies as mentioned in Section I have been made to answer these concerns. The barrier to east-west movement in the central area

of the corridor serves only to divert traffic to T.H. 23/52 long enough to cross the railroad track. Washington Memorial Drive, Ninth Avenue South, Seventh Street South and Eighth Street South then bring the traffic back to Tenth Street and SCSU area destinations. The connection of Tenth Street South to Roosevelt Road will eliminate the diversion of traffic to these other routes and allow the trip to be made following desire lines. East-west trips in the Tenth Street Corridor area would remain about equal in either case. The extension of Michigan Avenue to T.H. 10/52 would not divert trucks and through trips to the Tenth Street Corridor. Analysis of the traffic assignment indicates no increase in the truck/auto ratio and that less than twenty trips per day would be through trips of automobiles. Traffic assignments indicate that the elimination of the connection to T.H. 10/52 actually increases trips using the Tenth Street Bridge and Fifth Avenue South. All trips using the connection have local origin or destination and become isolated without it.

5. Air Quality

The Minnesota Pollution Control Agency's (MPCA) regulation for indirect sources (APC-19) and correspondence with MPCA indicate that an indirect source permit will not be required for the proposed action. Air quality impacts on receptors adjacent to the proposed action have been analyzed and the results are contained in an Air Quality Report available through the City of St. Cloud. A copy of this report has been submitted to the MPCA and the Environmental Protection Agency. The report is summarized in the discussion of alternatives, Section V.

The St. Cloud Health Department has been monitoring carbon monoxide concentration in the central business district (CBD) since early 1976. A site at 911 West St. Germain Street was selected for continuous monitoring because of the continual flow of traffic, idling vehicles, parking and tall buildings creating a canyon effect. The monitor pick-up is located at the approximate edge of the pavement about eight feet high. Several violations of the eight hour standard (9 parts per million) have been recorded. Based on other samples and site conditions, non-CBD and residential areas will have lower concentrations. Air quality standards will be met by the proposed action in the Tenth Street Corridor and this action is consistent with the transportation plan and the State Implementation Plan to attain and maintain air quality standards.

The proposed action will aid in improving the regional transportation system. Improvement of traffic operations on existing arterials (St. Germain Street and Division Street) will reduce emission levels from individual vehicles which contribute to gross emissions to the atmosphere and high spot concentrations of pollutants experienced in the CBD.

6. Noise

An analysis of traffic noise impact has been conducted in accordance with requirements found in Federal-Aid Highway Program Manual (FHPM) 7-7-3. The results of this analysis are contained in a Noise Analysis Report available from the City of St. Cloud and summarized in the discussion of alternatives, Section V. Noise levels presently exceed federal design standards along Tenth Street and will continue to do so regardless of alternative including doing nothing. Prior to FHWA approval of plans, specifications and estimates for a project within the scope of the proposed action, a final noise study report must be concluded and concurred in by the FHWA.

7. Water Quality

The waters of the Mississippi River at St. Cloud may be used for human consumption after treatment, fishing and recreation. Water quality is generally good for most parameters. The city draws its water from the river upstream from the CBD and treats its wastewater, returning the effluent to the river from a new treatment plant located six miles downstream. In addition, there are about a dozen major storm sewer outlets draining the central and eastern portions of the city and several minor outlets. The western portion of the city drains to the Sauk River on the north side of town and then to the Mississippi River. The following paragraphs discuss concerns expressed by the MPCA Division of Water Quality.

a. Pollutant Deposition and Runoff.

Most of the pollutants found on roadways are deposited by vehicular traffic either as a direct result of vehicle operation or carried there from other sources. The bulk of deposited material is representative of the local geology and about five percent by weight originates from the motor vehicle; petroleum products, lead and other heavy metals, asbestos and rubber are some of the more common pollutants attributable to motor vehicle operation. Studies have been made which relate the deposition rate of material on the roadway to the volume of traffic in terms of axle passes.[11] The referenced study indicates that the deposition rate is not uniform with time but levels off substantially after a few days indicating a maximum amount of pollutant accumulation occurs. Rain and spring runoff at irregular intervals carry these pollutants to a receiving body of water either overland or by storm sewer system.

About two thirds of the 8,750 acres in St. Cloud are served by storm sewer. The major portion of the proposed action will use existing streets presently served by a storm sewer system. About 132 acres, two percent of the sewered area, are served by a system along Tenth Street. About 75 percent of this area is on local streets. Since most of this area is already developed, traffic on the local streets is relatively stable and will not cause an increase in the deposition rate of pollutants. This system will remain intact for the proposed action except for construction required as a result of the new bridge approach from Fifth Avenue to the river bank. Drainage in the southwest part of the city occurs by natural overland route. Some of the area drains into a storm water holding pond and from there to the Sauk River. Where elevation permits, this holding pond and other proposed holding ponds will be used to retain runoff from the west end of the proposed action.

Another concern is the possibility of accidents involving spills of hazordous material on the bridge which could run directly into the water. The flat grade on the bridge and problem of winter freeze-up does not make an enclosed drainage system possible on the bridge for transporting runoff to land. The bridge spans will be entirely over water except for the abutment ends. This route will not be used by a high number of trucks and will not generate more river crossings by trucks carrying hazordous material. The proposed action will provide a wider and safer choice of crossing locations. Other automotive vehicles will have a safer crossing than presently exists which will reduce the risk of hazordous spills as a result of accidents.

b. Bridge Construction

Concern was expressed for pollution resulting from bridge demolition, construction and painting. The present bridge, being a steel truss, will become the property of the contractor and probably be salvaged for its scrap value. Removal of the roadway and abutments will be conducted using procedures and equipment to limit the amount of material entering the river. The riverbed will be restored to a natural cross-section where old piers are removed. Preliminary investigation indicates the new bridge will most likely be a five-span steel girder type bridge requiring four piers in the river. If the piers are constructed using a cofferdam method, water quality monitoring will be performed to assure that discharges comply with applicable standards and runoff protection will be provided for material stored near the river. During painting operations, dropcloths or other suitable measures will be used to contain drippings and other waste material in the area. Painting and cleaning materials will be stored in locked areas to prevent vandalism. Solid waste material will be disposed of at timely intervals so that unsightly situations are not created.

c. Required Permits

The construction of a new bridge will require a 404 Permit from the Army Corps of Engineers. The MPCA certifies the permit conditional on compliance with regulations, some of which have been summarized above. The U.S. Coast Guard also requires permits for crossings over navigable waters. Presently permits are required for bridges up to Mile 866.2 at Coon Rapids Dam north of Minneapolis. Title 33 CFR 115.70 places bridge locations above this point in an advance approval category, thus no Coast Guard Permit is required for a new bridge at Tenth Street.

8. Flood Hazards

The new bridge would relieve the potential flood hazard posed by the existing bridge. During severe flooding the existing bridge has been a point of ice jams due to its low clearance and restrictive foundations. Also, the approaches are subject to flooding during severe floods. The approaches and clearance of the new bridge will be designed in accordance with present standards to avoid potential flood hazards. No increased channel restriction will occur as a result of the proposed action.

9. Construction Impacts

During construction, some areas in the corridor will have vegetation removed, cuts and fills will have bare slopes, and drainage ditches or channels may be dug and left open. Accelerated erosion may take place from wind and rain occuring during this unprotected period which could increase sediments in the Mississippi River or increase particulates in the air. To minimize the possible adverse effect on water quality and air quality, construction regulations and abatement measures will be incorporated into design and construction plans. These regulation and abatement measures will include controls on the area "exposed at any one time, provisions that final slope coverage be performed on completed segments prior to the end of job when feasible, use of temporary erosion control methods and proper design features to minimize erosion potential of the final product. State specifications require compliance with all applicable regulations of pollution control and fish and wildlife agencies in the performance of contract work. Additionally, the contractor will be required to use designated fueling areas and storage areas to re-

duce the risk of accidental spills of material which could reach the river before emergency containment measures could be taken. Erosion control measures and materials will be available to reduce this risk. Permits from the U.S. Coast Guard, U.S. Army Corps of Engineers, Minnesota Department of Natural Resources and local watershed district will be acquired as necessary for the construction of a new bridge over the Mississippi River. If the river is designated a Scenic and Recreational river, a conditional use permit from the local authority will be required and the statewide standards and criteria for public roads and river crossings for Wild, Scenic, and Recreational rivers would apply.

During construction, noise from equipment use will cause some impact to areas adjacent to the construction site. The most probable area of noise conflict will be on the SCSU campus and the residential area at the west end of Tenth Street. The job inspector will provide the contractor with information by which potential noise impact can be reduced. Where practical, measures such as rearranging the use or location of equipment on the site, operating fewer pieces of equipment at a time, modifying equipment to produce less noise, and, scheduling certain operations when the consequent noise would create the least disturbance, will be used.

Certain phases of construction will necessitate rerouting traffic around the construction area. All segments of the proposed action upon which construction operations will be performed will have some short-term traffic disruptions which can be measured in hours or days. Of more importance is the longer term disruption which can occur when replacing the old Mississippi River bridge and approaches. This project will be phased such that use will be made of the existing bridge during the construction of the new bridge and much of the approach work. The river crossing at this point will be closed for the shortest possible time for making the final approach connections. Closures and traffic rerouting will be coordinated with emergency services, schools and transit authorities.

V. ALTERNATIVES

A. Description of Alternatives

A recommended corridor for the proposed project was approved by SCACOG in December, 1974. As shown in Exhibit 1, this corridor generally follows the existing Tenth Street/Michigan Avenue alignment. Within this corridor are four distinct concepts for developing transportation. Each has been considered for further evaluation. They are:

ALTERNATE B - Four lane bridge and roadway which most closely corresponds to the transportation plan objectives from SCMATAPS;

ALTERNATE M - Two lane bridge and roadway providing a reduced facility but still meeting most transportation plan objectives;

ALTERNATE N - Two lane bridge and approach roadway only, providing a lower level of service to the area and postponing the solution to transportation problems in the area.

ALTERNATE J - Do nothing, eventually the existing bridge must be removed because of the increasing hazard and risk of collapse.

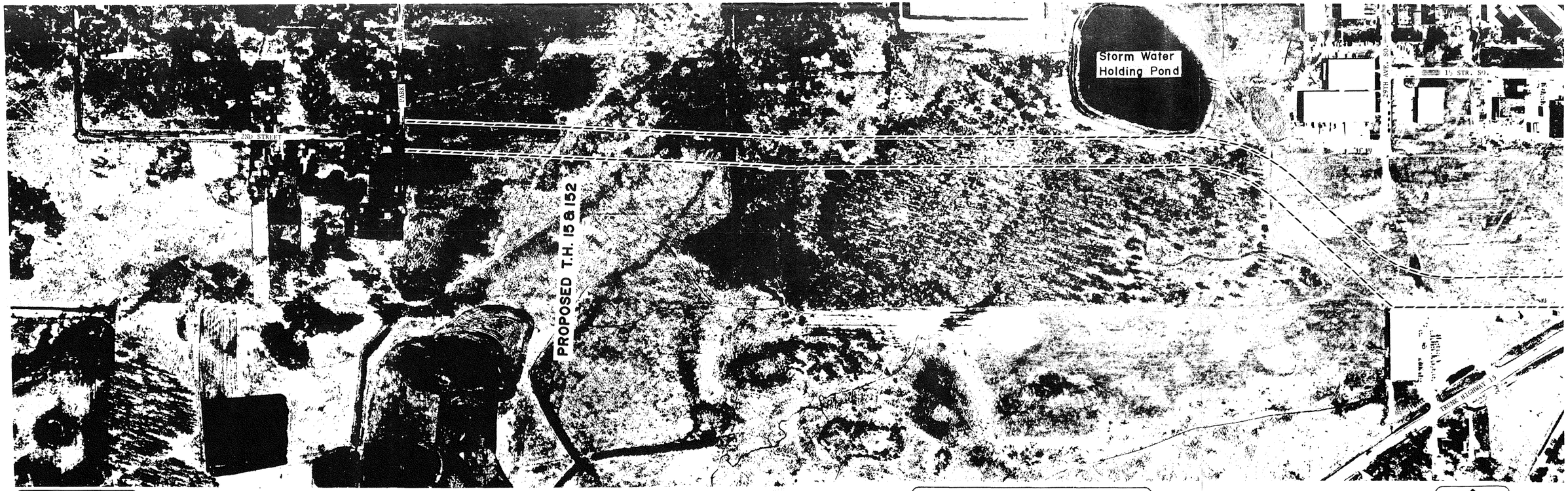
All of these alternatives are under consideration and a selection will be made only after the public hearing transcript and comments have been evaluated. Each of these alternates is described and evaluated in the discussion that follows.

1. Alternate B, Four Lane Bridge and Roadway (Exhibit 8.1 - 8.4)

This alternate begins at an interchange of new T.H. 15/152 and Second Street South near 39th Avenue. It proceeds easterly to Roosevelt Road on new right of way approximately 100 feet wide. Roosevelt Road would be widened to four lanes within its right of way and a four lane connection to Tenth Street and 18th Avenue would be constructed across the Burlington-Northern railroad tracks. Right of way will be required all along existing Tenth Street to provide four thru driving lanes and additional lanes for right and left turn lanes at major intersections. From Fifth Avenue, a grade change will begin to depress the street until a ground level pedestrian and bike bridge crossing can be built at Third Avenue. The profile levels out to provide a grade separated crossing and new four lane bridge across the river, about 900 feet long, immediately south of the present bridge. The bridge will be constructed with pedestrian walkways and a bikeway. The bridge approach on the east side of the river will provide a grade separated crossing for pedestrians and park vehicles on Riverside Drive located in Riverside Park. Pedestrian and bike access will be provided from the new bridge approach to the park at Riverside Drive as well as to Kilian Boulevard. From Kilian Boulevard eastward, the facility will have two lanes following Michigan Avenue within its present 100 feet right of way to 15th Avenue S.E. and from there northeasterly to a grade separation of the Burlington-Northern and an interchange with existing U.S. 10/52.

2. Alternate M, Two Lane Bridge and Roadway (Exhibit 8.1 - 8.4)

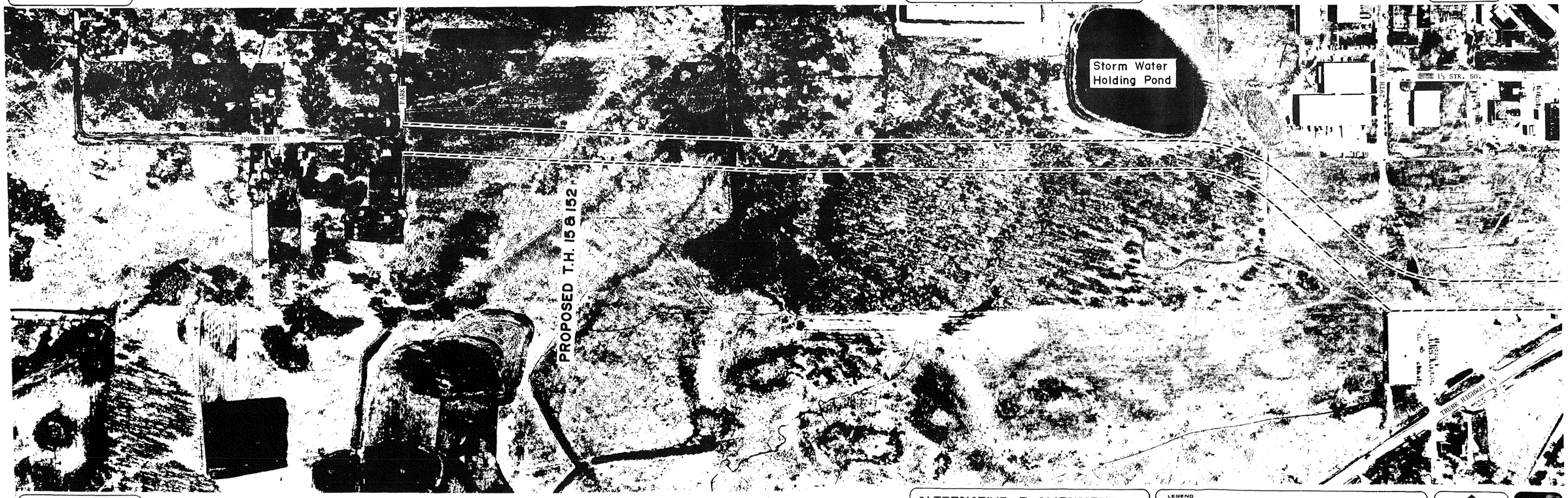
This alternate has the same beginning and ending points as Alternate B but only provides two thru driving lanes along the same alignment. No extra



HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

ALTERNATIVE M ALIGNMENT
TENTH STREET CORRIDOR
STUDY - ST. CLOUD, MINNESOTA

NORTH
0' 100' 200'
SCALE IN FEET



HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

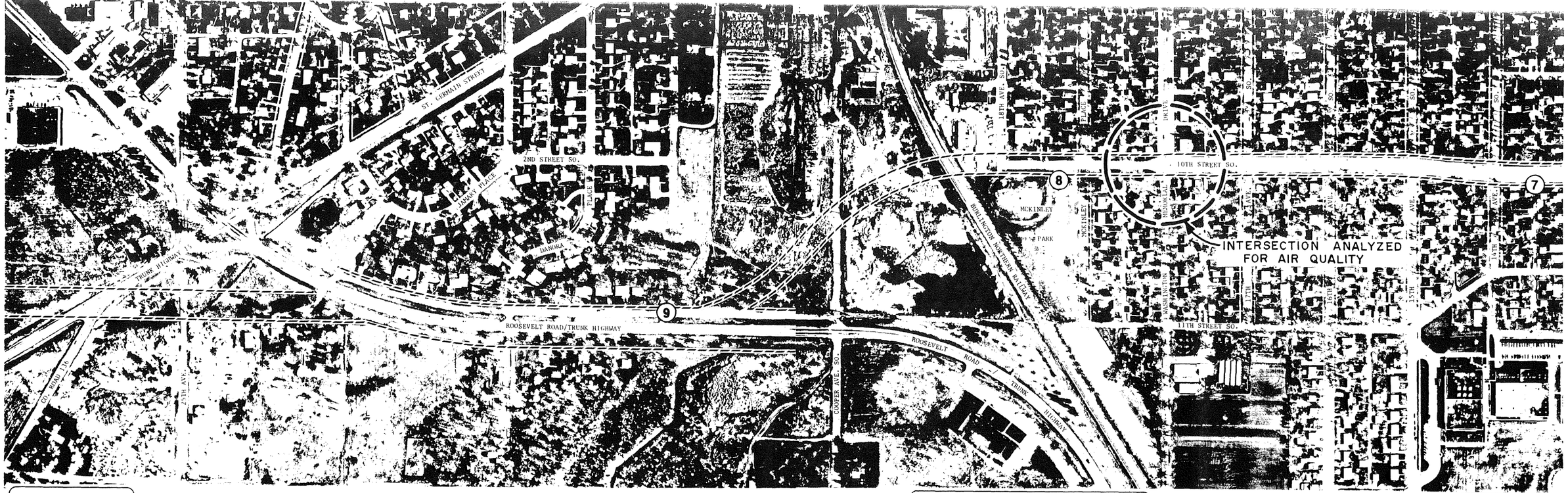
ALTERNATIVE B ALIGNMENT
TENTH STREET CORRIDOR
STUDY - ST. CLOUD, MINNESOTA

LEGEND

43

NORTH
0' 100' 200'
SCALE IN FEET

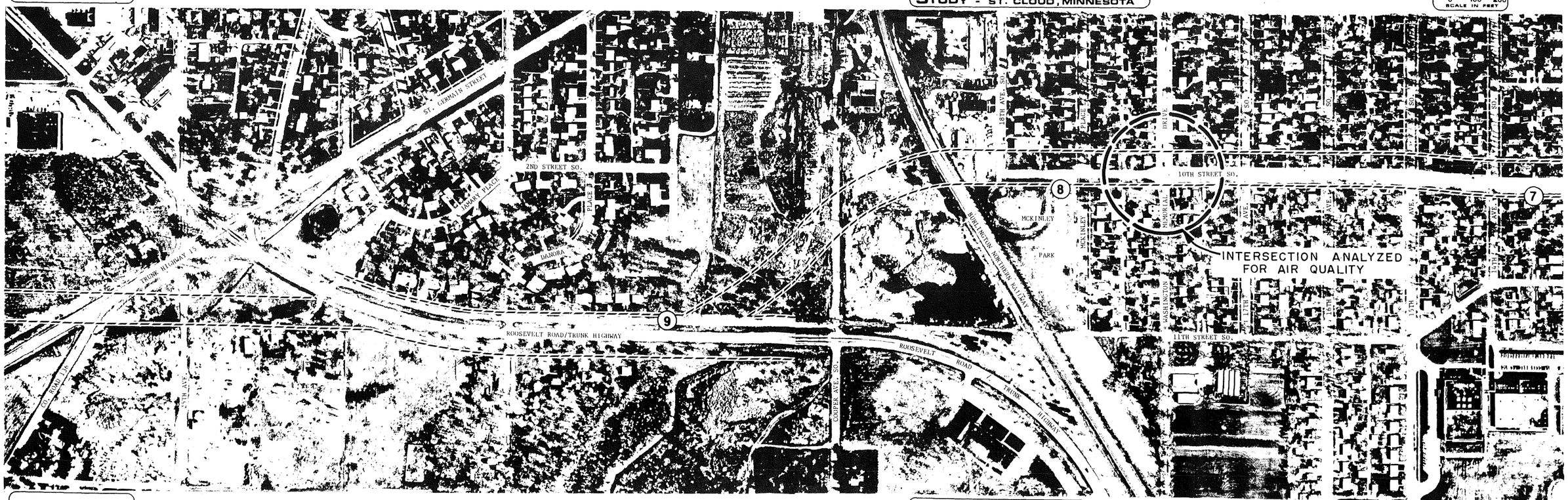
EXHIBIT
8.1



HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

ALTERNATIVE M ALIGNMENT
TENTH STREET CORRIDOR
STUDY - ST. CLOUD, MINNESOTA

NORTH
0 100 200
SCALE IN FEET



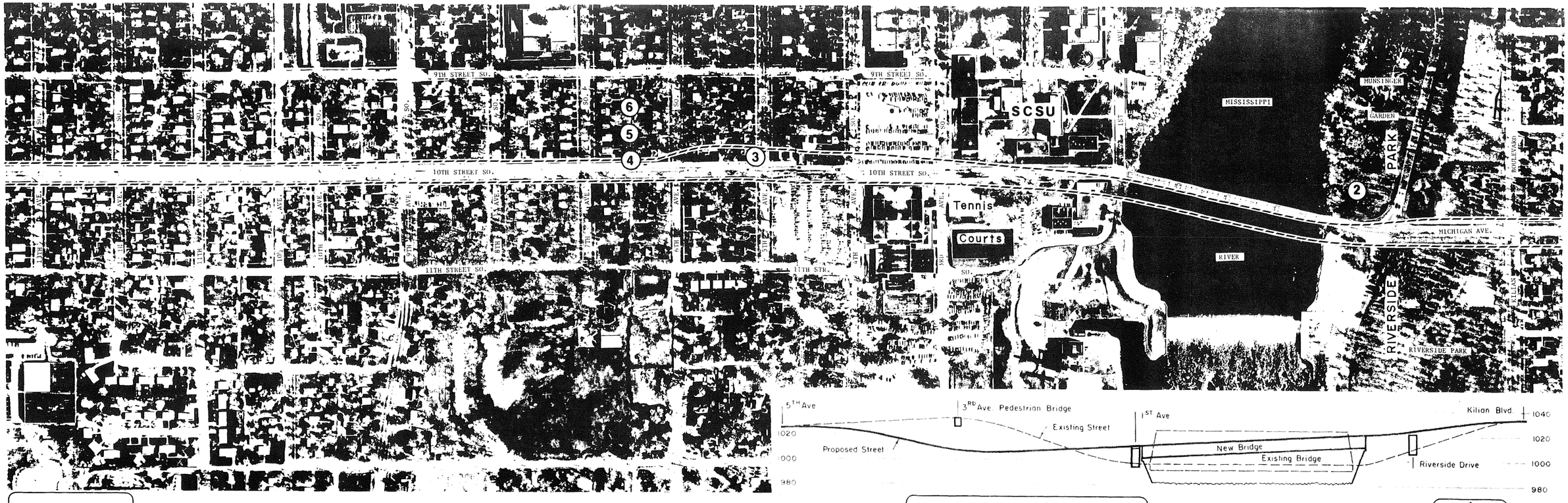
HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

ALTERNATIVE B ALIGNMENT
TENTH STREET CORRIDOR
STUDY - ST. CLOUD, MINNESOTA

LEGEND
Noise Measurement Point ○
11

NORTH
0 100 200
SCALE IN FEET

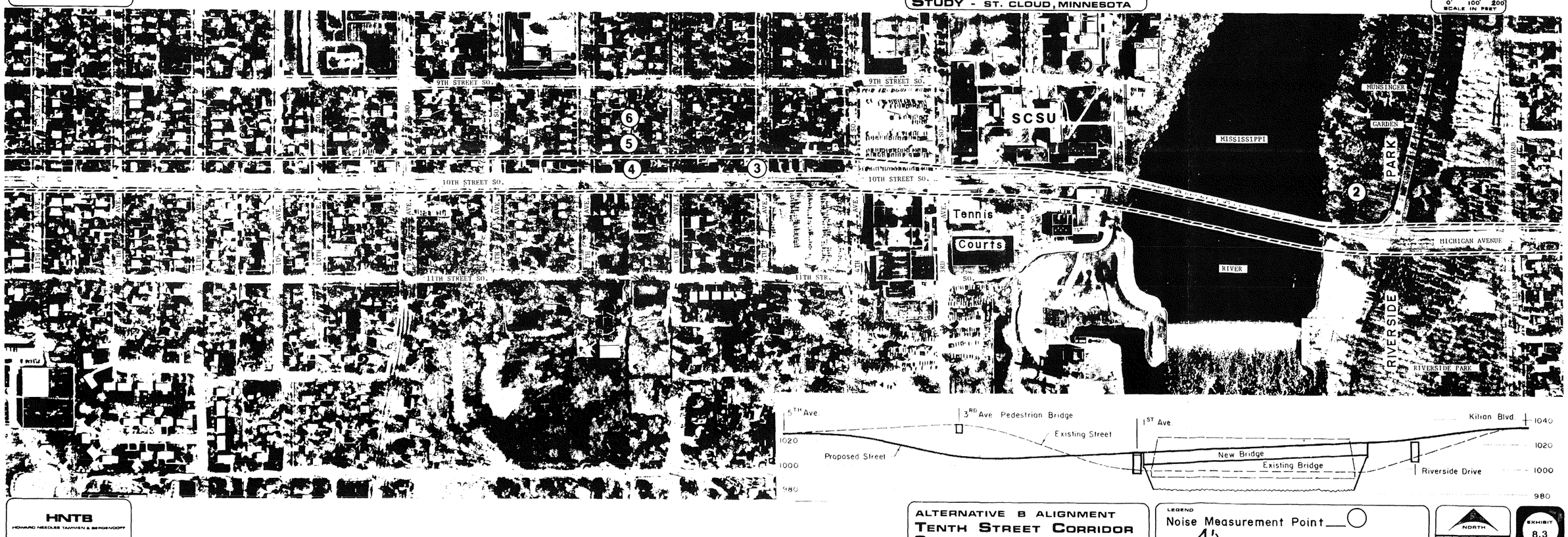
EXHIBIT
8.2



HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

ALTERNATIVE M ALIGNMENT
TENTH STREET CORRIDOR
STUDY - ST. CLOUD, MINNESOTA

NORTH
0' 100' 200'
SCALE IN FEET



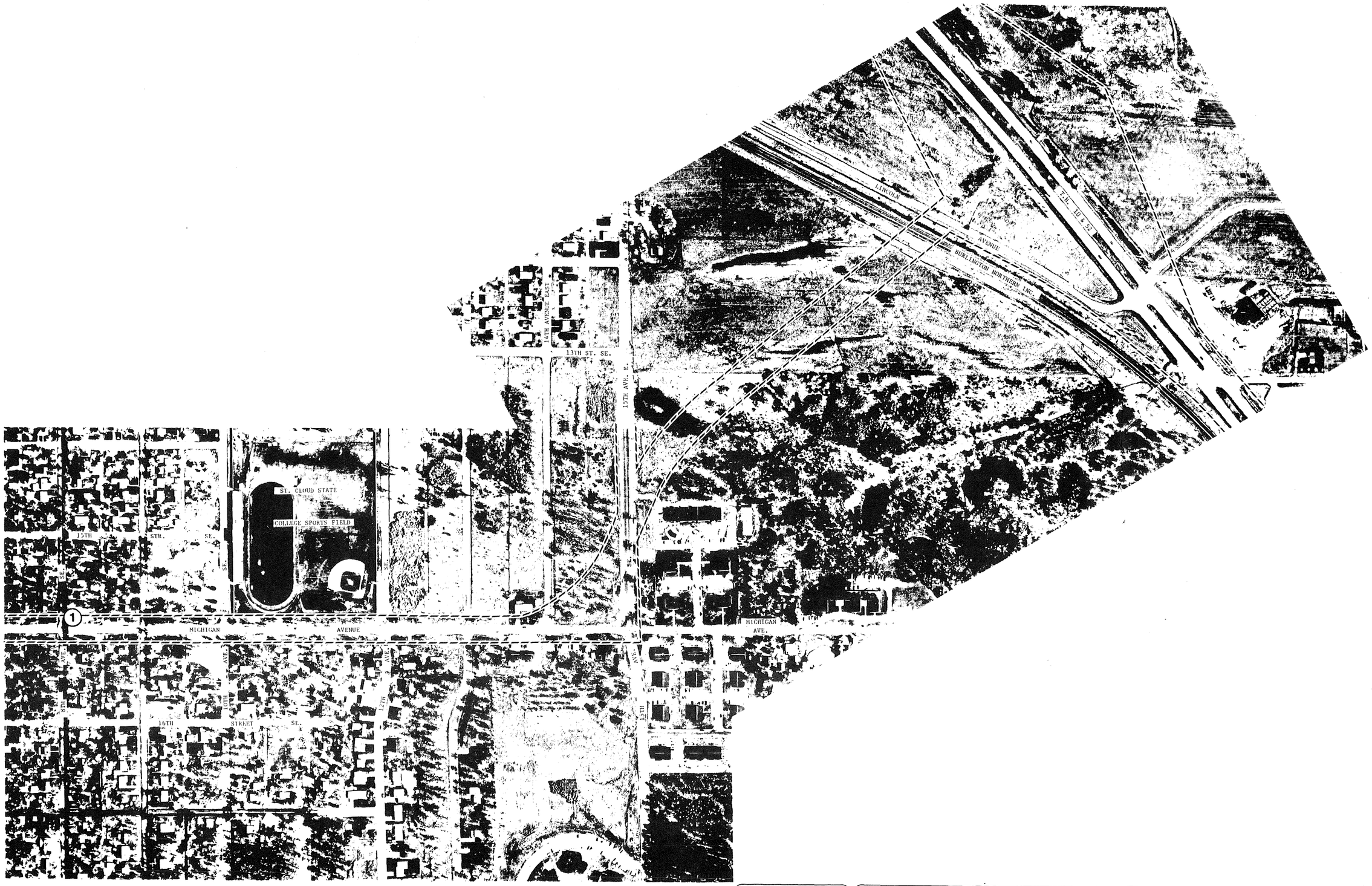
HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

ALTERNATIVE B ALIGNMENT
TENTH STREET CORRIDOR
STUDY - ST. CLOUD, MINNESOTA

LEGEND
Noise Measurement Point ○
15

NORTH
0' 100' 200'
SCALE IN FEET

EXHIBIT
8.3



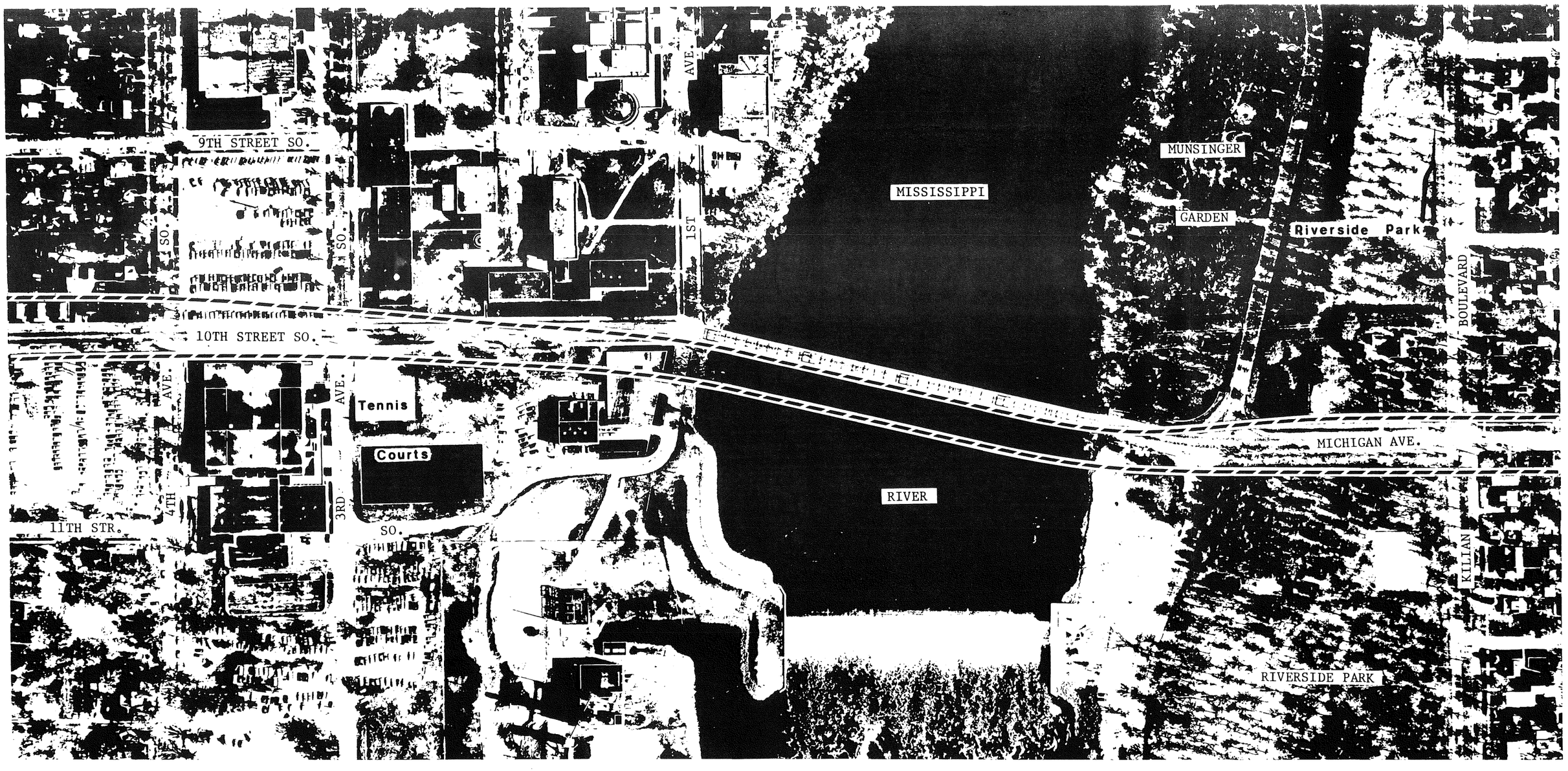
HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

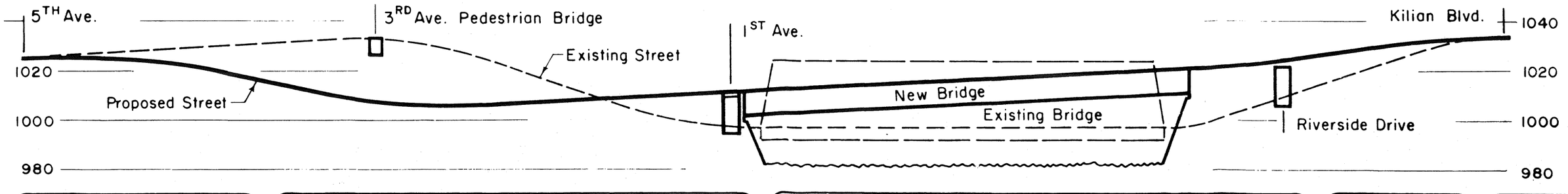
ALTERNATIVE B & M ALIGNMENT
TENTH STREET CORRIDOR
STUDY - ST. CLOUD, MINNESOTA

LEGEND
Noise Measurement Point — ○
16

NORTH
0' 100' 200'
SCALE IN FEET

EXHIBIT
8.4





HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

ALTERNATIVE N ALIGNMENT
TENTH STREET CORRIDOR STUDY - ST. CLOUD, MINNESOTA

LEGEND

NORTH
0' 100' 200'
SCALE IN FEET

EXHIBIT 9

right of way will be needed along Tenth Street between 18th Avenue and the vicinity of Fifth Avenue. On street parking will be eliminated to improve traffic operation on this segment. Reconstruction of the intersection at Fifth Avenue will be necessary to provide right and left turn lanes to accomodate the high vehicle turning activity in the vicinity of the SCSU campus. From Fifth Avenue to the eastern terminus at U.S. 10/52, this alternate will provide the same facilities as Alternate B except only two thru traffic lanes will be provided between Fifth Avenue and Kilian Boulevard.

3. Alternate N, New Two Lane Bridge and Approaches Only (Exhibit 9)

Alternative N would replace the existing bridge with a new, two lane structure and approaches between Fifth Avenue and Kilian Boulevard. No connection would exist between U.S. 10/52 and the eastern terminus of the corridor. Under this alternative, Tenth Street would not cross over the Burlington Northern railroad tracks but would terminate at Eighteenth Avenue. This alternative would not extend west of the railroad tracks. Only the Fifth Avenue intersection within the Tenth Street Corridor would be upgraded. Between Fifth Avenue and Kilian Boulevard, the same grade separations, pedestrian walks and bike facilities would be provided as in Alternates B and M.

4. Alternate J, Do Nothing

Under this alternative, it is assumed that new construction will not occur at any point in the corridor. No new Tenth Street Bridge will be constructed. In time, age and continuing deterioration will increase the present risk of bridge collapse beyond what the city and users are willing to take. The bridge will be closed and removed.

B. Evaluation of Alternatives

The anticipated impacts of each alternative are evaluated under the following:

Socio-Economic and Land Use Impacts
Transportation and Traffic Impacts
Air Pollution
Noise Impacts
Physical and Natural Impacts

1. Socio-Economic and Land Use Impacts

a. Alternate B

Alternate B will require the relocation of approximately 35 families and a partial or total taking of two businesses because of the need to widen Tenth Street. About two acres of inductrial land presently used for storage or lying vacant is also needed. No adverse impact to area employment will occur which will not be recovered by a continuation of other economic development. About 23 acres of vacant or marginal agricultural land will be required for extension of the arterial street on the east and west end. No Prime Farmland acreage is involved. Tax base loss will be replaced by the increased value of remaining land developing alongside the street. The most probable situation is for development to occur requiring the new arterial extension for access, especially on the west end.

On the SCSU campus, right of way and construction easements will be needed from parking lots to depress the roadway and a tennis court spectator area may need to be removed. The tennis court is used for SCSU activities and more courts are available immediately adjacent which can be used during any necessary reconstruction. One end of a maintenance building at First Avenue will need to be remodeled, the exact amount of building removal will depend on retaining the structural integrity of the remaining portion. On the positive side, improved inter-bank bicycle and pedestrian access will occur as a result of project implementation. The present bridge width does not allow riding bicycles because of the pedestrian or vehicle conflicts. Campus integrity will be maintained through the use of a pedestrian bridge and grade separated crossing at Third Avenue and First Avenue respectively.

b. Alternate M

Alternate M will require the relocation of about six families and no businesses because existing street right of way is sufficient in most areas. About two acres of industrial land presently used for storage or lying vacant will also be required. No adverse impact to area employment will occur. About 17 acres of vacant or marginal agricultural land will be required for the street extensions, however no Prime Farmland is involved. Tax base loss will be more than made up by the increased value of remaining land which will most probably be under development when the extension on the west end is needed.

Impact to the SCSU campus will be essentially the same as for Alternate B. Right of way and intersection requirements for a two lane or a four lane street and bridge through this area are not significantly different, varying by as little as eight feet in total width. The same pedestrian, bicycle and vehicle facilities will be provided as in Alternate B.

c. Alternate N

Alternate N will require the relocation of about five families and no businesses. No additional extensions or connections to the street will be constructed, thus no industrial or undeveloped acreage will be taken. Although less relocation and direct impact to land use will occur with this alternative, land use goals and objectives will be more difficult to meet as development continues. The presently deficient transportation system will become more congested which will reduce the accessibility to various metropolitan facilities, shopping, SCSU and Riverside Park. This reduced accessibility results in development occurring along other major routes which promotes the urban sprawl conditions. Development at the west end of the corridor will still proceed. However, competing areas with better access will slow down the filling in process with its desirable economical community services. Because of the existing segmented arterial street system, neighborhood streets will continue to carry thru trips to other streets, in effect, making several segmented minor arterial streets in walking neighborhoods.

This alternate will impact the SCSU campus the same as Alternate M and will provide the same roadway from the Fifth Avenue intersection to Kilian Boulevard. Campus integrity and inter-bank pedestrian and bicycle facilities will be maintained in the same manner as in Alternates B and M.

d. Alternate J

No relocation of families or direct impact to business will result from this alternate because no construction of any sort will occur. Land use goals and objectives will be the most difficult to accomplish if this alternate is selected. The results in the immediate future will be similar to those expected from Alternate N. The present transportation system will become more congested, resulting in reduced accessibility to features of the metropolitan area. Planning for emergency response, transit routing, and school bus routing will continue to be hampered by the weight and speed restrictions on the existing bridge. With continued metropolitan growth and increased traffic congestion, response time for emergencies will increase. This alternate promotes urban sprawl conditions more strongly than the other alternates because it offers the least accessibility and provides no solution to present transportation problems. Community services cannot be provided as efficiently or as economically for the sprawl condition. Rather than filling in vacant areas and using facilities such as sewer and water which already exist, extension of facilities will be needed to serve a less densely populated area. To provide desirable fire and police protection will require new fire protection facilities closer to outlying development and expanded police force for the larger patrol area. As in Alternate N, neighborhood streets become segmented minor arterials in walking neighborhoods to supplement the present deficiency of the east-west minor arterial system.

The direct impact of construction and property aquisition to the SCSU will not occur with this alternate. Vehicle and pedestrian movements will remain as at present with no grade separations. SCSU will continue to use Tenth Street as part of its traffic circulation plan which is very undesirable. The circulation function providing for turning and parking vehicles conflicts with the present minor arterial street function providing for longer trips. Pedestrian and bicycle access across the river will remain only as long as the existing bridge can remain.

A consequence of this alternative is that eventually, even the existing bridge will have to be removed. The length of time it may remain is unpredictable and remains open now at risk to the city. Its removal will accent the problems discussed above which are presently occurring and would seriously isolate the southeast sector of the city.

2. Riverside Park - Section 4(f) Involvement

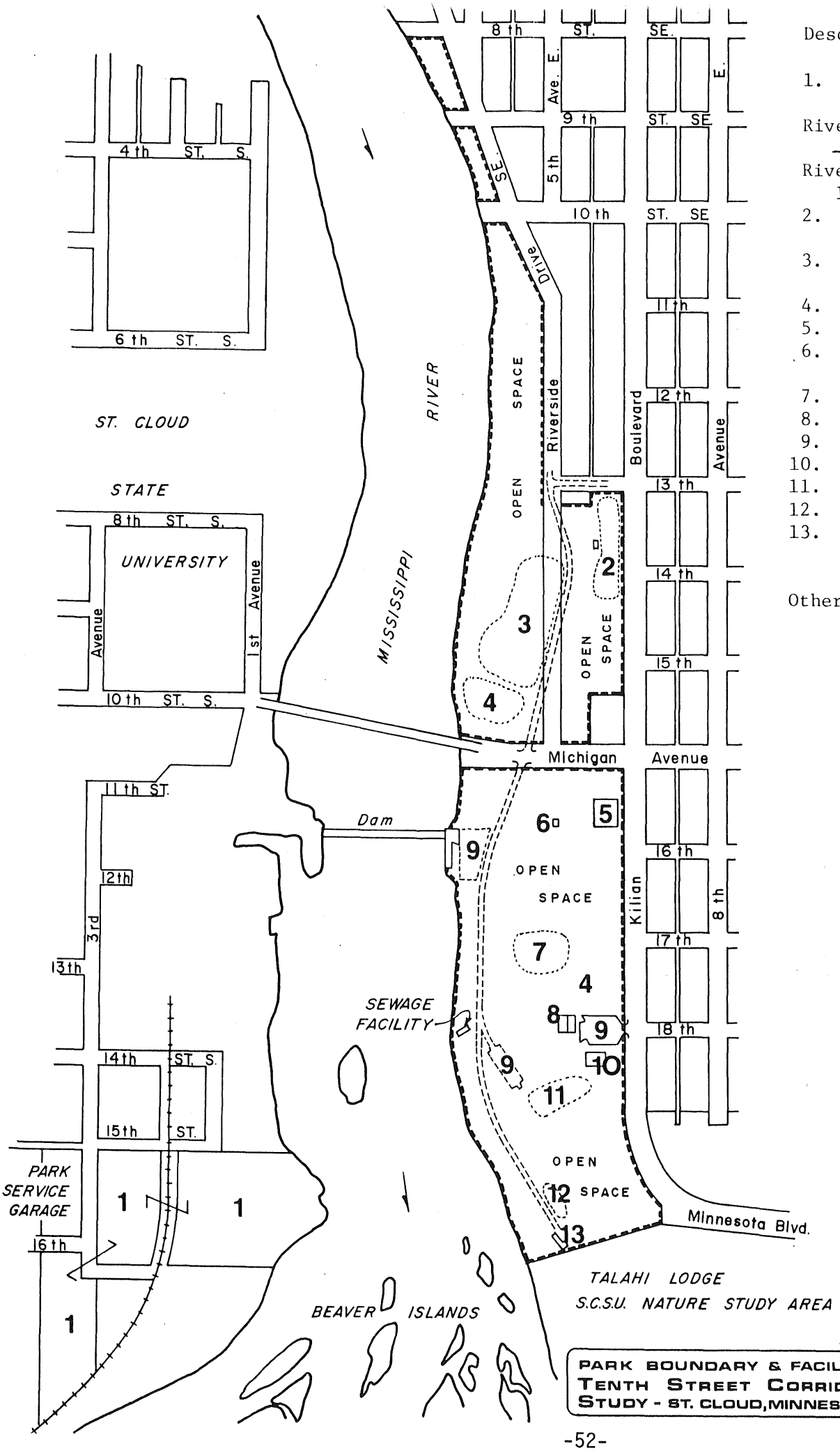
Riverside Park is about one mile long and from one to two blocks wide, lying parallel to the east bank of the Mississippi River. It extends eight blocks north of Michigan Avenue and about six blocks south. The 55 acre park is considered a metropolitan facility under the jurisdiction of the St. Cloud Park and Recreation Department. Exhibit 10 shows the park and its facilities in relationship to the area and Tenth Street-Michigan Avenue. The park contains a wide variety of recreational facilities, historic markers and scenic areas. Immediately south of the park, the SCSU maintains a nature study area and the Beaver Islands in the river. Michigan Avenue was the northern limits for a Scenic and Recreational Rivers study completed by the DNR in 1976. Between 1968 and 1975, $60,460.96 from Land and Water Conservation funds of the Bureau of Outdoor Recreation have been used to improve recreation facilities at the south end of the park. None of these facilities would be disturbed by the

proposed action. Present access to the park is from Riverside Drive through the north end of the park and by a park road south of the Riverside Drive/ Michigan Avenue intersection. On street parking is allowed on Riverside Drive and the park road in addition to lots available in the south end and at the St. Cloud Dam Overlook. Access is readily available to the residential area on the east bank, about 75 blocks, and to the west bank and SCSU using the Tenth Street Bridge.

a. Alternatives

All of the alternates which improve the river crossing will involve the use of park land for construction or slope easements. The new bridge, roadway, pedestrian walk and bikeway associated with Michigan Avenue will be totally within the existing street right of way for all alternates. The existing right of way on Michigan Avenue is 100 feet, flaring to about 135 feet at the edge of the river. However, easements are required to remove portions of the existing approach, construct walls and bridge abutments, construct side slopes and to blend the final grading into the existing landscape smoothly. Outside construction of the Michigan Avenue approach roadway, Riverside Drive must be revised to provide an underpass for pedestrians, bicycles and park maintenance vehicles. The history of Riverside Drive is that of a trail which wandered in and out of its platted right of way following the natural topography. Eventually the trail was widened and paved in its present position which is outside the right of way near Michigan Avenue. The proposal will make the necessary revisions to Riverside Drive using construction easements after which that portion of the street west of the platted right of way will be exchanged for the existing plat to the east. No functional change of the land use will occur. Pedestrian and bicycle access will be provided from Michigan Avenue to Riverside Drive. Until recent years the south park road was connected to Minnesota Boulevard at the south end of the park. This connection was closed to eliminate the through traffic using the connection. The park board has postponed doing anything in that area pending final outcome of the new bridge study. If the Michigan Avenue intersection is closed, the south end connection will be reopened to allow vehicular access for the public up to the St. Cloud Dam overlook.

Four-Lane Versus Two-Lane. Alternate B is the four-lane alternate and Alternate M and N are two lanes. There is no difference for the two-lane alternates regarding the use of 4(f) land. The difference in width between a two lane roadway and a minimum four lane roadway is as little as four feet on each side of the center line. Translated to the toe of slope for a fill section, twelve more feet of construction easement is required for a four lane street. About 1.2 acres of easement on park property is required to construct a four-lane Michigan Avenue approach and about 0.5 acres of right of way required for Riverside Drive. About 0.6 acres of the present Riverside Drive plat will be vacated and dedicated to park property for a net gain of 0.1 acres of park land. Approximately 33 trees on park property and 17 trees on street property will need to be removed. These are primarily oak; trees will be saved to the extent possible using shallow wells near the toe of slopes. About 1.1 acres of easement will be required to construct a two lane street. Approximately two less trees will be required. Construction on Riverside Drive will have the same consequences for both alternatives. No park facilities will be removed or disturbed for either a two-lane or four-lane alternate. Access for bicycles and



Description:

1. City Park Property

Riverside Park

Riverside Park Facilities 1977

2. Hockey Rink and General Skating Area
3. Munsinger Garden and Building Complex
4. Picnic Area
5. Tennis Courts (2)
6. Pioneer House (relocated site)
7. Ball Field
8. Shelter
9. Parking Lot
10. Wading Pool
11. Sliding Hill
12. Playground Area
13. Old Park Shelter (used for storage)

Other usage

Cross County Skiing
Jogging
Walking
Sun Tanning

PARK BOUNDARY & FACILITIES
TENTH STREET CORRIDOR
STUDY - ST. CLOUD, MINNESOTA

N
0 200'

10

pedestrians between the bridge and Riverside Drive will be by bituminous surfaced ramps between the bridge and the Riverside underpass. Grades will be about ten percent which are negotiable for bicycles and the handicapped.

Design Alternative. A design alternative to conventional slope construction is also available for either a four-lane or a two-lane roadway. The proposed roadway embankment can be restrained by using retaining walls along both sides of the roadway which would vary from 6 feet to 30 feet high. The final roadway and walls will be totally within existing street right of way. About 0.6 acres of easement on park property is necessary to remove the portions of the existing approach and construct a new retaining wall approach. Again, about 0.5 acres of right of way rededication is needed for revisions to Riverside Drive. If retaining walls are used with Riverside Drive, right of way requirements can be reduced to 0.4 acres of existing park land, however, only 0.3 acres will remain of the original street plat to replace park land. Other nearby property will have to be acquired to equalize the land loss. Approximately 6 trees on park property and 34 trees on street property will need to be removed to restrict right of way and easements to a minimum area. A four lane or two lane street will not have a significant difference on easement requirements for a wall design alternate. No park facilities will be removed or disturbed by this alternate design. Access for bicycles and pedestrians between Michigan Avenue and Riverside Drive will be provided using a structure attached to the face of the wall. A ramped structure will be provided on one side for bicycles and a metal stairway provided for pedestrians.

The proposed initial project is to replace the Tenth Street Bridge and the approaches between Fifth Avenue on the west bank and Kilian Boulevard just east of Riverside Park. This project is estimated to cost $5,000,000 using conventional slope construction in the Riverside Park area. The use of retaining walls and bicycle/pedestrian structures along Michigan Avenue will cost an estimated $436,000 more. Restricting park right of way necessary along Riverside Drive using retaining walls will cost an additional $175,000. The SCMA share of Federal Aid Urban Funds is about $1.5 million in a three year period which will not cover the initial project costs. Additional funds will have to come from city or county sources for other than costs associated with the bridge itself.

Do-Nothing Alternative. This alternative would not have any initial impact on the parkland due to construction. Riverside Drive will still remain outside the platted street limits. Pedestrian, bicycle and vehicular access to the park will be unchanged so long as the bridge can be kept open. Evantually the bridge will be removed which will require construction easement on park property to remove the east abutment, wingwalls and to reshape and landscape the area. Access to the park from the west side of the river for pedestrians and bicyclists will be lost. With no other river crossings in south St. Cloud, traffic will become more congested on the remaining bridges near downtown. The reduced accessibility to this metropolitan park by pedestrians and bicyclists as well as vehicular access will reduce its significance as well as the use made of natural areas to the south. Its facilities will become unavailable to many users from the west side of the river who will not have alternative sources of recreation offered in the park.

3. Transportation and Traffic Impacts

a. Alternative B

The Alternative B alignment fully supports the adopted SCMATAPS System 5 Transportation Plan. The 1990 AADT on the new bridge will be 12,600. Traffic on the arterial will vary from 15,000 AADT on the west end, 18,000 on Tenth Street and 6,200 AADT at the U.S. 10 interchange on the east end, see Exhibit 11. The amounts of traffic approaching the university along Fifth Avenue from the north and from the south will be evenly divided, a factor necessary to maintain design continuity on Fifth Avenue and reduce congestion. Traffic volumes now carried by Wilson Avenue just south of U.S. 52 will be less in 1990 as a result of the south arterial availability. With future construction of the westerly extension of the Tenth Street Corridor, Division Street would be relieved of its heavy local traffic burden, thus reducing congestion and improving access to adjacent properties. In general, heavy traffic would remain on the main arterials, not filtering through neighborhoods to avoid congested areas. The system would be balanced so that each element serves its intended role.

b. Alternative M

Alternative M supports the System 5 Transportation Plan with the exception of providing only two through-lanes on the arterial. This alternative will meet the minimum transportation requirements of 1990. Future system improvements will become necessary to relieve the burden placed on alternate facilities and parallel streets. The projected 1990 AADT on the new bridge is 10,200. Traffic on the arterial will vary from 12,000 AADT on the west end, 14,000 AADT on Tenth Street and 5,700 AADT at the interchange with U. S. 10, see Exhibit 12. The direction of approach to the university via Fifth Avenue is higher on the north end, creating some congestion on that end. The traffic on Ninth Avenue remains as in Alternative B while volumes on Washington Memorial Drive begin to decrease as more emphasis is placed on Division Street. The DeSoto Bridge over the Mississippi River will carry slightly more traffic than in Alternative B, but will function nearly as efficiently. Division Street west of Washington Memorial Drive will have substantially more traffic, increasing congestion and access problems for local property owners. Increased local street traffic between the Tenth Street and T.H. 52/23 arterials would be greater than that experienced with Alternative B.

c. Alternative N

Alternative N supports minimally the System 5 Transportation Plan. A new bridge crossing would be constructed; however, a continuous east-west roadway would not be provided. As depicted in Exhibit 13, the 1990 AADT on the new bridge will be 11,000. Traffic on Tenth Street is about 12,000 AADT and Michigan Avenue will vary from 2,200 to 4,800 AADT. The direction of approach to the university via Fifth Avenue is very heavy from the north, exceeding 20,000 AADT. This alternative does not provide a variety of approaches to the SCSU campus, seriously jeopardizing the proposed function of Fifth Avenue in this area. The result of increased traffic will be more congestion, longer delays and increased access problems to the university. The burden of providing an east-west transportation facility for the corridor desires will continue to be on congested alternates. More traffic will use the local street system for both north-south and east-west trips. This alternative will not provide a solution to the problems presently experienced everyday on the existing street system in St. Cloud.

d. Alternative J

Alternative J, with the existing bridge, does not support the transportation plan in any manner. For the remaining time that the present bridge can continue in service, system impacts will parallel those of alternative N. The load restriction will continue to hamper planning for transit and other community services. The result of this alternative will be the removal of the existing bridge which eliminates any river crossing in southern St. Cloud. Traffic on the DeSoto Bridge (T.H. 23/52) will increase from the present 23,000 AADT to 48,000 AADT by 1990. Heavy congestion will occur on this primary arterial, producing intolerable delays with consequent safety and access problems. Pedestrian and bicycle traffic will no longer have a direct access across the river at Tenth Street which will place a demand on other forms of transportation.

4. Air Quality

The MPCA indicates an indirect source permit will not be required for the proposed action. Air quality impacts have been analyzed and the results contained in a report available through the City of St. Cloud. A copy of this report has been submitted to the MPCA and the Environmental Protection Agency. The proposed system has been certified as being consistent with the State Implementation Plan by the FHWA-UMTA. A letter from the MPCA is in the Appendix, page 77.

a. Standards for Carbon Monoxide

Based on studies of carbon monoxide, the Environmental Protection Agency (EPA) has determined a set of national air quality standards which allow for an adequate margin of safety. The National Ambient Air Quality Standards (NAAQS) for carbon monoxide are:

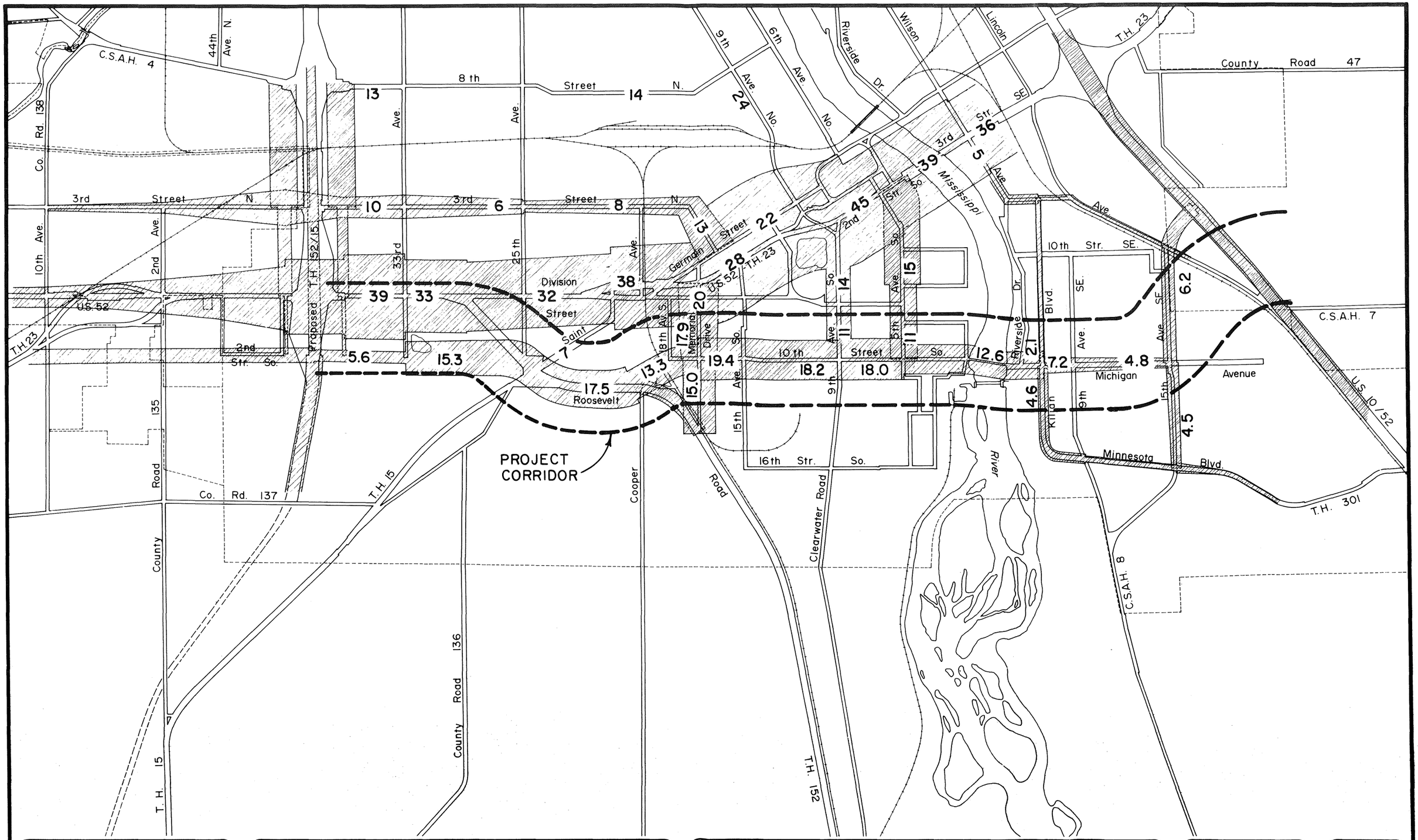
- One hour maximum concentration not to be exceeded more than once a year equals thirty-five ppm; and

- Eight hour average maximum concentration not to be exceeded more than once a year equals nine ppm.

The MPCA's one hour standard of thirty ppm applies to this project. The MPCA and the NAAQS eight hour standard are the same. The eight hour standard of nine ppm is usually the most critical in an urban area.

b. Prediction Model for Carbon Monoxide

Several models exist for the prediction of carbon monoxide concentration due to indirect sources such as a highway. The MPCA recommends using procedures found in: Guidelines for Air Quality Maintenance Planning and Analysis, Vol. 9: Evaluating Indirect Source, EPA-450/4-75-001, (January 1975). This document provides a conservative screening procedure used to identify situations in which a potential problem may exist. A wind speed of 1 meter/second in a direction making a ten degree angle with the road is assumed. The atmospheric stability assumed is that of the Pasquill-Gifford Stability Class D with an initial vertical plume spread of 1.5 meters, considered conservative in an urban area where surface roughness increases atmospheric turbulence. To account for the variation in meteorological conditions over an eight hour period, a persistence factor of 0.6 is suggested. The screening analysis considers traffic volume, speed, idling vehicles, acceleration and deceleration of vehicles, distance to the receptor and vehicle emission factors corrected to the year in question. The background concentration recommended in Volume 9 is added to the analysis result to predict the maximum concentration.



HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

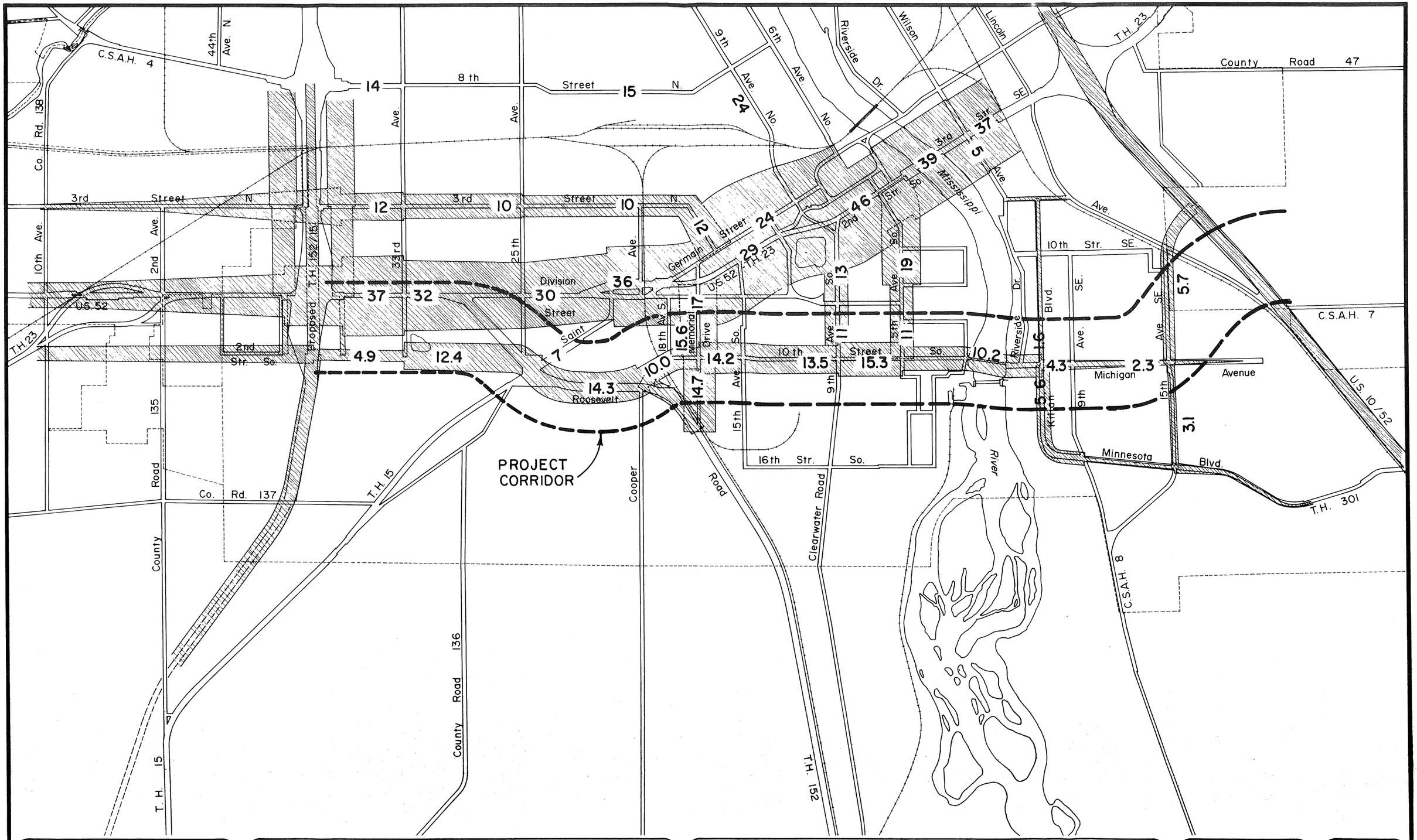
1990 TRAFFIC FLOW
TENTH STREET CORRIDOR STUDY - ST. CLOUD, MINNESOTA

LEGEND
00 AADT (Thousands)
ALTERNATE B (four lane bridge and roadway)

SCALE VEHICLES PER DAY
1,000
5,000
10,000
20,000
30,000
40,000
50,000

NORTH
0' 1000' 2000'
SCALE IN FEET

EXHIBIT 11



HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

1990 TRAFFIC FLOW
TENTH STREET CORRIDOR STUDY - ST. CLOUD, MINNESOTA

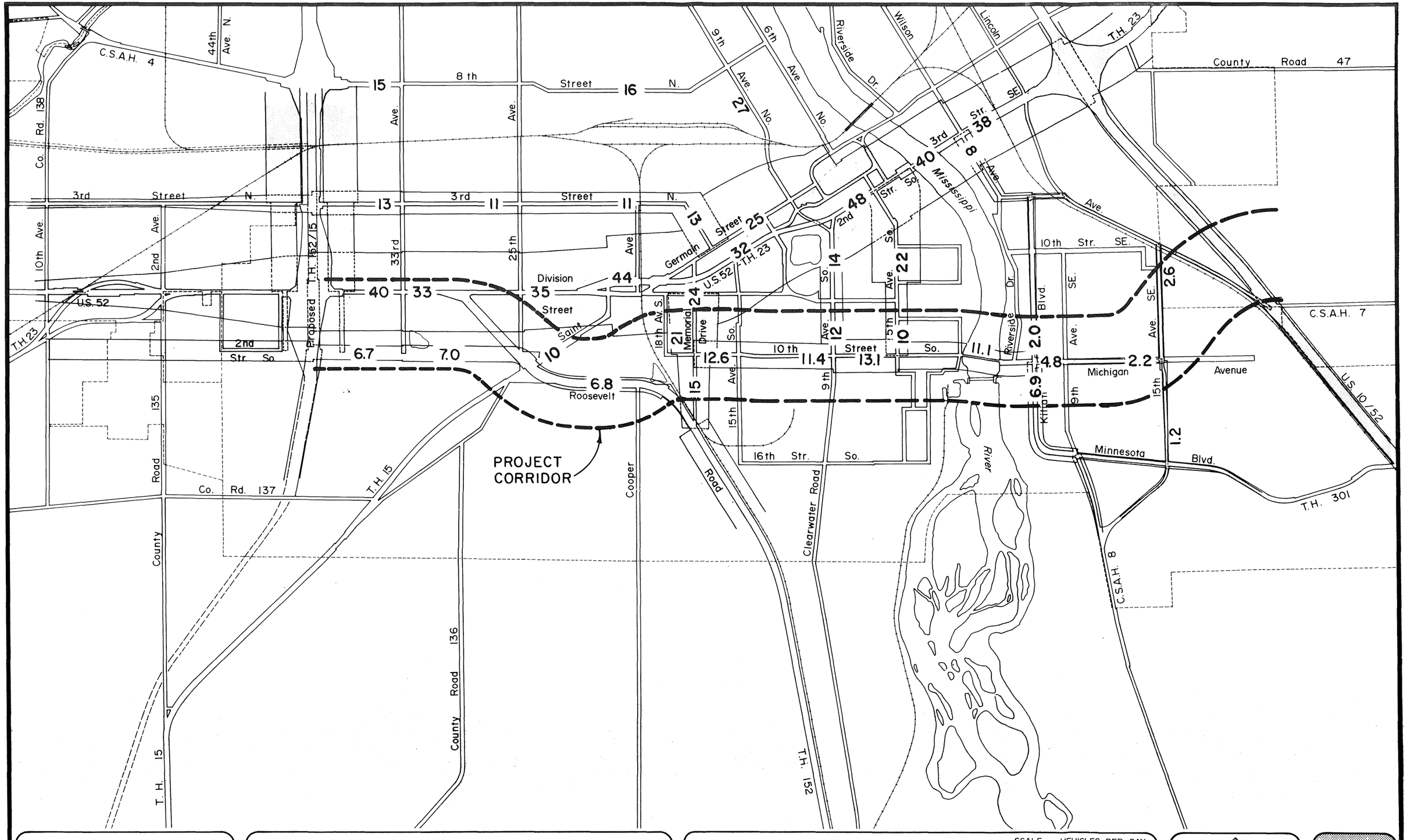
LEGEND
00 AADT (Thousands)

ALTERNATE M (two lane bridge and roadway)

SCALE VEHICLES PER DAY
1,000
5,000
10,000
20,000
30,000
40,000
50,000

NORTH
0' 1000' 2000'
SCALE IN FEET

EXHIBIT 12



HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

1990 TRAFFIC FLOW
TENTH STREET CORRIDOR STUDY - ST. CLOUD, MINNESOTA

LEGEND

ALTERNATE N (new bridge crossing but no other improvements)

00 AADT (Thousands)

SCALE	VEHICLES PER DAY
	1,000
	5,000
	10,000
	20,000
	30,000
	40,000
	50,000

NORTH

0' 1000' 2000'
SCALE IN FEET

EXHIBIT 13

c. Screening Analysis Results

Major intersections generally create the worst conditions for air quality. In the Tenth Street Corridor, Washington Memorial Drive is the critical intersection and was analyzed for all alternatives. The critical receptor was assumed to be at the right of way as suggested by the EPA procedure. This represents an individual remaining at an intersection property line for a period of one hour or longer. The results of the analysis are shown in Table 12. These values include the ambient background added to the concentration produced in the intersection.

Table 12

WORST PROBABLE CARBON MONOXIDE CONCENTRATION

Receptor Location Alternate	1980 1 Hour (8 Hour)	1990 1 Hour (8 Hour)
TENTH STREET		
"B" 4-Lane	10.1 (4.0)	6.1 (2.4)
"M" 2-Lane	9.9 (3.7)	5.6 (2.2)
"N" Replace Bridge	9.6 (4.3)	5.5 (2.6)
"J" DO-NOTHING	9.3 (3.8)	5.4 (2.3)
WASHINGTON MEMORIAL DRIVE		
"B" 4-Lane	12.0 (4.5)	7.2 (2.6)
"M" 2-Lane	11.6 (4.2)	6.7 (2.5)
"N" Replace Bridge	11.9 (3.7)	7.0 (2.3)
"J" DO-NOTHING	11.6 (4.1)	7.0 (2.5)

Air quality standards will not be exceeded in the corridor as a result of the proposed action. Because of emission control programs, air quality will continue to improve through 1990 even though traffic increases. This proposed action is consistent with the transportation plan for the SCMA and consistent with the state Implementation Plan. The proposed action, along with other improvements to the transportation system recommended by the SCMATAPS will aid in controlling pollution levels in the CBD. The air quality standards can be attained and maintained as required by the SIP.

5. Noise Impacts

Noise may be thought of as unwanted sound. Noise levels are measured in decibels and given a weighting to simulate the human reaction to the intensity and frequency. The weighted decibels (dBA) are evaluated statistically and usually described as "L_{10}" or "L_{50}" meaning a noise level which is exceeded ten or fifty percent of the time. Human perception of sound intensity is characterized by the following human relationships: a sound level increase of one dBA cannot be perceived; there will just be a discernible difference in loudness with a change in three dBA; a ten dBA increase will be heard as a doubling in loudness. Doubling the energy input or traffic creating the noise will increase noise levels approximately 3dBA; thus, increasing or decreasing sound levels by more than a few decibels requires a very significant change in noise energy input.

The Federal Highway Administration has issued sound level standards and procedures for use in planning and design of federal aid highways and streets. The purpose is to assure that measures are taken in the overall public interest to achieve highway noise levels compatible with different land uses, with due consideration given to the other social, economic and environmental effects. Table 13 illustrates the design noise levels and land use relationships.

Table 13

DESIGN NOISE LEVEL/LAND USE RELATIONSHIPS

Land Use Category	Design Noise Level - L10	Description of Land Use Category
A	60 dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need and where the presvation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include ampitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A.
C	75 dBA (Exterior)	Developed lands, properties or activities not included in categories A or B.
D	-----	For requirements on undeveloped lands see paragraphs 11a. and c. of FHOM 7-7-3.
E	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

These noise levels are desired goals which apply only to areas of normal human use. The values do not apply to the entire site, but only to the area where activity occurs.

a. Land Use Categories Affected

Land use categories B,C,D and E are or will be affected by all the alternatives. The west end of the corridor, about fifteen blocks, goes through what is presently undeveloped lands. A commercial development concept has been prepared for about fifty percent of this area. The remainder has proposed land use of commercial and public, including a north-south corridor for proposed relocated T.H. 15/152. The central portion, about thirty

five blocks, is predominantly Category B land use with an occasional Category C land use. About one hundred residences are located on both sides of Roosevelt Road, Tenth Street South and Michigan Avenue. The east end of the corridor is undeveloped land with a proposed land use of public and residential development.

b. Existing Noise Levels

Actual sound level measurements were made in the corridor at nine locations in the months of October and November 1975. Table 14 summarizes the data and sound level results at the nine described locations. The noisiest time will be in the afternoon from high traffic volume operating with satisfactory flow conditions, Service Level C.

Table 14

EXISTING SOUND LEVELS (LOCATIONS SHOWN ON EXHIBITS 8.1-8.4)

	Location Description	L_{10} Sound Levels, dBA Measured[a]	Adjusted[b]	FHWA STANDARD
1.	43' north of Michigan Avenue 46' west of 8th Street S.E.	66 (66)	69	70
2.	Riverside Park, 155 north of Michigan Avenue, 160 West of Riverside Drive	58 (58)	61	70
3.	57' north of Tenth Street, 26 west of Fifth Avenue	70 (71)	79	70
4.	40' north of Tenth Street in alley between 6th and 7th Avenue	68 (69)	72	70
5.	152' north of Tenth Street in alley between 6th and 7th Avenue	55 (56)	60	70
6.	262' north of Tenth Street in alley between 6th and 7th Avenue	51 (51)	56	70
7.	31' south of Tenth Street in alley between 13th and 14th Avenue	68 (69)	72	70
8.	McKinley Park 45' south of Tenth Street, 415' west of Washington Memorial Drive 840' north east of T.H. 152.	62 (62)	63	70
9.	50' north of T.H. 152, half way Cooper Avenue and Danora Place	78 (76)	77	70

a. Number in ( ) indicates model predicted L_{10} under observed conditions.
b. Observed L_{10} sound levels adjusted for peak hour traffic.

Measurement and calculations of existing conditions indicate that design noise standards are presently exceeded for the Category B land uses adjacent to Roosevelt Road and Tenth Street South.

c. Future Noise Levels (1990)

The noise prediction model used is that contained in National Cooperative Highway Research Program (NCHRP) Report 117 as modified in NCHRP Report 144. The proposed action is classified as a Type IB Project, a project for construction or reconstruction of a street on which the access is uncontrolled. Table 15 indicates the noise levels which exist, the expected noise levels in 1990 for each of the alternatives and the number of residences exposed to noise levels exceeding L_{10}/70 dBA.

Table 15

EXISTING AND ALTERNATIVE L_{10} NOISE LEVEL

LOCATION	EXISTING 1975	ALT.B 1990	ALT.M 1990	ALT.N 1990	ALT.J 1990
West end right-of-way	Ambient (50)	71	70	69	69
Roosevelt Road homes	75	71	70	67	67
McKinley Park baseball backstop	63	72	72	64	64
Tenth Street homes	70-72	74	74	73	72
SCSU Campus dormitory-lab school	70-75	66-66	65-65	65-65	65-70
Riverside Park picnic area	61	56	55	56	50
Michigan Ave. right-of-way	67	69	67	67	66
East end right-of-way	Ambient (50)	68	68	65	67
Residences exposed to noise levels exceeding L_{10} - 70dBA	79	74	57	55	59

The noise reduction along Roosevelt Road is due mainly to the rerouting of heavy trucks to a completed I-94 bypassing St. Cloud. Regardless of the alternative, noise levels will continue to increase along Tenth Street. An increase of about 2 dBA can be expected as a result of the proposed action extending Tenth Street. On the SCSU campus, noise levels will be reduced up to 10 dBA due to the depressed roadway in this area; noise levels would be higher with Alternative J. East of the Mississippi River, noise levels remain below L_{10}/70dBA as they are now, because variation in traffic volume for the alternatives is not great enough to produce a significant change in noise levels.

d. Noise Abatement

Present methods of noise abatement are usually directed at placing a barrier between sound sources and the receiver. Other methods are to move the source farther from the receiver or to reduce noise emitted by the various control measures including restrictions on vehicle types, time of use and speed limits. Because street and driveway access is required and right of way is restricted, measures to reduce noise levels by physical barriers are either not practical or are impossible. A segmental barrier along the street allowing access would not produce a noticeable effect on noise levels. Trucks produce the loudest noise and are, therefore, the most likely candidate for reducing noise emissions. Research is presently being conducted by various agencies in an attempt to produce an economical quiet heavy vehicle. Any advances made in the future would tend to reduce noise levels only slightly due to the small amount of heavy vehicles expected to use the Tenth Street system. Because the majority of vehicles are cars and the speed limits will be those normally found on an urban street, vehicle type, time of use and speed restrictions would not reduce noise levels significantly.

An alternative to imposing barriers, or reducing the individual vehicle noise source, is the reduction of the number of vehicles making up the noise source. This would be accomplished by reducing the capacity of the roadway or eliminating necessary links, in essence, completely changing the functional characteristic or use of the road. The effect is not to solve the problem but possibly transfer it to another location. As previously discussed to reduce sound levels a noticeable amount requires reduction of energy output fifty percent or, in effect cutting the traffic volume in half. Measures have already been taken as a result of previous planning and preliminary noise studies to reduce the potential noise by changing the street classification from a major arterial to a minor arterial. To lower noise levels below L_{10}/70 dBA in 1990 would require reducing the projected 1990 traffic below what presently exists on the lowest volume segment.

Noise levels at homes along Tenth Street west of Fifth Avenue and along Roosevelt Road presently are at or exceed the federal design standard levels and will continue to exceed them in 1990. It is unlikely that present technology or known abatement measures can be incorporated in the proposed action to reduce the noise levels below the standards.

To promote future land development which is compatible with the highway, the noise report and any future revisions will be made available to planning organizations and local officials having jurisdiction in the area through which the project passes. Thus, local governments, having responsibility for land development control and zoning, can protect future land development from becoming incompatible with anticipated street noise levels.

6. Physical and Natural Impacts

a. Alternative B.

Although woodlands and other wildlife habitat will be disrupted locally, no impact to threatened or endangered species will occur. The four-lane arterial will remove the most habitat because of its greater width.

This alternative will require more deicers and has a greater potential for generating runoff pollutants because of its greater vehicular capacity. However, the vehicle increase will result in a corresponding reduction on other roadways which also have pollutant runoff. Reduced travel distances should have a gross effect of reducing pollutant runoff from city streets. This alternative also has the greatest potential for soil erosion during construction which will be minimized by using appropriate erosion control measures. Design features of the final roadway will be used to minimize erosion of cut and fill slopes. The street follows existing routes, thus physical impacts are minimal.

b. Alternative M

Physical and natural impacts associated with the four lane alternative will also occur with this two lane alternative. Because less right of way is required, the impacts of habitat removal and erosion during construction will be reduced. Although reduced traffic will create a lower pollutant load on the immediate drainage system, other roadways carrying the extra vehicles will have increased pollutant which also drains to the rivers. This alternate also follows existing routes which reduce the physical impact.

c. Alternative N

The loss of wildlife habitat and vegetation will be limited to the east and west banks of the river for construction of the new bridge approaches. The impact on water quality will be comparable to that under alternative M, with slightly more contribution from other sources. Traffic analysis indicates slightly higher traffic volumes on the bridge for this alternate, thus slightly more pollutant deposition would result when compared to alternative M.

d. Alternative J

The do-nothing alternative will not disturb any vegetation or wildlife habitat. Water quality runoff in the Tenth Street Corridor will change only to the extent that traffic will continue to increase with corresponding increase in pollutant deposition. The existing structure will continue to pose a flood hazard problem. The aesthetic quality of the area will not be improved by a modern bridge structure with its cleaner lines taking up less air space.

7. Benefits

a. Alternative B

The four lane alternative fully supports the adopted SCMATAPS System 5 Transportation Plan. Under Alternative B, heavy traffic generally will remain on the principal arterials, thus not filtering through neighborhoods. With this upgraded transportation facility, emergency vehicle service and transit service will improve. Accessibility will increase land values and aid in producing community services more economically. Safety of motorists and pedestrians will also improve.

b. Alternative M

Although this two lane facility requires more right of way than either Alternative N or J, the advantages far ourweigh this disadvantage. By providing a continuous two lane roadway for the entire length of the

corridor, the operational level of service will improve with a resultant smoother flow of traffic. Other benefits include safety, improved service for transit and emergency vehicles, accessibility, continuity and functional relationships.

c. Alternative N

Only limited benefits would arise from this alternative. No significant right-of-way will be required. The construction costs are less than for Alternative B or M. The major benefit is an improved transportation link across the Mississippi River. These benefits are offset by negative impacts; mainly delays and congestion on other roadways, traffic utilizing local neighborhood streets, and no continuous east-west roadway in this corridor. The economic cost to the road user and the community services will be greater.

d. Alternative J

Benefits realized from the do nothing alternative are that of economics and no displacement of homes. By not building a bridge, the "savings" would be the cost of the new structure. The negative aspects of increased travel times, higher travel costs, undesirable overloading on local streets will far outweigh the benefits.

8. Alternatives Compared.

Table 16 is an attempt to quantify the impacts together for a comparison of the alternatives. Several items do not have or cannot be given a quantity; for these items, a (+) indicates improvement or compliance, a (0) indicates no change or no significant impact and a (-) indicates deterioration or non-compliance.

Table 16

COMPARISON OF ALTERNATIVES

ITEM OF CONCERN	ALTERNATIVES			
	B	M	N	J
Promote Desired Land Use	+	+	0	-
Economic Community Services	+	+	0	-
Transportation Improvement	+	+	0	-
Energy Consumption	+	+	0	-
Aesthetic Qualities of River	+	+	+	0
Flood Hazard	+	+	+	-
Water Quality	+	+	0	0
Tenth Street Air Quality 1980				
1 Hour CO Concentration	10.1	9.9	9.6	9.3
8 Hour CO Concentration	4.0	3.7	4.3	3.8
Residences Exposed to Noise	74	57	55	59
Undeveloped Acreage Taken	23	17	1	0
Acres of Parkland Used	1.7	1.6	1.6	0
Residences Taken	35	6	5	0
Businesses Taken	2	0	0	0
Estimated Right of Way Cost	$1,049,000	$250,000	$193,000	0
Estimated Construction Cost	$13,000,000	$10,000,000	$5,000,000	0

VI. PROBABLE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

The probable impacts of the proposed project have been discussed in Section V. The potential negative impacts will be minimized through design and the exercise of recommended procedures during the construction phase of this project. Despite the efforts to minimize environmental impact, construction of any of the build alternatives will cause some adverse effects which can not be avoided but are mitigated to an acceptable level.

Implementation of the proposed project will require the acquisition of land for right-of-way purposes. Although owners will be compensated for land to be acquired, the removal of from approximately five to thirty-five dwelling units and two businesses will occur. Relocation and acquisition procedures will comply with Minnesota Statutes and the Federal Uniform Relocation Assistance and Real Property Acquisition Policy Act (PL 91-646) of 1970.

Diversion of residential and commercial land to a public use represents the removal of land from a community's tax base. This occurence is not dangerous to the current economic stability of the local governmental unit. The removal of this land will be more than made up for through the increased attractiveness of other tax base and increased land values.

During construction, there will be an unavoidable disruption to pedestrian and vehicular circulation, with some delays and detouring of traffic. Adjacent areas will be subjected to a certain amount of dust and noise caused by construction equipment. Some adverse impact is unavoidable, despite precautions and adherence to state and local regulations.

Increased runoff pollutant levels are another unavoidable adverse impact of the proposed project. This runoff would contain increased levels of organic and inorganic chemicals from combustion products, tire rubber, oil drippings, and deicing salts. In some cases, runoff pollutant levels will probably decrease on other highways as traffic reroutes to the more efficient new facility. Natural drainage flow will be maintained by proper design of culverts.

Natural vegetation and wildlife habitat would be unavoidably lost in about direct proportion to the amount of natural cover removed for construction. Most of these losses would occur in the open space areas near the western and eastern ends of the Tenth Street Corridor since most of the remaining portions of the corridor are streets, residential areas and other developed areas. Landscaping of the proposed arterial would not replace the full extent or diversity of habitats lost.

During the highway construction phase, care will be taken to preserve and restore as much of the natural environment as possible. Standard procedures for control of air and water pollution will be enforced. Adherence to these procedures will eliminate violations of the state and federal pollution regulations during construction.

VII. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The construction activities associated with the proposed action exemplify several relationships between local short-term uses as well as the maintenance and enhancement of long-term productivity. The potential productivity of the project is significant, while the short-term adverse effects are minimal. The proposed action will make a major contribution towards the establishment of an improved transportation corridor which will increase the roadway's level of service and improve accessibility for the area.

While numerous steps may be taken to maintain or enhance the long-term productivity of the environment, the project will nevertheless have certain short-term effects. There will be construction activity with its characterstic problems of erosion, disruption of travel patterns caused by temporarily reduced vehicular and pedestrian access, effects upon water quality, and increased noise levels and air pollutants resulting from the use of trucks and other machinery. Some wildlife habitat will also be lost to construction.

These local short-term effects will be reduced or offset in the long-term by employing such steps as: applying appropriate surface runoff control measures to retard erosion and potential degradation of water quality, and landscaping with appropriate plantings and ground cover to improve aesthetic quality while stabilizing soils and providing some replacement wildlife habitat. Replacement of the existing old bridge by a new structure will enhance the aesthetic quality of the environment.

Short-term disruptions directly attributable to land acquisition and easement requirements for the proposed project will be mitigated to acceptable levels. With adequate land use controls, the long-term effects of the proposed project upon the area will be beneficial. The improved street will aid in planning other transportation systems such as mass transit, school buses and trail systems for pedestrians and bicycles. Emergency service response time will be improved. Desired land development within the urban service area will be easier to promote resulting in more economical community services and increased land values. Meeting land use plans developed in the SCAMATAPS will preserve the nearby rural areas for a longer time period thus preserving farmlands and leaving more options open for future planning.

VIII. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The construction of any of the Tenth Street transportation alternatives will entail, to varying degrees, an irreversible and irretrievable commitment of various natural resources. Commitments within the right-of-way would include natural vegetation, wildlife habitat, soil, and ground water resources paved over by impervious surface. Also, irretrievably lost will be various mined and/or manufactured resources such as fuel, sand, gravel, steel and cement, which will be utilized in the construction of the bridge and arterial.

The woodland and shrubland taken by construction will be relatively minor, since most of the Tenth Street Corridor is already developed. Some of the natural vegatation lost will be replaced by landscape plantings to control erosion and provide wildlife habitat and buffering open spaces. However, it is not possible to replace fully the extent, diversity and productivity of the natural plant communities which are adapted to the region. Although vegetation and wildlife are lost from the immediate area, the development which the street serves will have caused or will be causing the significant displacement of the natural habitat and wildlife. No threatened or endangered animal or plant species will be impacted by the proposed action.

IX. THE IMPACT ON PROPERTIES AND SITES OF HISTORIC AND CULTURAL SIGNIFICANCE

According to the Minnesota Historical Society, no sites of historic, architectural, cultural or archaeological significance are located within the area of the proposed project. There are no sites in the area which are on, or eligible for, inclusion on, the National Register of Historic Places.

X. THE IMPACT ON CITY AND STATE GOVERNMENT OF ANY FEDERAL CONTROLS ASSOCIATED WITH THE PROPOSED ACTION

There are no significant impacts on city and/or state government due to federal controls associated with the proposed action.

XI. THE MULTI-STATE RESPONSIBILITIES ASSOCIATED WITH THE PROPOSED ACTION

The responsibilities of Minnesota to other states in regards to the proposed action will be minimal. The main environmental concern of other states relative to this project would be the potential for pollution of the Mississippi River; however, all efforts will be undertaken during the construction phase to minimize any adverse effects.

MINNESOTA HISTORICAL SOCIETY

Fort Snelling Branch (Building 25), Fort Snelling, St. Paul, Minnesota 55111 • 612-726-1171

Archaeology Bldg. 27
-530

March 16, 1976

Mr. Stan Pederson
Howard, Needles, Tammen, and Bergendoff
6750 France Ave. S.
Edina, Minnesota 55424

Dear Mr. Pederson:

Enclosed is a copy of a letter and map we received from the Housing and Redevelopment Authority of St. Cloud listing the important historic sites near the 10th Street corridor. It appears as if no historic sites will be adversely affected by proposed construction within this corridor (SP 162-050-22) barring the bridge itself of course.

Before final clearance in regards to cultural resources can be given, an archaeological reconnaissance should be done in the bridge area to determine if any prehistoric sites are affected. This will be attempted as soon as the weather permits, possibly mid-April.

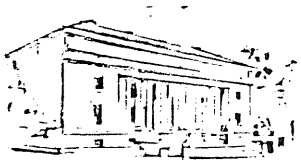
Sincerely,

Scott Anfinson

Scott Anfinson
Municipal-County Highway Archaeologist

SA:lt

cc: Clem Kachelmyer
Preliminary Design Engineer
Minnesota Highway Department



MINNESOTA HISTORICAL SOCIETY

690 Cedar Street, St. Paul, Minnesota 55101 • 612-296-2747

26 July 1976

RECEIVED
JUL 29 197-
HOWARD, N
AND
MINNEAPOLIS, MINNESOTA

Mr. C.P. Kachelmyer
Preliminary Design Engineer
Room 612E
Highway Building
St. Paul, Minnesota 55155

Dear Mr. Kachelmyer:

RE: 10th Street Bridge
Bridge replacement in St. Cloud
Stearns County

The project described above has been reviewed pursuant to responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and the Procedures of the National Advisory Council on Historic Preservation (36CFR800).

This review reveals the location of no sites of historic, architectural, cultural, or archaeological significance within the area of the proposed project. There are no sites in the area which are on the National Register or eligible for inclusion on the National Register, and, therefore, none which may be affected by your proposal.

Sincerely,

Russell W. Fridley
State Historic Preservation Officer

RWF/fr

cc: Howard, Needles, Tammen and Bergendoff
6750 France Avenue South
Minneapolis, Minnesota 55435

EIS #890

XII. COMMENTS AND COORDINATION

A. Agency Involvement

Previous to and during the development of this environmental statement, many agencies have been directly involved in the proposed project in various capacities. Several agencies have been active in developing policy and direction for the Tenth Street project, while others have provided the necessary data needed for evaluation purposes. A listing of these agencies follows:

St. Cloud Area Council of Governments
Technical Advisory Committee, SCACOG
Metropolitan Advisory Committee
Metropolitan Transit Commission
City of St. Cloud (various departments)
Sherburne, Stearns and Benton County (various agencies)
St. Cloud State University
Tenth Street Bridge Study Commission
Minnesota Department of Highways
Minnesota Department of Natural Resources
Minnesota Pollution Control Agency
Minnesota State Historical Society
Minnesota Department of Economic Development
Federal Highway Administration
Soil Conservation Service
Bureau of Outdoor Recreation
U.S. Geological Survey
U.S. Army Corps of Engineers, St. Paul District
U.S. Coast Guard
U.S. Fish and Wildlife Service

Correspondence from some of these agencies is attached hereto. Many of the aforementioned agencies will be involved in the review of this Draft Environmental Impact Statement.

B. Public Meeting

An information meeting on the Tenth Street Bridge and Corridor was conducted by the St. Cloud Area Council of Governments on September 26, 1974 in the Atwood Center Ballroom at the St. Cloud State University. The purpose of the meeting was to receive input from the local citizenry regarding proposals for upgrading the Tenth Street Corridor to become a major route through St. Cloud. A complete transcript of the meeting was taken and is available through Central Minnesota Reporters, Inc. in Sauk Rapids, Minnesota. All written material presented at the meeting is on file at the Council of Government office. A summary of issues raised and response to those issues was prepared by the city and is available from the St. Cloud Engineering Department. Those issues have also been discussed in this Draft EIS.

HOWARD NEEDLES TAMMEN & BERGENDOFF

February 11, 1977

William A. Kemp
St. Cloud Housing and
Redevelopment Authority
No. 9 Fifth Avenue North
St. Cloud, Minnesota 56301

Dear Mr. Kemp:

This letter is to acknowledge receipt of Analysis of Development Prospects and Land Use Issues in St. Cloud, Minnesota, 1975 from you on Jan. 19, 1977, and, to thank you for your time in meeting with me on Feb. 10, 1977 regarding the Tenth Street-Michigan Avenue arterial street and bridge study. Your input to the draft EIS being prepared will be most helpfull. From our conversations, it is my understanding that the following paragraph depicts the housing relocation problems which might result from the implementing the proposed action.

Relocating the residents from approximately five homes along Tenth Street will present no serious problems. If, however, thirty or more residential units require relocation it would be desirable to phase the acquisition and relocation over three to five years. Review of data available from local realtors and of a study made by the H.R.A. indicate a residential vacancy rate of one to three percent and rental vacancy rate of from zero to two percent. Because of the location involved, most renter relocation is assumed to involve college students. Some assistance would be required for renter relocation because of rent differences between older units removed and newer ones providing replacement facilities. Difference in home values is not expected to create any problem for resident relocation which cannot be resolved through an assistance program. There are no known projects in the area which presently or in the next few years will compete with this project for suitable housing relocation.

Very truly yours,

HOWARD NEEDLES TAMMEN & BERGENDOFF

James C Knutson

James C. Knutson

JCK/klk

Architects Engineers Planners

6758 France Avenue, South, Minneapolis, Minnesota 55435, 612 920-4666

Partners H. C. Lamberton Jr. PE James F. Finn PE Paul L. Hohenstein PE Joseph H. Cooper PE Robert O. Orange PE Bernard H. Rottschaus PE Gerard F. Fox PE William M. Wachter PE George K. Ergardan PE Benjamin Clarke PE Charles T. Hennigan PE Edgar B. Johnson PE Daniel J. Watkins PE Philip E. Myers FAIA Daniel J. Sogan PE

Associates Daniel J. Appert PE William C. Wentworth PE Orrin Perry PE Francis X. Hall PE Brian W. Richards PE Robert S. Goma PE Don R. Ort PE Ivan L. Christ PE Donald A. Dupes PE Frederick H. Steiberg PE

Offices Alexandria, VA Atlanta Baltimore Baton Rouge Boston Buffalo Chicago Cleveland FL Casper Ann Arbor Washington WV Chicago Cleveland Dallas Denver Fairfield, NJ Fort Wayne Kansas City Miami Milwaukee Minneapolis Orlando PE New York Orlando Overland Park KS Philadelphia Richmond Seattle Washington DC Worthington NY Beirut Lisbon Rio de Janeiro

The Housing and Redevelopment Authority
of Saint Cloud

9-5TH AVENUE NORTH
SAINT CLOUD, MINNESOTA 56301
TELEPHONE: 252-0880

February 16, 1977

Mr. Jim Knutson
HNTB
6750 France Avenue South
Minneapolis, Minnesota 55435

Dear Jim:

I've enclosed a copy of our Relocation Payments Guide for Families and Individuals per your request.

I am also in receipt of your letter of February 11, 1977 which sets forth correctly the summary of our discussion on February 10, 1977 regarding the Tenth Street-Michigan Avenue Arterial Street and Bridge Study.

Should you require any further information do not hesitate to contact me.

Sincerely,

William A Kemp

William A. Kemp
Relocation Counselor

WAK:k

Enclosure

EQUAL HOUSING OPPORTUNITY

STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES
CENTENNIAL OFFICE BUILDING · ST. PAUL, MINNESOTA · 55155

February 10, 1976

Mr. Larry Bubacy
H. N. T. B.
6750 France Ave. S.
Minneapolis, MN 55435

Dear Mr. Bubacy:

Enclosed is a copy of the proposed management plan for the Mississippi River from St. Cloud to Anoka and an addendum prepared in January, 1976. Note that the start of the study area was shown correctly on the original maps, but was described incorrectly in the text. The management plan should have described the beginning of the study area as being the 10th bridge (or County State Aid Highway #7 bridge) rather than the dam. This has been corrected in the addendum.

I have also sent a copy of the hearing notice for the public hearings to be held in March, 1976. If you have any questions about the proposed plan, Please give me a call.

Sincerely,

DON D. DAVISON, DIRECTOR
Division of Parks and Recreation

Wayne Sames

BY: Wayne Sames
Assistant Rivers Coordinator

:sln
Enclosure

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STATE
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES
CENTENNIAL OFFICE BUILDING · ST. PAUL, MINNESOTA · 55155

4570
Rec'd 5-26-76
F.le 3191

May 18, 1976

Mr. John R. Miller
Executive Director
St. Cloud Area Council of Governments
100 South 2nd Avenue
197 Sauk Rapids, Minnesota 56379

Dear Mr. Miller:

This letter confirms the position of the Department of Natural Resources in regard to the impact of Scenic and Recreational river designation on the proposed replacement of the Tenth Street bridge in St. Cloud.

The northern boundary of the proposed Mississippi Scenic and Recreational river was recommended for the Tenth Street bridge so that the entire portion of Riverside Park would be included. A proposed river orientation center may be located within the park. In addition, the description of property was more easily accomplished using the bridge as a terminus. To begin the boundary at the city limits would also exclude portions of the Beaver Islands area which is an important component of the proposal.

It is important to note, however, that the Department of Natural Resources does not intend to use such designation to complicate the Environmental Impact Statement process for the bridge. In relation to the Scenic and Recreational river proposal. Replacement of the bridge at its present location would not be precluded. In fact, we would definitely favor replacement of the bridge at its present location rather than a new location downstream.

Whether or not the river is designated, a permit as established in Minnesota Statutes, Section 105.42 is required for the construction, removal, or abandonment of any road or railroad crossing, of a public water. If the river is designated, a conditional use permit from the local authority would also be required and the statewide standards and criteria for public roads and river crossings for Wild, Scenic and Recreational rivers would apply. In general, however, replacement of the bridge should cause no problems. We would be happy to work with the Council of Governments on this project.

Sincerely,

DON D. DAVISON, DIRECTOR
Division of Parks & Recreation

Wayne Sames

By: Wayne Sames
Assistant Rivers Coordinator

:jmh

HOWARD NEEDLES TAMMEN & BERGENDOFF

January 14, 1977

Mr. Roger Lorenz
Regional Administrator
Department of Natural Resources, Reg. 3
217 N. W. 4th Street
Brainerd, Minnesota 56401

Dear Mr. Lorenz:

On January 13, 1977, I talked to Dave Hill in regards to an arterial street in St. Cloud, Minnesota. We are presently preparing an environmental impact statement for this project which will replace the Tenth Street Bridge at its present location over the Mississippi River. Street extentions are proposed on the east end and on the west end connecting U.S. 10 and proposed T.H. 15 within the City of St. Cloud. Some areas on the west end appear, from aerial photos, to be poorly drained and potential wetland. I have also talked with Tim Bremaker, Area Wildlife Manager in Cold Springs so that he is anticipating receipt of material being sent to you.

I am sending a description of the project and various prints and exhibits from the EIS to aid you in responding to concerns the DNR might have regarding this project in terms of wetlands, vegetation, wildlife and aquatics of the Mississippi River in this area. Also enclosed are copies of letters regarding the Management Plan for the River which we have received from the DNR previously. We would be interested in any further comments regarding the plan and jurisdiction, i.e. how does this plan fit into studies which have been made by the Bureau of Outdoor Recreation.

We are anticipating the circulation of the draft EIS in early spring with a Spring 1977 hearing. Your timely consideration and input would be much appreciated.

Very truly yours,

HOWARD NEEDLES TAMMEN & BERGENDOFF

James C Knutson

James C. Knutson

JCK/dkh

Enclosures

Architects Engineers Planners 6750 France Avenue, South Minneapolis, Minnesota 55435, 612 920-4566

Partners

Associates

Offices

STATE OF MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

Rec'd 2-22-77

Mr. James C. Kuntson
Howard Needles Tammen and Bergendoff
6750 France Avenue South
Minneapolis, Minnesota 55435

Dear Mr. Kuntson,

I have reviewed the documents pertaining to the 10th Street extension - St. Cloud, Minnesota.

The 10th Street extension will not apparently effect any significant wildlife resource area. However I would naturally prefer to see the roadway alignment (exhibit 8.1) moved south so as to avoid encroachment or alteration of the oak type woods just south of the storm sewer retention pond.

The wetland south and west of this wooded area is a Type VI wetland of modest value to waterfowl production.

I am personnally unaware of any endangered or threatened plant or animal life inhabiting the project area.

Sincerely yours,

Timothy Bremicker

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Mpls. Field Office (Ecological Services)
Federal Bldg., Fort Snelling, Room 440
Twin Cities, Minnesota 55111

IN REPLY REFER TO: MFO-ES

Recd 2-7-77

February 3, 1977

Mr. James C. Knutson
Howard Needles Tammen & Bergendoff
6750 France Avenue South
Minneapolis, Minnesota 55435

Dear Mr. Knutson:

This is in response to your letter of January 17, 1977, requesting our preliminary comments concerning the proposed 10th Street corridor in St. Cloud, Minnesota.

From the information available to us at this time, the proposed corridor will affect some 4(f) land (Riverside Park) just east of the Mississippi River crossing area. Each of the three alternatives presented (M, B and N) would follow the existing roadway along 10th Street through this section of the corridor which, in our judgment, would be an environmentally acceptable route. Since Alternative M would involve a narrow two-lane roadway with less encroachment into Riverside Park, we recommend that this alternative be selected as opposed to Alternative B which would involve a wider four-lane roadway.

The proposed location of the new bridge over the Mississippi River is south of the existing 10th Street Bridge and is essentially in the same location as the old bridge. The existing 10th Street Bridge is at the northern boundary of a Mississippi River segment which has been proposed for inclusion in the National Wild and Scenic Rivers System. Since the proposed bridge location, or any location south of the old bridge, would be within this proposed Scenic River Area, we have forwarded all of the information we currently have available to the Bureau of Outdoor Recreation in Ann Arbor, Michigan, the lead Interior agency with respect to the Wild and Scenic Rivers Program. The Bureau of Outdoor Recreation will provide you with any comments and/or recommendations they may have in this regard.

New alignments have been proposed in at least three sections along the proposed corridor and our preliminary review indicates that no other 4(f) lands would be affected by these alignments and the proposed corridor appears to be an environmentally acceptable route.

We understand that the draft Environmental Impact Statement (DEIS) and the 4(f) Statement will be completed in about a month. We will provide you with our final comments on this project after we have had the opportunity to review these two documents.

Sincerely yours,

Joseph F. Scott, Jr.

Joseph F. Scott, Jr.
Field Supervisor

United States Department of the Interior

BUREAU OF OUTDOOR RECREATION
LAKE CENTRAL REGION
3853 RESEARCH PARK DRIVE
ANN ARBOR, MICHIGAN 48104

Recd 2-22-77

IN REPLY REFER TO:
M2253 MN EC
XG26 MN 26-00353
BOR 7-24

February 16, 1977

Mr. James C. Knutzen
Howard Needles Tammen and Bergendoff
6750 France Avenue South
Minneapolis, Minnesota 55435

Dear Mr. Knutzen:

In response to your request for early coordination relative to the 10th Street Corridor, St. Cloud, Minnesota, we have reviewed the project and have the following comments for your consideration in preparing the draft Section 4(f)/Environmental Impact Statement.

This project is not in a section of the Mississippi River currently under study for inclusion in the National Wild and Scenic Rivers System.

Section 4(f) of the Department of Transportation Act of 1966, as amended, states that no public recreation land can be taken for highway purposes unless (1) there is no feasible and prudent alternative to the use of such land and (2) all possible planning to minimize harm has been shown. We suggest the 4(f) statement include correspondence from the local park managing agency indicating those mitigative measures they feel will be necessary. These may include the following as part of the project costs:

1. Replacement of the Riverside Drive/Michigan Avenue intersection with a Riverside Drive pedestrian/maintenance vehicle underpass.

2. Reopening of access at the south end of Riverside Drive/Kilian Boulevard intersection to replace the Riverside Drive/Michigan Avenue access.

3. Establishment of a cul-de-sac and parking just north of the bridge for those entering the Munsinger Gardens on Riverside Drive.

4. Replacement of trees. Tree removal will dramatically alter the recreation experience. In an attempt to quantify this impact, a methodology such as that outlined in the International Shade Tree Conference, Inc., Shade Tree Evaluation Manual of 1975, could be utilized in determining both project and mitigation costs.

5. Mitigation of possible adverse effects on the Pioneer's Cabin in Riverside Park. This may include moving the cabin if it is within construction lines.

We suggest that the discussion of alternatives M and B include a listing of all currently used access points to McKinley Park, any access that might be eliminated by either alternative, and possible replacement access in that event.

The 4(f) statement should also include an evaluation of the adverse effects of increased Michigan Avenue/10th Street traffic to both parks (noise, air pollution, etc.).

Riverside Park has been developed with monies from the Land and Water Conservation Fund (LWCF Projects 27 - 00233, 27 - 00259, 27 - 00353). Section 6(f) of the Land and Water Conservation Fund Act of 1965, as amended, states that no property acquired or developed with these funds can be converted to other than public outdoor recreation use without the approval of the Secretary of the Interior. When a change of use of Fund-assisted land is contemplated by the sponsor, a determination has to be made by, first, the State Liaison Officer, and ultimately by the Bureau of Outdoor Recreation, as to whether a Section 6(f) conflict will result. If it is found that a Section 6(f) conflict will result and the conversion of use is approved by the Bureau, then it is necessary to acquire replacement land subject to the Bureau requirements. Only land will satisfy the provisions of Section 6(f). The value of new capital improvements or a reimbursement to the Fund will not be acceptable. This matter should be coordinated with the St. Cloud Parks Department and handled by the Minnesota State Liaison Officer, Mr. James L. Solem, Director, Office of Local and Urban Affairs, Capitol Square Building, Room 15, 550 Cedar Street, St. Paul, Minnesota 55101. This potential 6(f) conflict must be resolved prior to construction, with the final decision on the applicability of Section 6(f) and approval of replacement lands resting with the Secretary of the Interior.

These comments are provided as technical assistance and do not satisfy our obligation under the National Environmental Policy Act with respect to any negative declaration or environmental impact statement which may be prepared.

Sincerely yours,

John D. Cherry
Regional Director

HOWARD NEEDLES TAMMEN & BERGENDOFF

January 21, 1977

Dale McMichael
% Curt Sparks
Minnesota Pollution Control Agency
1935 W. Co. Rd. B2
Roseville, MN 55113

Dear Mr. McMichael;

This letter is a follow up of my phone conversation with Mr. Curt Sparks on January 20, 1977, regarding a bridge replacement project in the City of St. Cloud, Minnesota. The project will replace the existing Tenth Street Bridge over the Mississippi River in a location immediately down stream from the present bridge. The project is being initiated by the City of St. Cloud with participation of Federal-Aid Urban funds.

The MDOT and FHWA have reviewed a preliminary draft of the EIS and suggested areas which could be improved prior to printing and circulating the documents. In response to this we are sending material to aid you in supplying input of concerns and requirements regarding this project.

Briefly, Mr. Sparks mentioned the following concerns which might be mentioned and discussed in the DRAFT EIS:

- bridge demolition
- bridge painting
- accident involving spills on the bridge
- deposition of pollutants on the roadway
- runoff- the present bridge and streets in the area channel runoff to the river via storm sewer which would probably be continued.

The book Contributions of Urban Roadway Usage, March 1975
EPA-600 2-75-004
was mentioned as a source of information in addition to memorandums of the MPCA regarding the first three items listed.

We are anticipating circulation of the draft EIS in early spring with a Spring, 1977 hearing. Your timely input of concerns and requirements to implement this project would be much appreciated.

Very truly yours,

HOWARD NEEDLES TAMMEN & BERGENDOFF

James C Knutson

James. C. Knutson
JCK/eo

Architects Engineers Planners 6758 France Avenue, South, Minneapolis, Minnesota 55435, 612 920-4666

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Associates Daniel J. Appel PE William C. Meneghin PE Orrin Riley PE Francis X. Hall PE Robert W. Richards PE Robert S. Coma PE Don R. Orr PE John L. Cotton PE Donald A. Jones PE Everette H. Sweeney PE
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Minnesota Pollution Control Agency
FEB 28 1977

Mr. James C. Knutson
Howard Needles, Tammen and Bergendoff
6750 France Avenue South
Minneapolis, Minnesota 55435

Dear Mr. Knutson:

I have reviewed the Draft of the Description of the Proposed Action for the Bridge Replacement Project in the City of St. Cloud. At this time, I have no comments other than that which we discussed on January 20, 1976. Attached for your convenience is a memorandum on the guidelines for painting of bridges or similar structures which affect state waters, dated May 1975, a memorandum on the Agency's authority and responsibility in hazardous materials spills, a letter to the Hearing Officer on the "Proposed Rules Relating to Construction and Reconstruction of Bridges in Minnesota", and an April 1976 memorandum entitled, "Recommended Procedures for Handling of Oil and Hazardous Material Spills." I hope this will be of assistance to you in your development of the bridge replacement project.

If you have any questions, please contact me.

Sincerely,

Curtis Sparks

Curtis J. Sparks
EIS Coordinator
Division of Water Quality

Attachments:
CJS:pah
cc: City of St. Cloud
Ms. Terry Hoffman, Minnesota Department of Transportation
Mr. Mike Weiss, Minnesota Department of Transportation, Brainerd, MN

FEB 28 1977

1935 West County Road B2, Roseville, Minnesota 55113
Regional Offices - Duluth / Brainerd / Fergus Falls / Marshall / Rochester / Roseville
Equal Opportunity Employer

Minnesota Pollution Control Agency

612-296-7297

January 30, 1976

Mr. James C. Knutson
Howard Needles Tammen & Bergendoff
6750 France Avenue South
Minneapolis, Minnesota 55435

Dear Mr. Knutson:

Thank you for your letter of January 19th concerning the need for an indirect sources permit in St. Cloud. Since the proposed modification of the Tenth Street--Michigan Avenue corridor will not, at any segment, increase average annual daily traffic over 10,000 vehicles nor will traffic at any of the new links reach the 20,000 vehicles AADT volume level within a ten year span after completion, it is the staff's opinion that a permit would not be required.

Thank you again for your cooperation. If there should be any further questions regarding this matter, please do not hesitate to contact us.

Sincerely,

EDWARD M. WIIK, P.E.
Director
Division of Air Quality

EMW:es

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1935 West County Road B2, Roseville, Minnesota 55113
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HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

RECORD OF TELEPHONE CALL

Date 2-28-77
Job No 3191

TO Les Struder OF St. Cloud Health Department

FROM J. Knutson OF HNTB

SUBJECT DISCUSSED

Discussed Air Quality Monitoring being done in St. Cloud.
Estimated 1-Hour Ambient CO (background) at 1-2 ppm
A continuous monitoring site is located at 911 W. St. Germain
- continuous traffic flow - about 12,000 vehicles per day
- traffic back up - parking - tall buildings.

Site meets the EPA's CO peak canyon siting criteria.
Monitor pick-up is 7'-9' above sidewalk and about 8' out from building. This would place it near the edge of the street. A bus stop is located at this point.
Maximum 1 hour recorded is 32 ppm
Maximum 8 hour average is 22 ppm
Several times the 8 hour average maximum of 9 ppm has been violated. Because of its location this does not relate well with a reasonable receptor for the eight hour standard. There could be a relationship for the one hour standard. EPA does not give this consideration in siting criteria. It is expected other areas of downtown will have a less likelyhood of violating standards. Bag sampling will be done in the future.

ACTION TO BE TAKEN

NOTE: This record is to be retained in the file.

HOWARD NEEDLES TAMMEN & BERGENDOFF

January 17, 1977

Mr. Bill Flahart
Asst. Chief of Bridge Design
U.S. Coast Guard
1520 Market Street
St. Louis, MO 63103

Dear Mr. Flahart;

This letter is a follow up of my phone conversation with you January 14, 1977, regarding a bridge replacement project in the City of St. Cloud, MN. The project will replace the existing Tenth Street Bridge over the Mississippi River in a location immediately downstream from the present bridge. The existing bridge is a four span thru-truss about 818 feet long. The replacement bridge will probably be 5 spans, 900 feet long and higher profile which will provide equal or larger waterway opening than presently exists.

It is my understanding that Title 33 CFR 115.70 places this bridge location in an advance approval category and no permit applications will be required so long as other agencies' requirements for high water design and flood opening are complied with.

I am enclosing a map of the area and aerial photos of the bridge area and project description for your use. Any input you have in regards to the draft environmental impact statement for this project would be appreciated. We are anticipating circulating the draft in early Spring 1977.

Very truly yours,

HOWARD NEEDLES TAMMEN & BERGENDOFF

James C Knutson

James C. Knutson

JCK/eo

Enclosure

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Architects Engineers Planners 6750 France Avenue, South, Minneapolis, Minnesota 55435, 612 920-4666

Partners H C Lambertson Jr PE James F Linn PE Paul L Henderman PE Joseph H Looper PE Robert O Orange PE Bernard H Rothoghaus PE Gerard F Fox PE William M Worthington PE George K Erganian PE Browning Crow PE Charles T Hennigan PE Edgar B Johnson PE Daniel J Watkins PE Ralph L Myers FAIA Daniel J Segal PE
Associates Daniel J Appel PE William C Meredith PE Orrin Hacy PE Francis X Hall PE Robert W Richards PE Robert S Coma PE Don R Orr PE John L Cotton PE Donald A Dupies PE Frederick H Storbenz PE
Offices Alexandria VA Atlanta Baltimore Baton Rouge Boston Buffalo Cape Coral FL Casper WY Charleston WV Chicago Cleveland Dallas Denver Fairfield NJ Indianapolis Kansas City Miami Milwaukee Minneapolis Newark DE New York Orlando Overland Park KS Philadelphia Richmond Seattle Washington DC Wrentham MA Bend Lisbon Riyadh Jakarta

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (obr)
SECOND COAST GUARD DISTRICT
FEDERAL BLDG
1520 MARKET ST
ST LOUIS, MO 63103

Tel. 314-425-4607
FTS 279-4607

16591.6/MN
21 January 1977

Mr. James C. Knutson Rec'd 1-24-77
Howard, Needles, Tammen & Bergendoff
6750 France Avenue, South
Minneapolis, MN 55435

Re: Tenth Street Bridge over Mississippi River in St. Cloud, Minnesota

Dear Mr. Knutson:

This is in reply to your letter of 17 January 1977 asking whether a Coast Guard Bridge Permit will be required to replace the Tenth Street Bridge in St. Cloud, Minnesota.

Coast Guard Bridge Permits are required for bridges to be constructed across the Upper Mississippi River up to Mile 866.2 at Coon Rapids Dam.

We would take this opportunity to urge you to include in your plans measures to prevent oil spills into the waterway during construction.

A Coast Guard Bridge Permit for the replacement of the Tenth Street Bridge across the Upper Mississippi River at St. Cloud, Minnesota is not required.

Sincerely,

S. W. THOROUGHMAN
Chief, Bridge Branch
Second Coast Guard District
By direction of the District Commander

CEIVED
JAN 31 1977
...ES
...BERGENDOFF
MINNEAPOLIS, MINNESOTA

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

January 28, 1977

HOWARD NEEDLES TAMMEN & BERGENDOFF
6750 France Avenue, South
Minneapolis, MN 55435

Gentlemen:

This is in reply to your letter of January 14, 1977 regarding a prime ag land classification as per maps of 10th Street and 10th Street Bridge Corridor.

Prime farmland is the term we use here in Minnesota. It is synonymous to prime ag land which you need for your EIS.

Prime farmland is that land which has the soil and climate qualities necessary to produce high yields of crops for food and fiber over a continuing period of time when treated and managed according to the usual good modern scientific farming methods.

Prime farmland has similar soil qualities as those described for the Class I and II soils of the Land Capability Classification of the U.S. Soil Conservation Service. In general, Class I and II soils have soil limitations of slope, erosion or wetness which can easily be overcome with normal recommended good farm management.

Class I - Soils in Class I have few limitations that restrict their use. Soils in this class are suited to a wide range of plants and may be used safely for cultivated crops, pasture, range, woodland and wildlife. The soils are nearly level and erosion hazard (wind or water) is low. They are deep, generally well drained and easily worked. They hold water well and are either fairly well supplied with plant nutrients or highly responsive to inputs of fertilizer.

The soils in Class I are not subject to damage by overflow. They are productive and suited to intensive cropping. The local climate must be favorable for growing many of the common field crops.

Class II - Soils in Class II have some limitations that reduce the choice of plants or require use of moderate conservation practices.

Soils in Class II require careful soil management, including conservation practices, to prevent the deterioration or to improve air and water relationships when the soils are cultivated. The limitations are few and the practices are easy to apply. The soils may be used for cultivated crops, pasture, range, woodland and wildlife.

Limitations of soils in Class II may include singly or in combination the effects of (1) gentle slopes, (2) moderate susceptibility to wind or water erosion or moderate adverse effects of past erosion, (3) less than idea sod depth, (4) somewhat unfavorable soil structure and workability, (5) slight to moderate salinity or sodium easily corrected but likely to reoccur, (6) occasional damaging overflow, (7) wetness correctable by drainage but existing permanently as a moderate limitation, and (8) slight climatic limitations on soil use and management.

The soils in this class provide the operator less latitude in the choice of either crops or management practices than soils of Class I. They may also require special soil - conserving cropping systems, soil conservation practices, water control devices or tillage methods which used for cultivated crops.

Existing Land Use - The existing land use in the 10th Street Corridor Study Area is highly urbanized with only minor natural areas remaining. Soils in the 10th Street Corridor are those commonly found in the U.S. Soil Conservation Service Land Capability Classification: Land Classes III, IV, V and VI. Consequently, the Prime Ag Land criteria do not apply in the Environmental Impact Study Area.

Sincerely yours,

U.S. SOIL CONSERVATION SERVICE

Francis E. Dylla
District Conservationist

ln

cc

RE
AUG 26 197
MINNEAPOLIS

METRO BUS

COMMISSIONERS
G.A. Reasbeck - Chairman
A.G. Loehr - Member
Ben Gratzek - Treasurer
A.J. Ringsmuth - Secretary

LEGAL COUNSEL
Kevin J. Hughes
808 [illegible] - St. Germain
St. Cloud, Mn. 56301
(612) 251-5474

OPERATOR
Transit Systems, Inc.
P.O. Box 491
St. Cloud, Mn. 56301
(612) 253-2420

PROJECT DIRECTOR
St. Cloud Area
Metropolitan Planning
Commission
46 - No. 28th Ave.
St. Cloud, Mn. 56301
(612) 252-7568

ST. CLOUD METROPOLITAN TRANSIT COMMISSION
WAITE PARK, SAUK RAPIDS, ST. CLOUD, MINNESOTA

August 25, 1976

Dan Peterson
Howard Needles Tammen and Bergendoff
6750 France Avenue South
Minneapolis, MN 55435

Dear Mr. Peterson:

Per our telephone conversation of Tuesday, August 24, enclosed please find a narrative telling of how mass transit planning in the City of St. Cloud has been influenced by the condition of the Tenth Street bridge.

I hope that this information will be suitable for inclusion in the draft environmental impact statement which your firm is preparing.

Sincerely,

Wayne R. Carlson
Project Manager

WRC/cj
Enclosure

cc: S.O. Edman

SECRETARY'S OFFICE
134 - 3RD ST. N.
WAITE PARK,
MINNESOTA
56387

The following is taken from page 22 of the St. Cloud Metropolitan Transit Commission's 1974 Transit Improvement Plan: "The Tenth Street bridge is located near the St. Cloud State College. At present the bridge is structurally unsound and trucks and buses are prohibited from using the bridge. The bridge serves as a vital link tying the approximately 5,000 persons living in the Sherburne County sector of St. Cloud with the College and the remainder of the metropolitan area. If the bridge were replaced -- engineering studies have shown it to be beyond repair -- transit routes in Southeast St. Cloud and near the College could be greatly improved."

Page 90 of the TIP reflects upon an "interim" solution to the Tenth Street bridge problem by presenting the following recommendation: "Earlier it was suggested that two of the eight minibus vehicles be assigned to a special circular college route. Other sections of this subchapter explain that the poor condition of the Tenth Street bridge at the College campus do not permit large transit vehicles or large trucks to cross. Immediately east of the College are large numbers of student residents. In addition, most student trip destinations originating at the campus are to the home or to the St. Cloud CBD. By using two min-buses running in opposite directions on the same circular route covering the campus, the CBD and the Southeast residential area, transit ridership should be increased greatly."

Narrative (cont'd.)

From page 107 of the 1974 Transit Improvement Plan the following equipment requirements are presented in relation to the Tenth Street bridge: "The Tenth Street bridge is seen as the third real capital facility needed by the Transit Commission. As noted in the section on Transit Operations, the construction of the bridge would greatly aid in developing service for the St. Cloud State College, one of the transit area's three largest traffic generators. In fact, transit development in the college area is seen as having the greatest potential to both relieve traffic congestion and provide monetary profit. The total cost of a new bridge -- the present Tenth Street bridge is so dilapidated that no buses of trucks are allowed on it -- is estimated at $5,000,000.00. Of the 9,000 ADT presently using the bridge, roughly 10 per cent have destinations at the college. It has been recommended then that the Transit Commission participate in the funding of the new bridge to a maximum of ten per cent of its cost or $500,000.00.

In July 1976 the "interim" solution to the Tenth Street bridge problem was implemented as suggested on page 90 of the 1974 Transit Improvement Plan. At this early date, it is difficult to calculate the potential successes or failures of the vehicles and the service. Every indication, however, points towards a successful transit service in the college area.

Narrative (cont'd.)

Should a new bridge be constructed, the Transit Commission would most likely revert to using large vehicles. Transit demand in this area is high enough to warrent the use of 45 - 53 passenger vehicles. The carousel service should be viewed only as an interim solution to the bridge problem.

City of St. Cloud
City Hall
St. Cloud, Minnesota
56301

PLANNING COMMISSION

February 11, 1976

Mr. Larry B. Bubacz
Comprehensive Planner
Howard Needles Tammen & Bergendoff
6750 France Avenue So.
Minneapolis, MN 55435

Dear Mr. Bubacz:

The following lists identify planning projects which are being constructed or plan to be located within the 10th Street corridor.

	Project	Location	Status
1.	Southside Liquor (On & Off Sale)	Corner of 9th Ave. and 10th St. So.	Under construction. 95% completed. Zero setback off 10th Ave. So.
2.	SW Park & Holding Pond Area	2 blocks south of Zayre Shoppers' City	Conceptual stage
3.	Holiday Inn	100 block on 37th Ave. So.	Construction to begin in March 1976
4.	Long John Silver Restaurant	3200 block, Highways 23 & 52	Under construction. 75% completed.
5.	Washington Apts. (90 units, Phase I) (90 units, Phase II)	11th St. So. and Washington Memorial Drive	Has FHA approval. Seeking approval of a plat.
6.	I.S.D. #742 Administration Bldg.	Roosevelt Road	Architectural drawings are being developed.

Attached is a map locating the above projects. The number on the map corresponds to the project numbers.

Very truly yours,

Chris Hagelie

Chris Hagelie
Planning Director

CH/vo
Enc.

ST. CLOUD STATE UNIVERSITY

VICE PRESIDENT FOR ADMINISTRATIVE AFFAIRS
St. Cloud, Minnesota 56301

May 20, 1977

Mr. Sy Knapp
Engineering Department
City Hall Annex
St. Cloud, MN 56301

Dear Mr. Knapp:

The tennis courts located east of Halenbeck Hall are intended for use by the university community, i.e., students, faculty and staff, and are not available for use by the general public. Our limited tennis facilities and large enrollment force us to place the described restrictions on their usage.

Sincerely,

William Radovich

William Radovich, Vice President
Administrative Affairs

WR:dw

An Equal Opportunity Employer

REFERENCES

1. Howard Needles Tammen & Bergendoff, Bridge Inspection, Tenth Street Bridge, Engineering Report, (Minneapolis, October, 1968).

2. David Braslau Associates and Howard Needles Tammen & Bergendoff, Preliminary Noise Analysis, Tenth Street Corridor Alternatives (Minneapolis, January 1974)

3. Gladstone Associates, Analysis of Development Prospects and Land Use Issues in St. Cloud, Minnesota, September 1975, for the St. Cloud Housing and Redevelopment Authority

4. P.K.Sims and G.B.Morey, ed. Geology of Minnesota: A Centennial Volume (St. Paul: University of Minnesota, 1972), pp. 569-570.

5. Soil types for the SCMA were derived from the following principal sources: U.S. Department of Agriculture, Soil Conservation Service, General Soil Map of Stearns County, (Lincoln, Nebraska: 1973); Soil Conservation Service, General Soil Map of Sherburne County (Lincoln, Nebraska: 1975) and Soil Conservation Service, General Soil Map of Benton County (Lincoln, Nebraska: 1968).

6. Material on groundwater was primarily obtained from the U.S. Department of Interior, Geological Survey, Water Resources of the Mississippi and Sauk Rivers Watershed, Central Minnesota, Hydrologic Investigations Atlas HA-534, (Reston, Va.: U.S. Geological Survey, 1975).

7. A Biological Reconnaissance of the Upper Mississippi River - St. Cloud to Fridley.

8. Flood Plain Information, Mississippi-Sauk-Watab River, Vicinity of St. Cloud, Minnesota, U.S. Department of Army, Corps of Engineers, St. Paul District, (September, 1974)

9. Climatic information for the SCMA is based solely upon data for St. Cloud as contained in the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, Environmental Data Service, Local Climatological Data: St. Cloud, Minnesota (Washington D.C.: Government Printing Office, 1971.)

10. U.S. Department of Commerce, Environmental Science Services Administration, Climatic Atlas of the United States (Washington D.C.: Government Printing Office, 1968, P.73

11. Contributions of Urban Roadway Usage to Water Pollution, EPA-600/2-75-004, (March 1975)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

and

MINNESOTA DEPARTMENT OF TRANSPORTATION

and

CITY OF ST. CLOUD

PRELIMINARY 4(f) DOCUMENT

FOR

RIVERSIDE PARK (MUNSINGER GARDEN)
ST. CLOUD, MINNESOTA
SHERBURNE COUNTY

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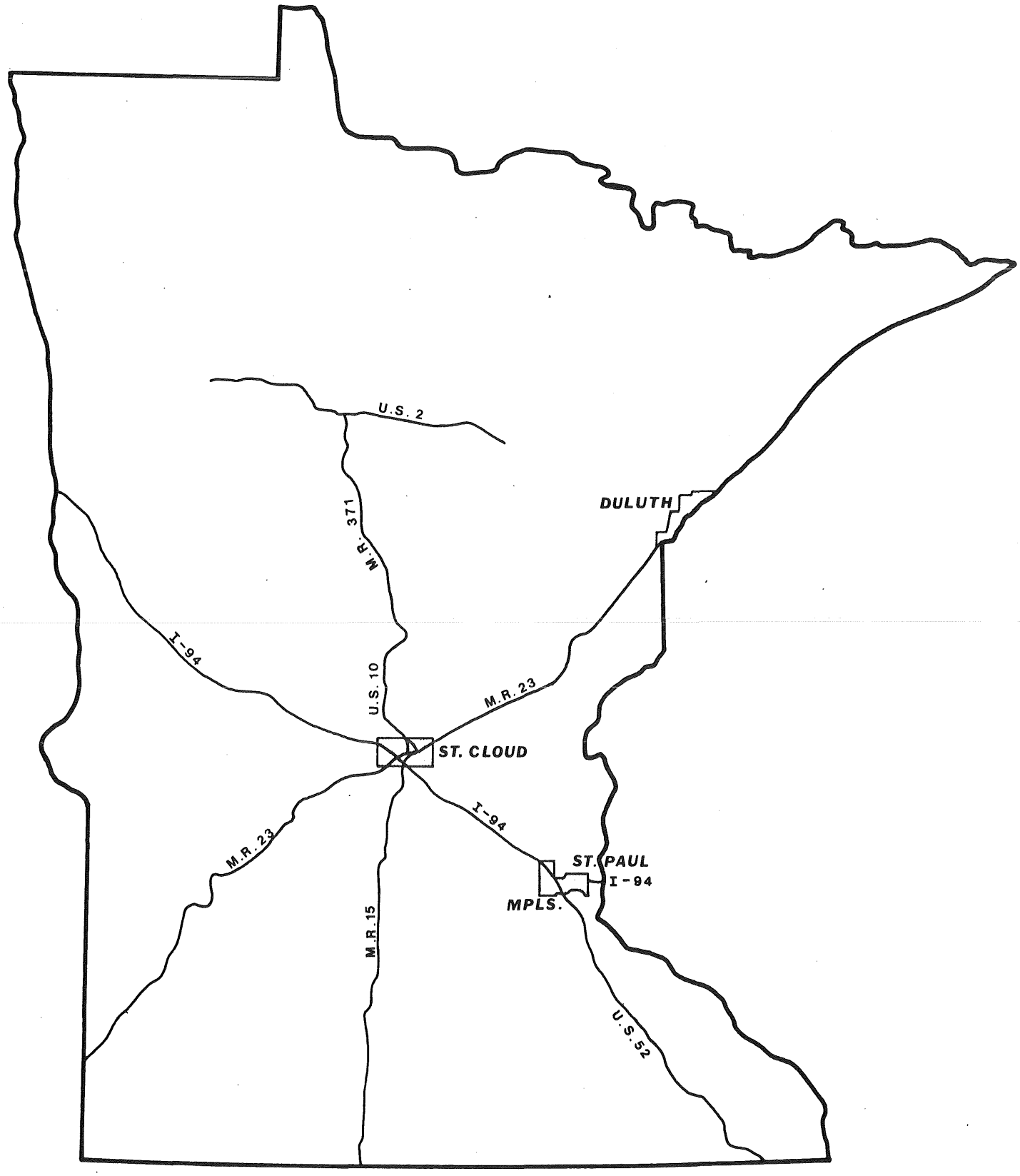
LIST OF ABBREVIATIONS USED

AADT - Annual Average Daily Traffic
CBD - Central Business District
dBA - Decibel measured on the A scale
DEIS - Draft Environmental Impact Statement
EPA - U.S. Environmental Protection Agency
FEIS - Final Environmental Impact Statement
FHWA - Federal Highway Administration
MDNR - Minnesota Department of Natural Resources
Mn/DOT- Minnesota Department of Transportation
MPCA - Minnesota Pollution Control Agency
SCACOG- St. Cloud Area Council of Governments
SCAMATAPS - St. Cloud Metropolitan Area Transportation and Planning Study
SCPRD - St. Cloud Park and Recreation Department
ppm - Parts per million
T.H. -Trunk Highway (U.S. and Minnesota Routes)



INDEX MAP
TENTH STREET CORRIDOR
STUDY - ST. CLOUD, MINNESOTA

N

1

PART I - INTRODUCTION AND PROJECT DESCRIPTION

This statement will discuss the proposed use of parkland in St. Cloud, Minnesota, for the proposed replacement of the Tenth Street Bridge and the upgrading and new construction of about 4 miles of Tenth Street and Michigan Avenue on either side of the bridge. The statement describes the proposed project, describes Riverside Park (including Munsinger Garden) discusses the alternatives to the taking of parkland that were considered, and discusses measures which will be undertaken to enhance the usage of the parkland affected by the project.

Need For Improvement

There are two significant needs related to transportation facilities in the Tenth Street Corridor (Exhibit 2). The most important need is the replacement of the existing bridge across the Mississippi River. The second need is to provide the connecting link and extensions necessary to serve trip desires originating from areas along the arterial. The bridge is a necessary transportation link providing a corridor of travel across the Mississippi River.

The existing bridge, constructed in 1891, is a through truss design, 818 foot long, carrying a two-lane roadway which is confined to about eighteen feet between the side trusses. In 1968, a thorough inspection of the bridge was made. It was stated in the inspection report that because of "progressive deterioration and normal weathering, the bridge has reached a condition of questionable safety."[1] The load limit on the bridge has been restricted to 12,500 pounds with a 15 mph speed limit. Because of the narrow roadway, collision of vehicles with bridge structural members occurs. Structural members on the bridge are below the Army Corps of Engineers design "standard project flood" elevation for the Mississippi River at this point, creating a potential flood obstruction. Structurally unsound and inadequate for present needs, the existing bridge is not capable of continuing its present service indefinitely or in meeting future transportation requirements for the St. Cloud area.

The average annual daily traffic (AADT) was 9,828 vehicles in 1975. The existing bridge is presently an important link to the St. Cloud State University (SCSU) situated on the west bank of the river. Six hundred pedestrians crossing per 24 hours were counted in early March 1974. During warmer seasons of the year, increased pedestrian and bicycle traffic can be expected. An analysis of the 1990 transportation system without a Tenth Street Bridge indicated extreme congestion would occur throughout the day on the Desoto Bridge (T.H. 23/52) north of Tenth Street. The condition of the bridge is a hinderance in planning for emergency service, transit service and school bus service.

In order to attain maximum utilization of a new bridge and the high investment required, accessibility to the bridge via Tenth Street and Michigan Avenue should be a priority item of concern. Due to several man-made and natural barriers, St. Cloud has not developed a well ordered system of collector and secondary arterial streets to complement the primary arterial system. The primary elements of the existing system must serve several functions and the high traffic volumes have created a problem of congestion which will only grow worse with time. Improving the Tenth Street arterial is one of the major steps necessary to correct the deficiency.

The easterly extension of Michigan Avenue will provide railroad grade separation and interchange access to U.S. 10/52, providing safer access to the area. Traffic analysis indicated that 70 percent of the vehicles using the extension will come from the area adjacent to the planned arterial street and the remainder from other areas of St. Cloud. In the central portion of St. Cloud, a mainline raildroad track creates a barrier to the east-west travel. Presently, Division Street (T.H. 23/52) is the only primary arterial street crossing these tracks. South of Division Street, no secondary arterial streets provide east-west movement across the track. Extending Tenth Street South, across the railroad tracks to Roosevelt Road, will provide a secondary arterial street for east-west movements in the southern area of the city. This link will improve traffic conditions for portions of Division Street and north-south streets connecting to south-central St. Cloud. An extension of the arterial from Roosevelt Road westward to proposed T.H. 15/52 is necessary to serve the varied trip functions from the corridor, that is, take the trips from the local and collector street system to the primary arterials.

Another need for upgrading the corridor is to improve the direction of accessibility to St. Cloud State University. A multiple choice of access to the campus area will help to eliminate the congestion which will occur if limited access is provided. The completion of the Tenth Street Corridor links will also aid in planning and implementing other transportation modes. A continuous arterial street will aid in improving present schedules and routes for transit and school buses in addition to providing more options for future expansion of transit routes.

Project Description

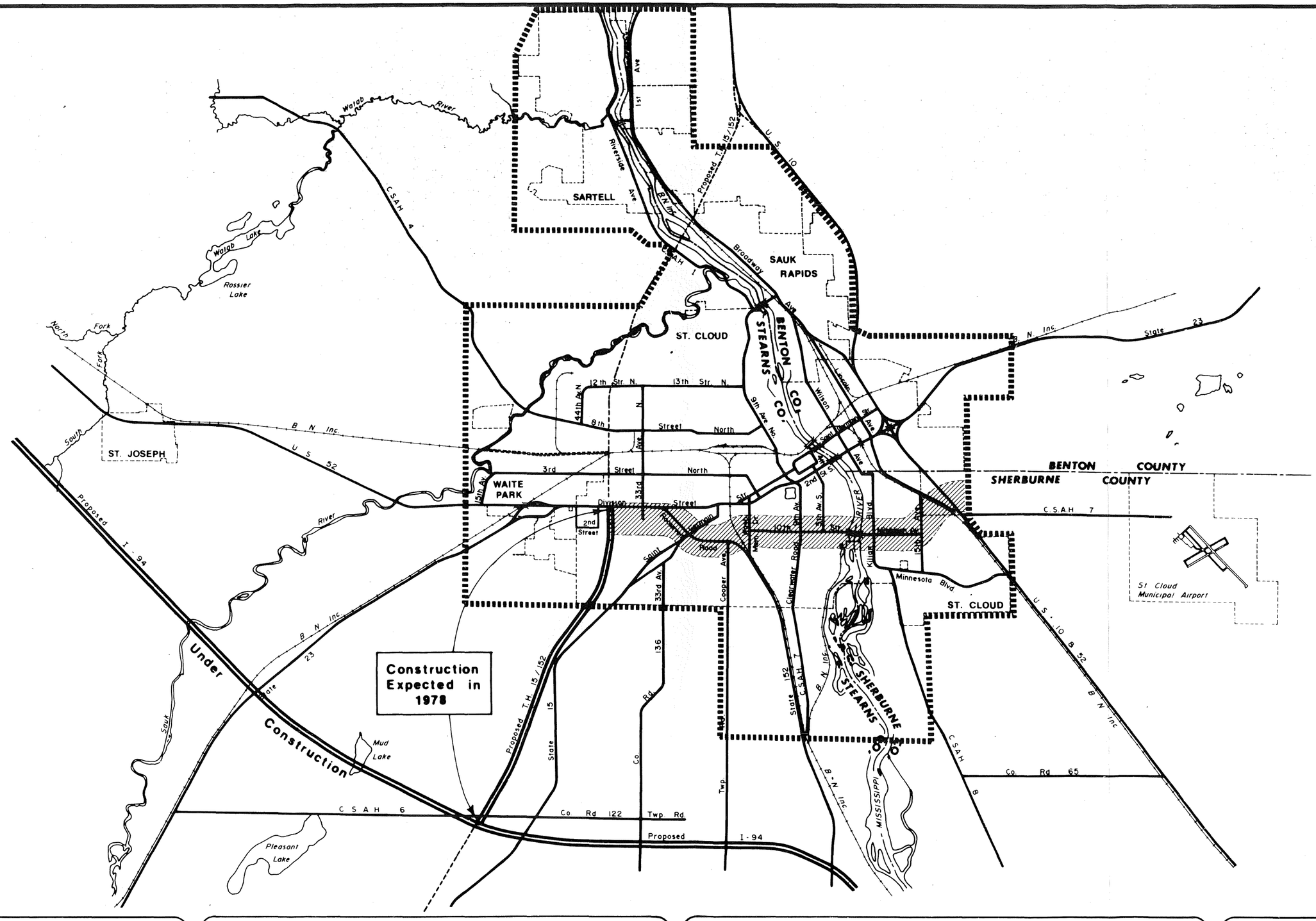
The proposed project consists of two somewhat independent, yet closely related actions: a) the replacement of a structurally unsound, 86-year old bridge over the Mississippi River, and b) the upgrading of about 2 miles of Tenth Street and Michigan Avenue, plus the construction of about 2 miles of extensions to these streets to connect the upgraded facility with logical terminii. The completed project will provide an east-west minor arterial from proposed T.H. 15/152 on the west to U.S. 10 & 52 on the east (see Exhibits 2 & 3).

That segment of the proposed project which will involve the use of public lands is the upgrading of Michigan Avenue from the east bank of the Mississippi River to Kilian Boulevard (see Exhibit 3). Lands to the north and to the south of the right-of-way are Riverside Park property.

Project Status

A St. Cloud Metropolitan Area Transportation and Planning Study (SCAMATAPS) completed in 1972 recommended replacement of the bridge in its present location as a four-lane facility and development of east-west travel routes parallel to Division Street both to the north and to the south.

A study to consider alternatives for the bridge commenced during 1973. Its findings were made public in a report entitled, "The Bridge: History and Current Status," in September, 1974. A Project Development Report (PDR) was then prepared and submitted to the Minnesota Department of Transportation (Mn/DOT) and the Federal Highway Administration (FHWA). The PDR was approved in September, 1975. The Draft Environmental Impact Statement (DEIS) is



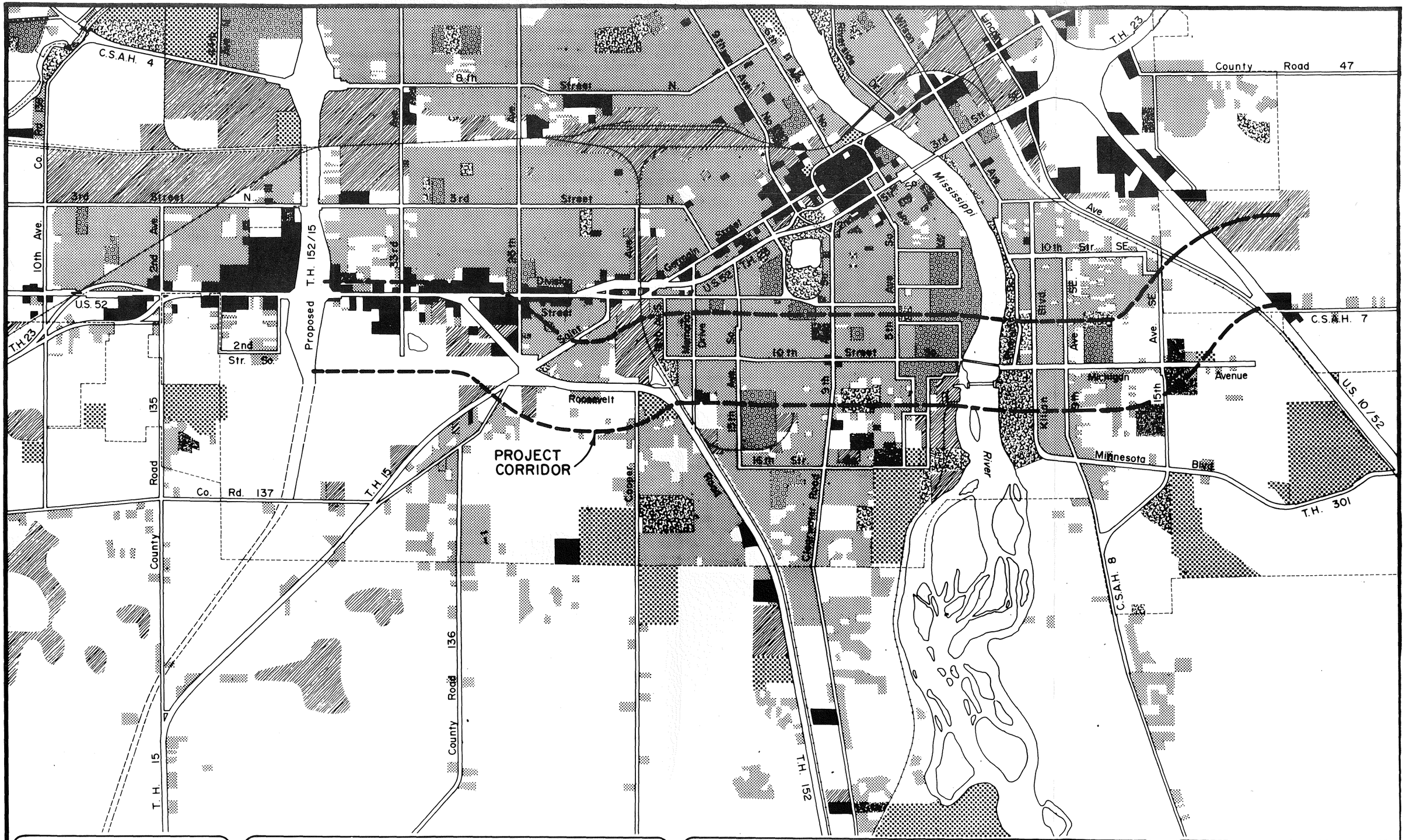
HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

LOCATION MAP
TENTH STREET CORRIDOR STUDY - ST. CLOUD, MINNESOTA

LEGEND
TENTH STREET CORRIDOR
1990 URBAN AREA

NORTH
0' 3000' 6000'
SCALE IN FEET

EXHIBIT 2



HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

EXISTING LAND USE
TENTH STREET CORRIDOR STUDY - ST. CLOUD, MINNESOTA

LEGEND

- SINGLE FAMILY RESIDENTIAL
- MULTIPLE FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PARKS
- SCHOOLS
- OTHER PUBLIC AND QUASI PUBLIC

Sources: St. Cloud Metropolitan Area Transportation And Planning Study, Land Use Plan Report, Aug. 1972 and Aerial Photographs, May, 1973

NORTH

0' 1000' 2000'
SCALE IN FEET

EXHIBIT 3

scheduled for completion and circulation in the Spring of 1977.

Right-of-Way

Existing right-of-way for Michigan Avenue is generally 100 feet wide in the vicinity of the park, flaring to 135 feet at the east river bank. Side slopes of 3:1 on either side of the proposed embankment would require a toe-of-slope width of up to 240 feet and a construction easement width of from 280 to 320 feet.

Coordination with Other Agencies

Meetings and contacts have been made with the St. Cloud Park and Recreation Department and the Minnesota Department of Natural Resources in order to elicit pertinent information and concerns. The U.S. Departments of Agriculture, Interior and Housing and Urban Development have been contacted regarding the project. Copies of those letters and replies are included in the Appendix.

Agency with Jurisdiction over Parklands

The Parkland discussed in this report is under the jurisdiction of the St. Cloud Park and Recreation Department. Final authority for park planning and development rests with that Department.

Proposed Use of 4(f) Lands

Riverside Park (Munsinger Garden) is a 55-acre linear park. This project proposes that up to 0.5 acres be converted to permanent street right-of-way. A temporary construction easement would be required on as much as 1.2 additional acres.

LAWCON Fund Involvement

Land and Water Conservation funds in the amount of $60,460.96 have been used to make improvements in the park (LWCF Projects 27-00233, 27-00259 and 27-00353). The above funds assisted with: construction of the wading pool, including sewer and water; construction of the picnic shelter; and construction of parking lots, including storm sewer. These facilities were constructed during the period 1968-1973 and are all located near the southern end of the park where they would not be disturbed.

PART II - THE 4(f) LANDS

Interrelationship with the Street Project

Michigan Avenue is located at about the north-south midpoint of Riverside Park. Contiguous parklands extend some 2300 feet to the north and 2200 feet to the south, as illustrated in Exhibit 4. Munsinger Garden is located in the park on the north side of Michigan Avenue.

Michigan Avenue at present has a 6 percent grade rising from the east end of the bridge to the intersection with Kilian Boulevard. To provide a grade separation with 1st Avenue on the west bank, to provide adequate bridge "low-steel" clearance above the floodplain, and to correct sight distance inadequacies at the intersection with Kilian Boulevard, the design proposes a revised roadway profile as shown in Exhibit 5. The new grade would raise the roadway about 21 feet at the present east end of the Tenth Street Bridge and about 13 feet at Riverside Drive. It then rises at 4.4% to meet Kilian Boulevard at its present elevation. The number of continuous through lanes will depend upon the alternate selected, but at a maximum would be two 12-foot lanes in each direction. The grades provide for a design speed of from 30 to 40 mph. The maximum construction easement width needed for the proposed action is 280 to 320 feet using 3:1 side slope construction, and would amount to the temporary use of 1.2 acres, plus the 0.5 acres needed for right-of-way. Extensive use of walls along Michigan Avenue could reduce construction width to a maximum of 230 feet requiring the use of 0.6 acres plus 0.4 acres for right-of-way.

Size and Location

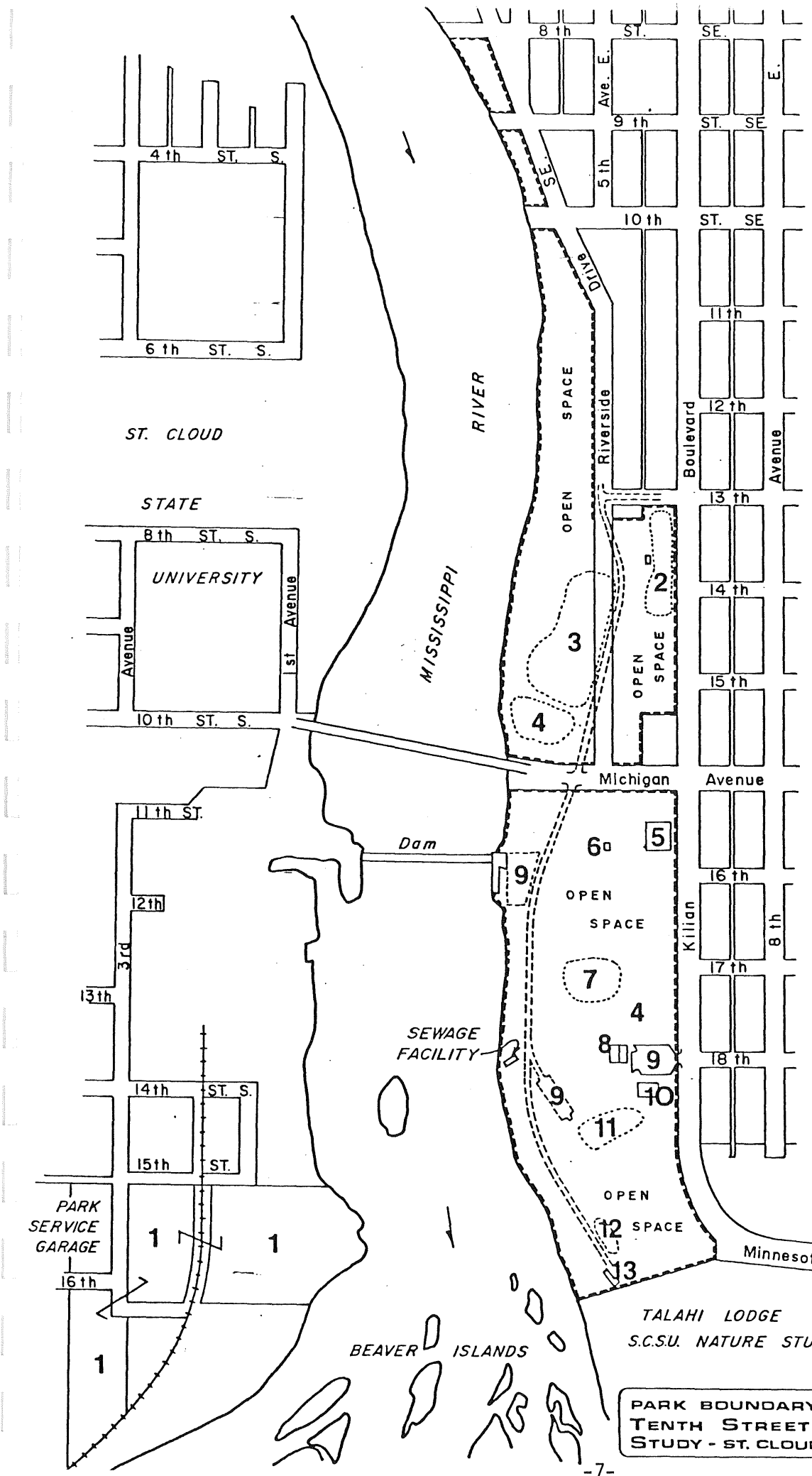
Riverside Park is 55 acres in size. Its shape is generally linear, being a little over one mile long (including the parcels between 8th and 9th and between 9th and 10th Streets, S.E) and varying in width from less than 100 feet to more typically 700 to 800 feet. Located in southeastern St. Cloud and directly across the river from St. Cloud State University, the park is bounded by the Mississippi River on the west, by Eighth Street S.E. on the north, by Riverside Drive and Kilian Boulevard on the east and by Minnesota Boulevard extended on the south.

Type of 4(f) Land

Riverside Park is publically owned and is considered to be of local but not national or state significance. A Community Facilities Plan, prepared for the St. Cloud Area Metropolitan Planning Commission and dated April 1, 1972, concluded that no parks in the Area could be classified as regional at that time. It noted, however, that if Riverside-Munsinger were upgraded and expanded to the south, it could..."serve as part of a beautiful regional park facility".

Activities and Facilities

Riverside Park is a recreation-oriented park. Existing facilities within the park include: picnic areas with tables and grills; a shelter with restrooms, water pump, stove and fireplace; playground facilities with whirlers, teeter-



Description:

1. City Park Property

Riverside Park

Riverside Park Facilities 1977

2. Hockey Rink and General Skating Area
3. Munsinger Garden and Building Complex
4. Picnic Area
5. Tennis Courts (2)
6. Pioneer House (not original site)
7. Ball Field
8. Shelter
9. Parking Lot
10. Wading Pool
11. Sliding Hill
12. Playground Area
13. Old Park Shelter (used for storage)

Other usage

Cross County Skiing
Jogging
Walking
Sun Tanning

PARK BOUNDARY & FACILITIES
TENTH STREET CORRIDOR
STUDY - ST. CLOUD, MINNESOTA

N
0 200'

4

totters, slides and swings; one softball diamond, two tennis courts, horseshoe (permitted) areas, wading pool, ice rink and sliding area; and Munsinger Garden. Photographs 1 thru 5 show portions of the park and Munsinger Garden.

Usage

The Superintendent of Recreation, St. Cloud Parks and Recreation Department furnished the following information regarding park usage:

> Riverside Park is used for picnics from April-October. Picnic attendance is approximately 125,000 per season. The park also serves as a general recreation area for St. Cloud State University students. Two tennis courts are located in the Southeast part of the park. A wading pool is located near the shelter and is open three months a year with an attendance of approximately 90,000. The Association of Retarded Children use the park for a two-week day care camp during July of each year. The City Craftmobile stops at the park once a week for eight weeks with an attendance of 240. During the winter the park is used for sliding and cross country skiing. No attendance figures are kept for these activities. An additional hockey and general skating rink are proposed in the ballfield area in the future. Winter usage is expected to increase dramatically because of the additional rinks. The park is also very popular for jogging, walking and sun-tanning. During elections the picnic shelter is used for voting.

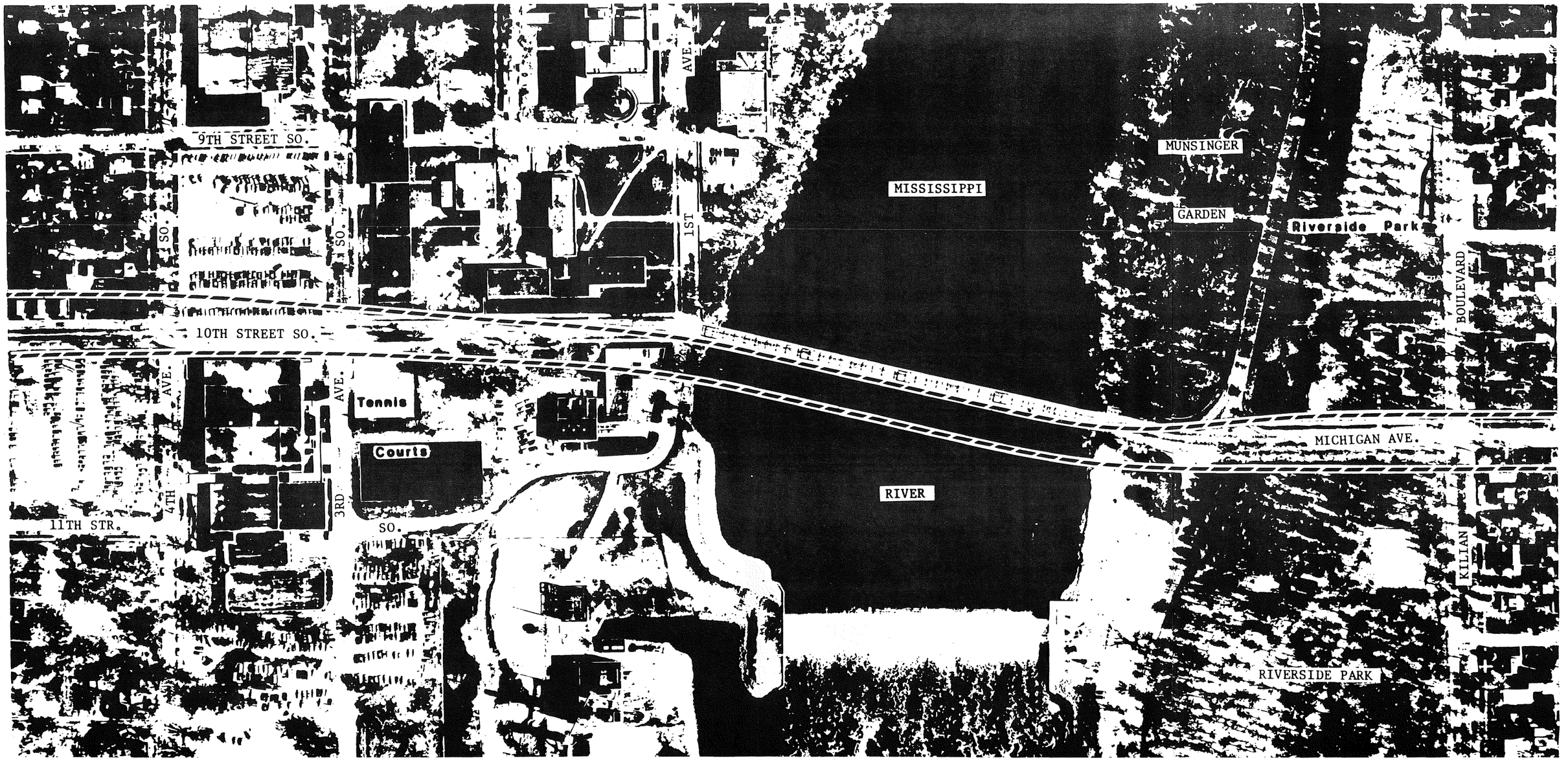
Relationship to Other Parks in the Vicinity

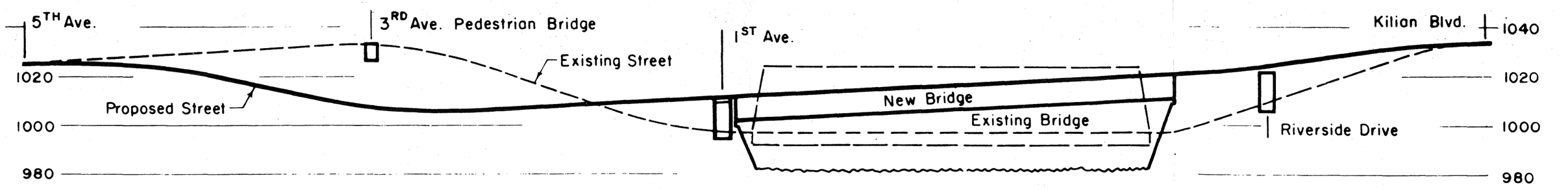
There are two large City parks in the east-central part of St. Cloud; Wilson Park located about two miles to the northwest of Riverside Park and Eastman Park located about one mile to the west-northwest of Riverside. Both of these were classified as community parks in the SCMATAPS Community Facilities Plan. There are also five neighborhood parks - Coborn Property, Barden Park, Ten-Ten Park, Union Park and Southside Park - within an approximately one mile radius of Riverside Park.

Wilson Park is located in St. Cloud at its northern boundary with Sauk Rapids. It is 29.6 acres in size and provides a picnic area and shelter, playground equipment, football field, softball field, volleyball court and horseshoe area. Eastman Park is located in central St. Cloud just south of the downtown area. It is 27.6 acres in size and contains St. Cloud's only lake, Lake George. Facilities provided are picnic area, paddle boats, flowered areas, municipal swimming pool, wading pool and ice skating area. There is no room for other active recreation facilities, however, athletic field space is provided by Technical High School's Clark Field across the street from the park. The neighborhood parks generally provide facilities for one or two types of activities such as an ice rink, playground equipment, picnic area or an ornamental park setting.

Access

Vehicle access to Riverside Park (see Exhibit 4) is from the at-grade Michigan Avenue/Riverside Drive intersection, and from Riverside Drive to the north of the Park. Pedestrian access is available from on-street parking





HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

PLAN LOCATION AND PROFILE
TENTH STREET CORRIDOR STUDY - ST. CLOUD, MINNESOTA

LEGEND

NORTH
0' 100' 200'
SCALE IN FEET

EXHIBIT 5

Photo 1. Looking northeast from the St. Cloud Dam at Michigan Avenue between the Mississippi River and Riverside Drive.

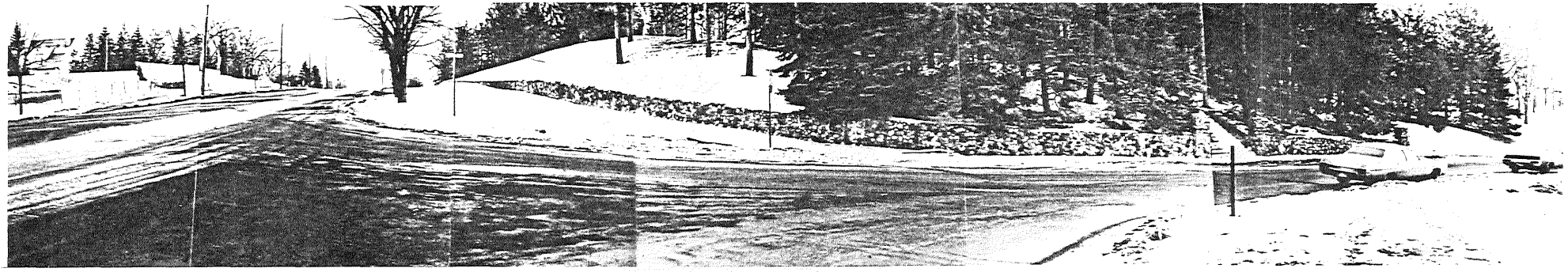


Photo 2. Looking southeast at the southeast quadrant of Riverside Drive-Michigan Avenue intersection.

Photo 3. Looking east from River's edge at wall on north side of Michigan Avenue.

Photo 4. Looking southwest from path north of Michigan Avenue. Mansinger Garden on left, existing Tenth Street Bridge in background.

Photo 5. Munsinger Garden pool.

along Kilian Boulevard, Michigan Avenue, Riverside Drive, and the east-west residential streets in the area. The park is additionally within walking distance of a 75-block residential area directly to the east, and (via the Tenth Street Bridge) from St. Cloud State University and surrounding residential areas on the West Bank.

The proposed 13-foot change in roadway elevation at Riverside Drive will eliminate vehicular access to the park at that point. Continued access will be available from the north. Until recent years, Riverside Drive was also connected to Minnesota Boulevard at the south end of the park. Steadily increasing through traffic became a conflict and hazard to park users, so the southerly connection was barricaded (see Photograph 6) and closed. Reopening of this access will replace the access lost at Michigan Avenue.

Photo 6. Looking east from south end of Riverside Dr. to Minnesota Blvd.

An underpass will be included beneath Michigan Avenue at Riverside Drive to permit ready crossover by pedestrian, bicyclists and park maintenance equipment. The underpass will not be available for public vehicular use, to avoid the recurrence of excessive through-trip traffic. A cul-de-sac and continuation of on-street parking will be provided on Riverside Drive just north of Michigan Avenue for those wishing to use facilities in that area.

Ownership

The park is owned by the City of St. Cloud and is under the control of the City's Park and Recreation Department.

Restrictions Affecting the Title

Except for the restrictions placed on the park by the use of LAWCON funds, there are no known covenents, restrictions or conditions affecting title to the park property. There are no known deed restrictions or revisionary clauses prohibiting the usage of the property for other than park purposes.

Unusual Characteristics

There are no known unusual problems, conditions, or features of the park that either significantly reduce or enhance the value of the area. The U.S. Army

designated "standard project flood" elevation of 992.5 would cover about 100 to 150 feet of shoreline north of Michigan Avenue and little to the south. The danger of significant damage due to flooding in the park is slight.

Land Required for Street Purposes

No additional lands are needed for right-of-way purposes to upgrade Michigan Avenue. A construction easement is needed on a maximum of 1.2 acres to construct the roadway with side-slopes and a minimum of 0.6 acres to construct the roadway with walls. As shown on Exhibit 7 (See page 19), Riverside Drive was constructed to the west of the platted right-of-way just north of Michigan Avenue presumably because of more favorable topography. Since both the parkland and the platted right-of-way are city-owned, this construction shift has not caused any problems to date. Nor has the shift resulted in any adverse effect on the park since the unused right-of-way has remained in its natural, park-compatible state.

It is proposed as part of this project that up to 0.5 acre of parkland west of the platted right-of-way, of which 0.25 acres is already a paved length of Riverside Drive, be converted to permanent right-of-way for the street and cul-de-sac. To offset this loss, it is further proposed that all of the remaining unused platted right-of-way (0.6 acre maximum) be dedicated to the park, resulting in a net increase in parkland of about 0.1 acre. (See Exhibit 9 and 10).

Facilities Affected

Other than the changes in access discussed previously, no man-made park facilities will be directly affected. The north-side construction easement will come within about 10 feet of the nearest picnic area and within 50 feet of Munsinger Gardens. The south-side easement will be at least 200 feet from the Pioneer House and no closer to the tennis courts than the present right-of-way

Nineteen shade trees (primarily elms) are located within Michigan Avenue right-of-way. The new roadway will require removal of all of these. Approximately 37 additional trees are located within the slope construction easement limits. Assuming that those located within 10 feet of the toe of the slopes can be saved through construction of shallow silos, the other 33 trees would also have to be removed. In total, the project would therefore require the removal of about 50 trees using the slope construction. The use of walls would reduce tree removal to about 40 trees.

Other Probable Impacts

Noise: A Noise Analysis report has been prepared for the proposed action. Ambient noise levels were measured at the picnic area nearest Michigan Avenue in October 1975. The noise level is presently L_{10}-61 dBA for the worst hour. The worst hour noise level for this area from a new roadway would be L_{10}-56 dBA regardless of whether two lanes or four lanes are constructed. The change in traffic volume is not significant enough to produce a noticeable change in noise levels. The current FHWA design noise level standard for this area is 70 dBA.

Air: An Air Quality Analysis report has been prepared for the proposed action using a conservative screening analysis recommended by the Minnesota Pollution Control Agency (MPCA). Air quality standards will not be violated for the worst case in the worst year, which is expected to be 1980. At the Michigan Avenue/Riverside Park right-of-way, carbon monoxide concentrations in parts per million (PPM) will be 7.5 PPM for the worst one hour period and 2.4 PPM for the worst eight hour average in 1980. A forty percent reduction of concentrations is expected to occur by 1990 with present emission control strategies. The Minnesota air quality standards are 30 PPM of carbon monoxide for a one-hour period and 9 PPM over an eight hour average. The federal standard is 35PPM one hour and 9 PPM eight hour average.

Water: There are no bodies of water in the park which would be affected by the quality of the runoff draining from the proposed facility. Temporary erosion occurring during construction will be controlled by temporary erosion control measures that will be specified in the plans and specifications or that are directed by the construction engineer.

PART III - ALTERNATIVES TO THE USE OF 4(f) LANDS

This section discusses the considerations involved in the development of this project, and the location and design alternatives which were developed within the prevailing constraints.

Development Considerations

The major considerations in the development of this project were the need to replace the 86-year old Tenth Street Bridge, the traffic pattern and demand for an east-west minor arterial in the southern part of St. Cloud and the area's environmental/cultural and physical constraints. These factors are discussed further below.

The existing Tenth Street Bridge, constructed in 1891, has served the community well. However, today its 18-foot roadway width, the 12,500 pound load restriction, and the 15 mph speed limit are all substandard restrictions which prevent use by school buses, some emergency vehicles, transit service and most commercial vehicles, and make the structure totally inadequate to meet minimum transportation requirements. The bridge is also a flood restriction in that its low steel is about 3½ feet below the Army Corps of Engineers recommended standard.

Traffic counts in 1975 indicated an average annual daily traffic (AADT) of 9,828 vehicles crossing the bridge. Traffic analyses prepared during the SCMATAPS study projected a 1990 volume of up to 12,600 AADT. The present bridge cannot last indefinitely. Failure to replace it would divert these crossings to the T.H. 23/52 bridge about one mile upstream, would eliminate an important link from the east to St. Cloud State University and would eliminate pedestrian and bicycle access from west of the river to Riverside Park.

In conjunction with replacement of the bridge, upgrading the extension of Tenth Street to the west and Michigan Avenue to the east will provide an east-west minor arterial in southern St. Cloud. Construction of such a facility in this general area was recommended by the 1972 SCMATAPS to serve trips generated along its length. The extensions will provide connections with logical termini at proposed T.H. 15/152 on the west and 10/52 on the east.

The project will cross a set of primary and secondary Burlington Northern, Minneapolis to Fargo, railroad tracks near the east terminus. During 1976 these tracks typically carried Amtrak, 2 unit-coal and 9 freight trains per day. Speeds of the trains varied from 50 to 75 mph. It is expected that rail activity will increase in coming years, perhaps significantly, depending upon the role of coal in future energy developments.

The only grade separation with these tracks at present is T.H. 23/52, more than one mile to the northwest. An important safety development consideration is therefore the need to resolve existing and projected at-grade crossing conflicts between relatively heavy street and rail movements.

Environmental/Cultural and Physical Constraints

Two environmental/cultural constraints govern the location of a replacement bridge. One, Riverside Park, extends for more than a mile along the east bank of the river. Two, the segment of the Mississippi River from the Tenth Street Bridge, south to Anoka, Minnesota has been included in the Minnesota Wild, Scenic and Recreational Rivers System by the Department of Natural Resources. Physical constraints relate primarily to meeting design and safety standards such as: The grade separation with 1st Avenue on the West Bank, the required flood plain clearance of the bridge's low-steel, the sight distance (safety) requirements at Kilian Boulevard, and the need to locate the facility somewhere in the general travel corridor.

Location Alternatives

A study to identify and evaluate alternate locations for replacement of the Tenth Street Bridge and upgrading of connecting streets, as recommended by the SCMATAPS, commenced in 1973. That study considered the location alternatives shown on Exhibit 6 and described as follows:

Alt. B - A four-lane arterial street following the Tenth Street Corridor

Alt. F - A four-lane arterial street following the Tenth Street Corridor from its western terminus to about Fifth Avenue, then southward to make an east-west crossing of the Mississippi River at Minnesota Boulevard, then northward along Fifteenth Ave. S.E. to the Tenth Street Corridor (bridge location considered in SCMATAPS).

Alt. G - A one-way pair scheme using bridge locations of alternate B and F, the bridge at Tenth Street would be replaced and carry westbound traffic.

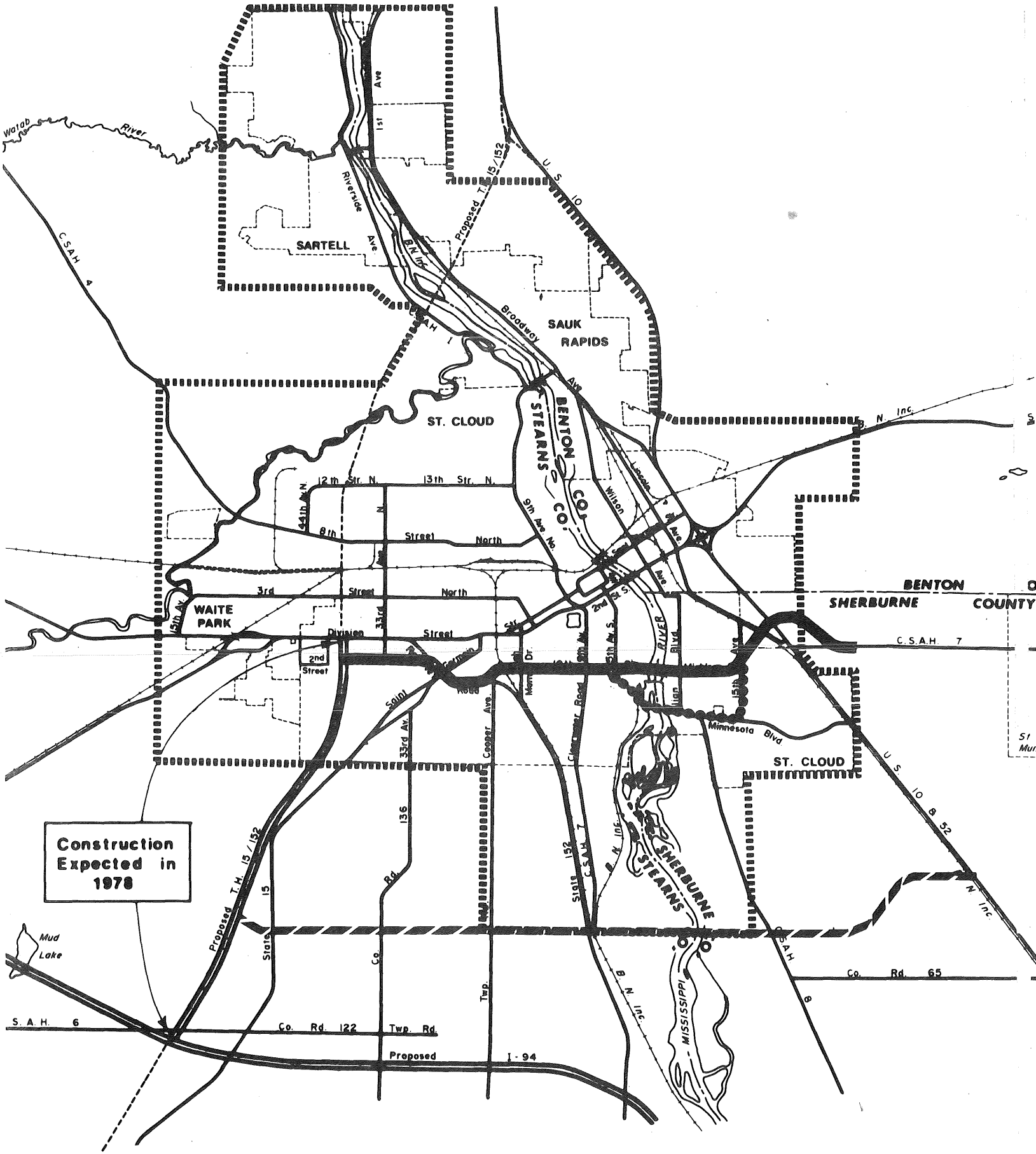
Alt. J - A do-nothing alternative, that is, do not replace the existing bridge.

Alt. K - A completely new bridge and highway located about two and one-half miles downstream from Tenth Street which would connect U.S. 10/52 with T.H. 15 and 23 (considered in SCMATAPS).

Alt. M - A two-lane arterial street following the Tenth Street Corridor.

A report discussing all alternatives was published and available for general distribution on September 3, 1974. The report entitled, "The Bridge: History and Current Status of the Tenth Street Bridge" is available from the St. Cloud Engineering Department. On September 26, 1974, a public meeting was held under the direction of the St. Cloud Area Council of Governments (SCACOG) to receive input from groups and individuals concerning the project. As a direct result of that meeting another alternative was investigated; Alt. N - Replace the existing bridge with a two-lane bridge at the present location but without the extensions and connections to make a complete arterial street.

The St. Cloud Engineering Department reviewed and summarized the technical studies and public meeting transcript in a report presented to the City Council and the St. Cloud Council of Governments, which is available from the



HNTB	LOCATION ALTERNATIVES TENTH STREET CORRIDOR STUDY - ST. CLOUD, MINNESOTA	G { B, M F K	N 0' 3000	6

St. Cloud Engineering Department. On December 19, 1974, the SCACOG reaffirmed its approval of the Tenth Street Corridor, redesignated the cooridor as a "minor arterial" within the functional classification plan; it also established the construction of a new Tenth Street Bridge as its top priority project within the Federal Aid Urban (FAU) system of streets for the metropolitan area. All of the alternates studied, with the exception of alternates B, M, N and J were eliminated from further consideration due to the following reasons:

Alt. F - The curving and diagonal portions of the roadway would create more disruption and relocation of existing residents than a straight alignment. The alignment detours traffic away from desired path resulting in higher road user costs and increased vehicle volumes on alternate routes which are already congested. The pedestrian and bicycle desire line in the vicinity of SCSU would not be served by a bridge 2300 feet further south. This alignment would require several acres of new right-of-way be acquired from Riverside Park and from a nature study area belonging to the SCSU.

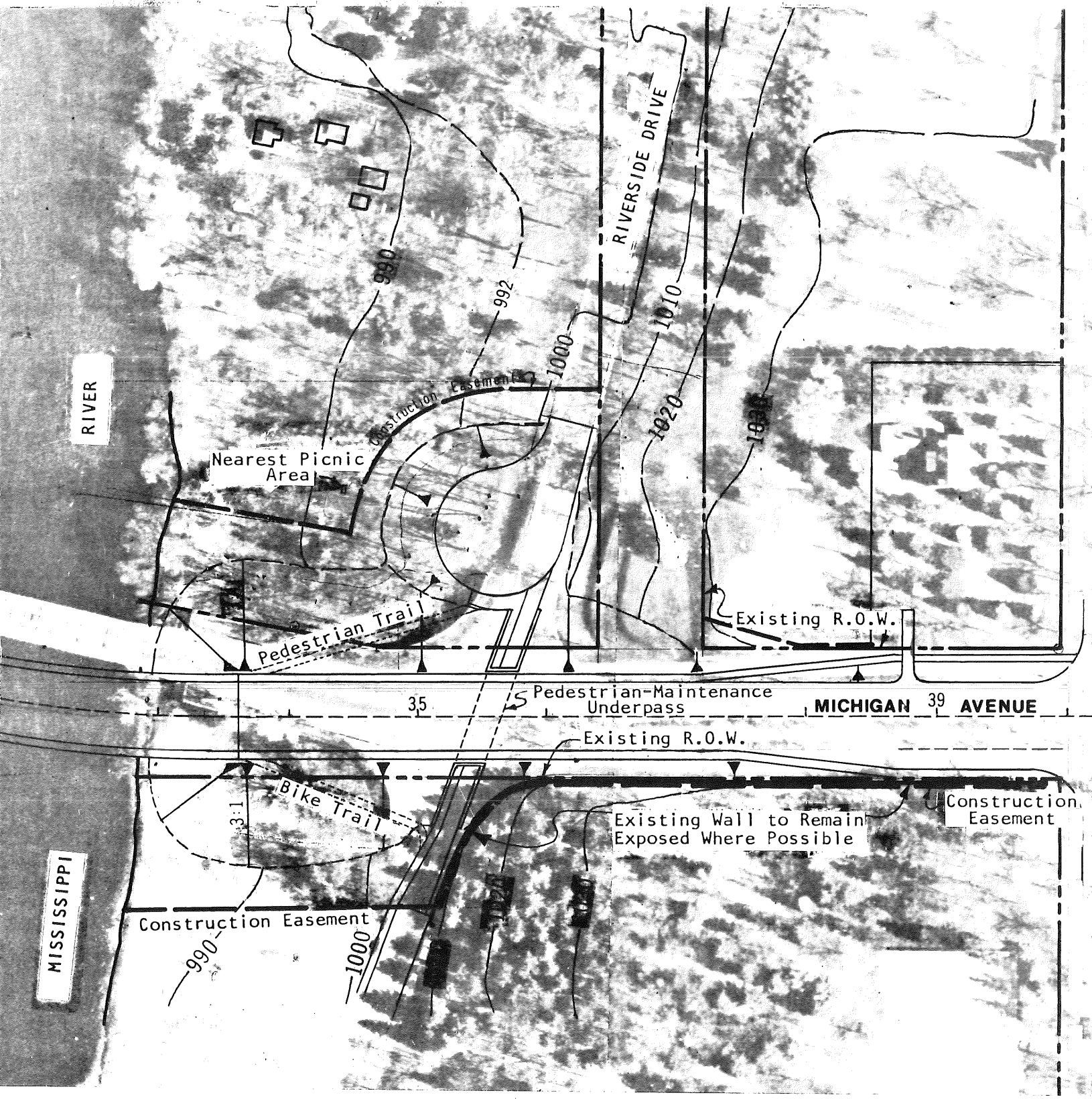
Alt. G - Most of the reasons for rejecting alternate F also apply to alternate G. In addition, this alternate would require the construction and maintenance of two bridges. Because of the one-way operation and wide separation of the roadways, adjacent property owners would be inconvenienced and drivers disoriented.

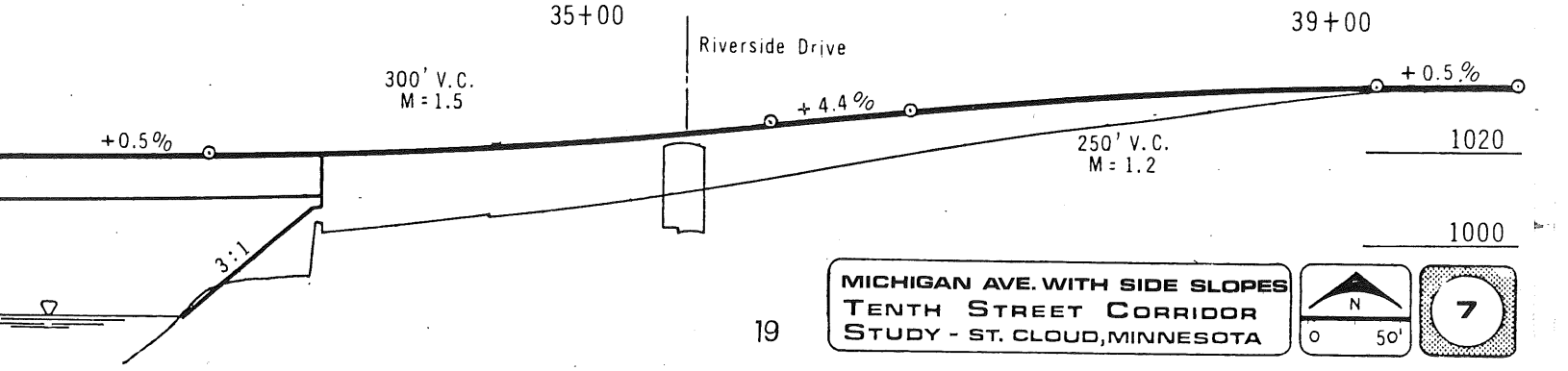
Alt. K - This alternate did not solve any transportation problems identified during the SCMATAPS. The anticipated use of this new bridge and highway was too low to justify its need and a new bridge at Tenth Street would still be needed. This area of the river was also thought to be more environmentally sensitive than above the St. Cloud dam.

All three "do something" alternatives (B, M & N) involve the upgrading of Michigan Avenue and use of parkland. Because of the linear nature of Riverside Park and the Wild and Scenic River classification immediately downstream, it is not possible to construct a replacement bridge in the general need area without crossing parkland or other environmentally/culturally sensitive lands. Even the "do nothing" alternative (J) would most likely involve the eventual temporary use of parkland during removal of the present wingwalls and east bridge abutment. Since 100 feet of right-of-way already exist for Michigan Avenue, upgrading in the present location will be less disruptive to parkland than any other suitably close alternative location.

Design Alternatives

Alternative designs for the upgrading of Michigan Avenue include supporting the raised roadway on an embankment with conventional side slopes or on an embankment constrained by retaining walls located within the right-of-way. Plan view illustrations of these are shown in Exhibits 7 and 8, respectively. Alternative designs for the Riverside Drive cul-de-sac include locating the bulb on the downhill side, again supported by a fill section with conventional side slope, or cutting into uphill side and constructing a retaining wall above the cul-de-sac.

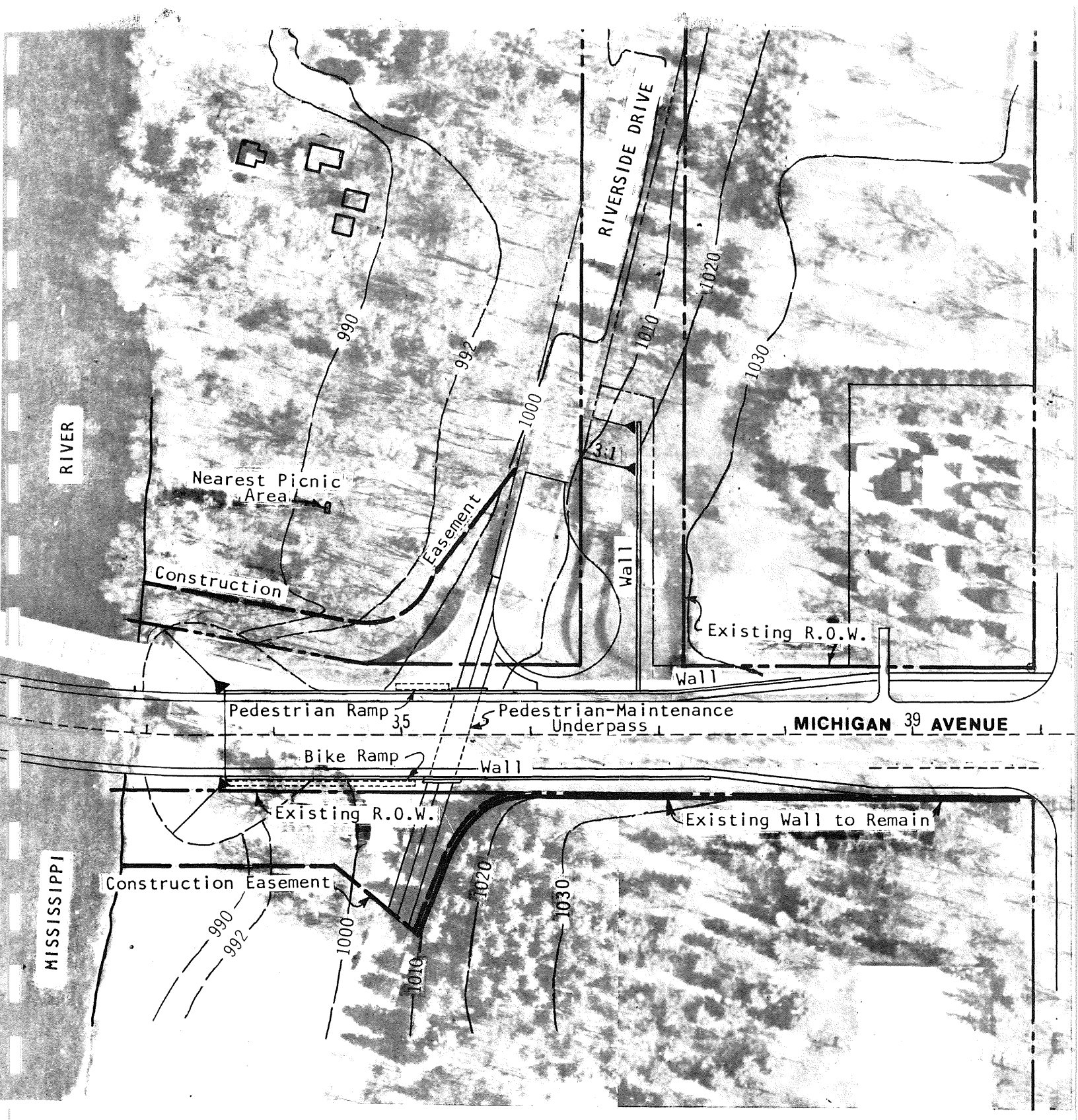


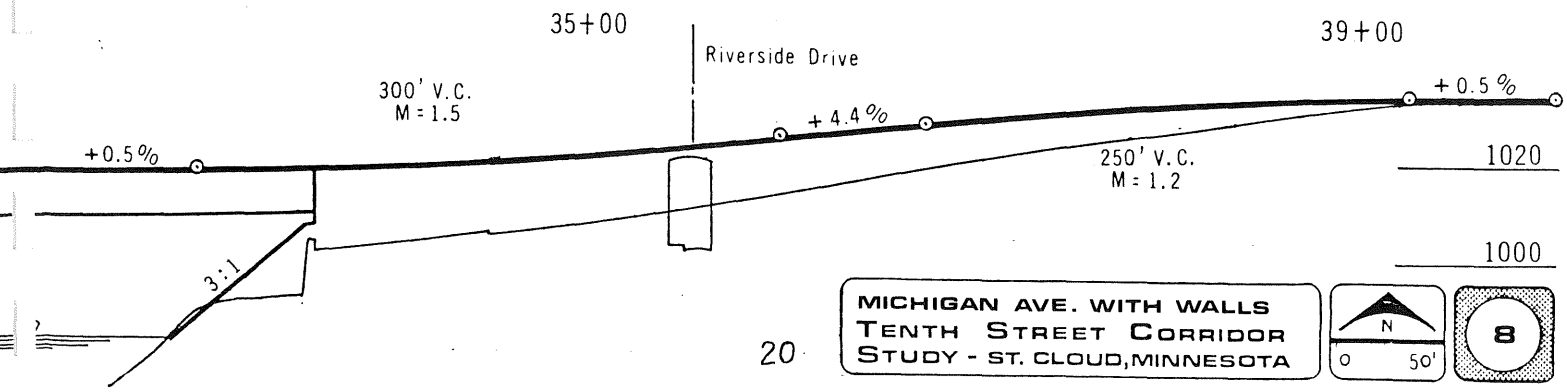


MICHIGAN AVE. WITH SIDE SLOPES
TENTH STREET CORRIDOR
STUDY - ST. CLOUD, MINNESOTA

N
0 50'

7





MICHIGAN AVE. WITH WALLS
TENTH STREET CORRIDOR
STUDY - ST. CLOUD, MINNESOTA

N
0 50'

8

The conversion of 0.4 to 0.5 acres of parkland to roadway right-of-way is for Riverside Drive, not Michigan Avenue. Since the subject portion of Riverside is now located on parkland, whatever need exists for this conversion is common to all alternatives, even the do nothing alternate.

The use of retaining walls would reduce the need for right-of-way from 0.5 to 0.4 acres and reduce construction easement requirements from 1.2 acres to 0.6 acre. Walls would also reduce the number of trees to be removed from 50 to 40. These benefits must be weighed against the additional construction cost of the project.

The basic initial project, replacement of the bridge and upgrading of Tenth Street and Michigan Avenue (with side slopes) from 5th Avenue to Kilian Boulevard, is estimated to cost $5,000,000. The use of retaining walls along Michigan Avenue would increase the project cost by an estimated maximum of $425,000. Construction of the Riverside cul-de-sac on the east side (uphill) would further increase the costs by an estimated maximum of $175,000. Because of the amount of F.A.U. funds available to the St. Cloud area and limited amounts of bridge replacement funds, additional costs will likely be borne by the local governments.

Connections are proposed for pedestrian and bicyclists between the bridge and Riverside Drive. Without walls these would both likely take form of 8-foot wide bituminous-surfaced ramps at an estimated cost of $1200. With walls, a 7-foot wide ramp for bicycles and a ramp for pedestrians are required and estimated to cost $12,000 each. The ramps would probably be of structural metal attached to concrete walls from the end of the bridge to Riverside Drive.

A combination of the side slope and wall alternative is also feasible. The most concern has been expressed for protecting the area north of Michigan Avenue and west of Riverside Drive. Various design modifications and compromises can be made to protect this area at reduced cost. The major modifications are:

(1) Reduce the clearance in the pedestrian-maintenance underpass to eight feet from the planned twelve, a change acceptable to park management;
(2) Reduce the cul-de-sac turn around from a desirable 100 feet to a minimum 70 feet, coupled with the eight foot underpass this will reduce grading and wall height on the uphill side of Riverside Drive;
(3) Use a slope easement in the northeast corner of Michigan Riverside right-of-way similar to the slope alternative to reduce the length of the north side wall and improve landscape appearance;
(4) Use side slope construction on the south side of Michigan Avenue rather than walls.

The combination of 1, 2 and 3 would reduce cost to about $450,000; the addition of 4 would reduce cost to about $250,000 over side slope construction. About 30 trees would require removal. About 0.9 total acres of easement and 0.4 acres of right of way along Riverside Drive would be required and 0.5 acres of existing Riverside Drive right of way could be dedicated to park land.

Do-Nothing Alternative

The do-nothing alternative consists of leaving the Tenth Street Bridge in its present condition and making no improvements to the roadways.

The do-nothing alternative would eliminate the use of parklands for the time being. Eventually the old bridge will become unsafe for even pedestrians and for recreational boaters beneath it, and will have to be removed. Removal of the east abutment wingwalls and reshaping of the approach will require encroachment and construction easements on parkland. Access to the park from the west would then for practical purposes be lost for pedestrians and bicyclists. There would be no river crossings in southern St. Cloud, forcing the traffic north to existing bridges and increasing traffic congestion significantly on the two bridges in central St. Cloud.

Conclusion

This project has been developing over the past nearly 10 years. During that time input from the City, surrounding community and the St. Cloud Area Council of Governments has been incorporated into this proposal. The needs has been documented by the comprehensive SCMATAPS effort. The proposed location has the concurrence of all the agencies involved.

Based on the above factors, and the linear nature of the 4(f) lands in the project area, it is concluded that there is no prudent or feasible alternative to the use of parklands. Other locations would either involve a larger use of 4(f) lands or be so far removed that they would not be compatible with the need.

PART IV - PLANNING TO MINIMIZE HARM

Planning to minimize harm to 4(f) lands has taken three directions:

1) coordination with involved agencies;
2) replacement of the parkland needed for Riverside Drive right-of-way; and
3) design features.

Coordination

The agency with jurisdiction over Riverside Park is the City of St. Cloud Park and Recreation Department. Meetings and telephone conversations with SCPRD representatives were held regarding park facilities, usage and planned improvements. The Department's suggested mitigative measures, described in their letter of March 23, 1977, included in Appendix, included the following provisions:

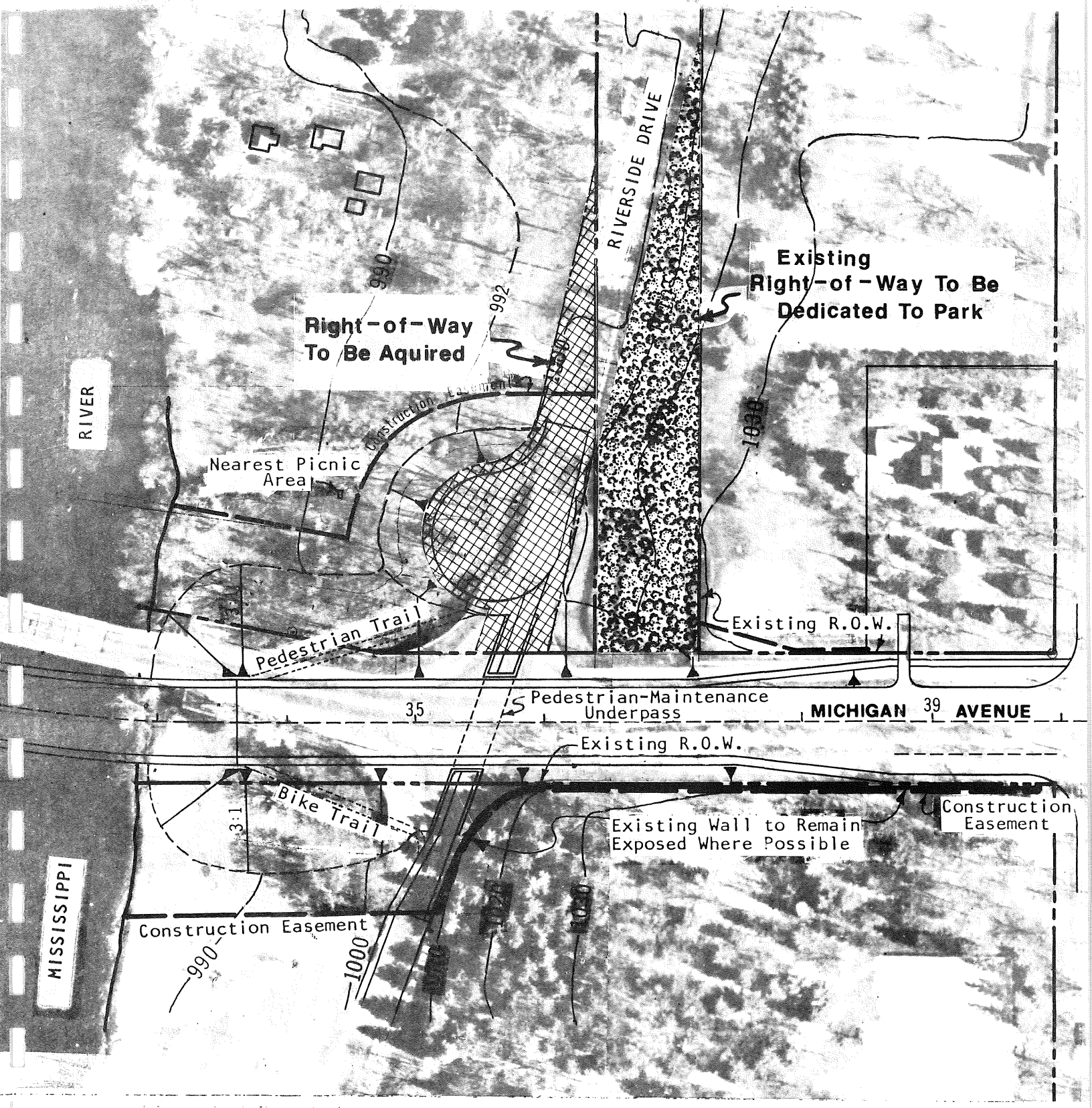
(1) Provide a pedestrian/maintenance vehicle underpass at the Michigan Avenue/Riverside Drive intersection;
(2) Reopen access to the south end of the park at the intersection of Kilian Boulevard and Minnesota Boulevard;
(3) Provide a cul-de-sac on the north side of Michigan Avenue for Riverside Drive with the major area on the east side of the present street;
(4) Replace parkland from within the platted, unneeded Riverside Drive right-of-way;
(5) Provide direct connections for pedestrians and bicycles between the new roadway and Riverside Drive on both the north and south sides.
(6) Replace trees on a two to one ratio, location determined by the City Forester.
(7) The bridge approaches should have as minimal impact as possible on the south end of Munsinger Gardens.

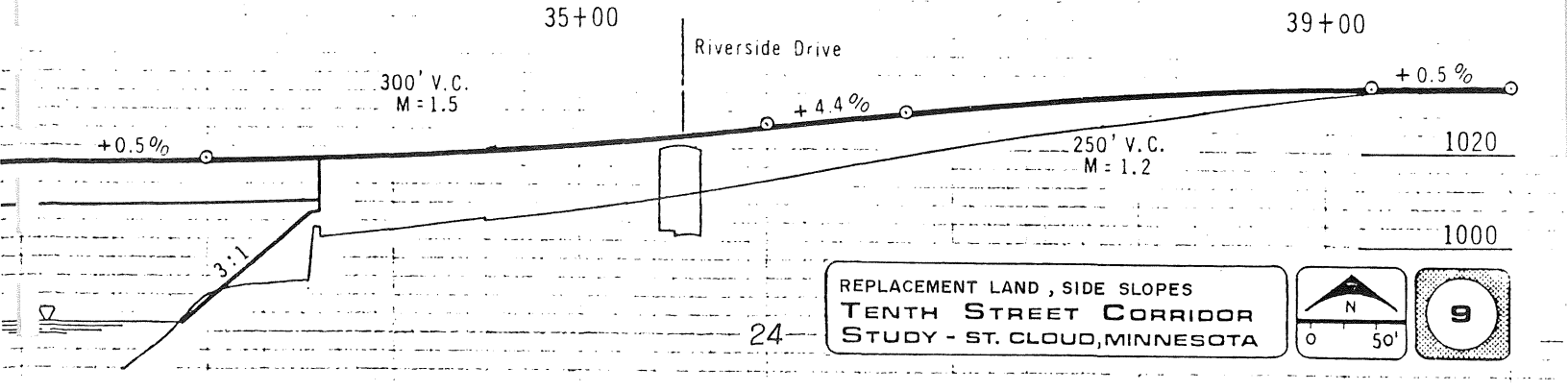
Coordination of this project with the SCPRD will continue through final design and construction.

Early coordination letters were also sent to the U.S. Departments of Interior (Bureau of Outdoor Recreation and the Fish and Wildlife Service), Housing and Urban Development, and Agriculture to solicit input regarding special concerns, etc. Copies of replies from those Departments are included in the Appendix.

At the suggestion of the Bureau of Outdoor Recreation, contact was made with the office of the Minnesota State Liaison Officer, Office of Local and Urban Affairs on the question of whether a Section 6(f) conflict will result from the proposed action. At this time a final determination has not been made but will be resolved prior to any construction approvals. The method of resolving 6(f) conflicts is through the replacement of lands removed from the existing park. Replacement lands for new right of way will be provided regardless of the 6(f) determination.

The Minnesota Historical Preservation Officer, who is the director of the State Historical Society, was consulted. Copies of replies from the Minnesota Historical Society - indicating that no sites in the area are on or eli-

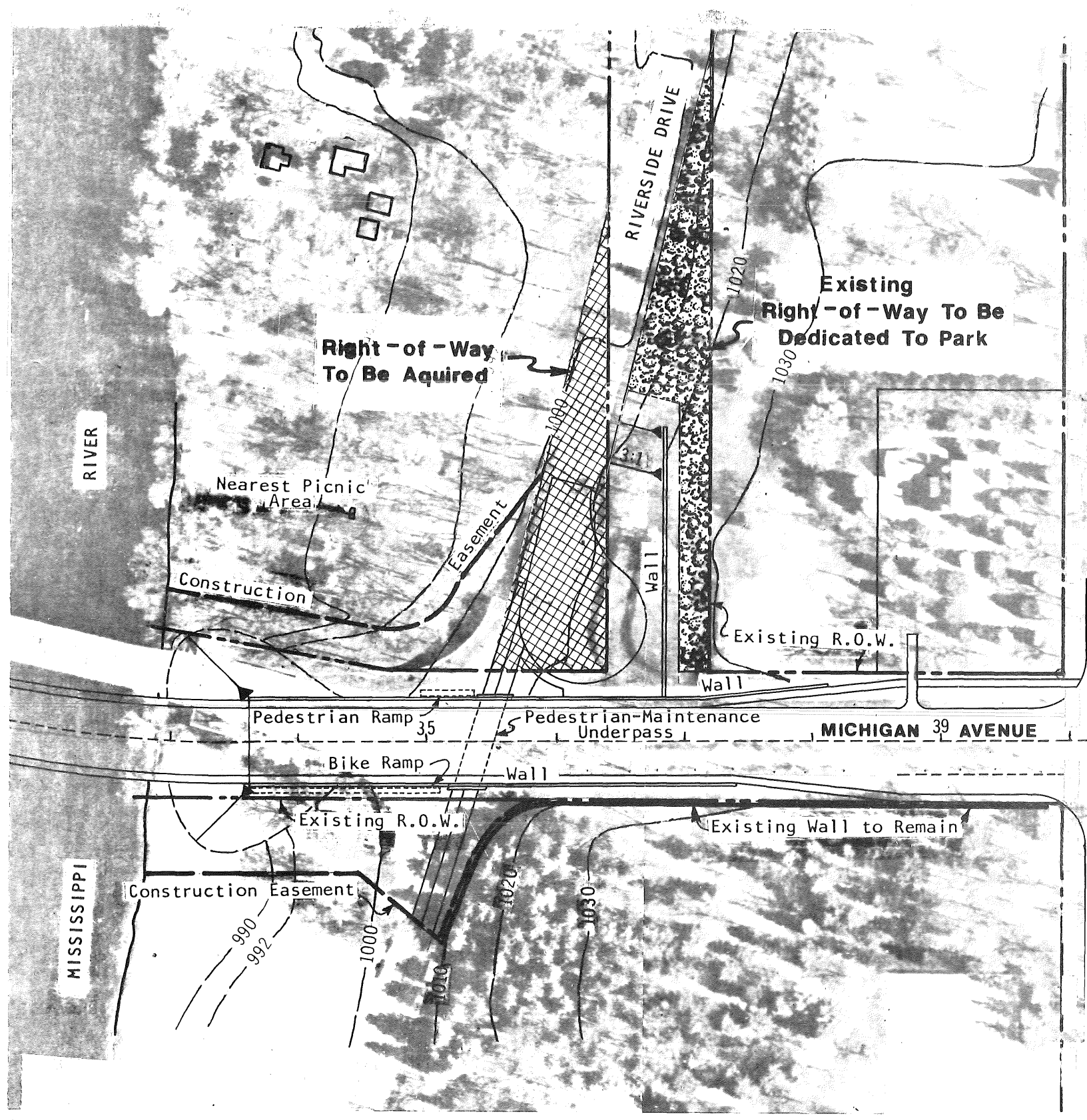


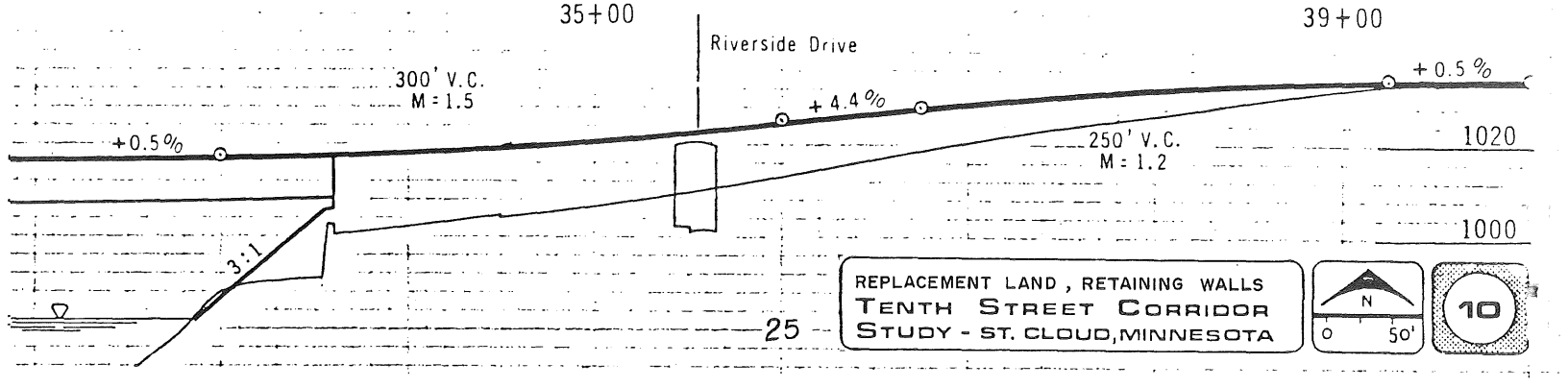


REPLACEMENT LAND, SIDE SLOPES
TENTH STREET CORRIDOR
STUDY - ST. CLOUD, MINNESOTA

N
0 50'

9





REPLACEMENT LAND, RETAINING WALLS
TENTH STREET CORRIDOR
STUDY - ST. CLOUD, MINNESOTA

N

0 50'

10

gible for inclusion on the National Register and that no important historic sites will be adversely affected - are included in the Appendix.

Replacement Lands

The second planning measure to minimize harm to the 4(f) land is the replacement of parkland to be acquired for street purposes with other suitable lands. The location of the replacement land is, as shown on Exhibits 9 and 10, already located within the parkland perimeter. As previously stated, Riverside Drive was not constructed within its platted right-of-way just north of Michigan Avenue. Both the parkland on which the street was constructed and the platted right-of-way are owned by the City of St. Cloud. It is proposed that the 0.25 acre already occupied by the street plus the additional needed for the cul-de-sac be converted to permanent street right-of-way, and that the 0.6 acre maximum of unused platted right of way be dedicated to the park. This parcel is covered by mature vegetation including some trees, has for all practical purposes been used and maintained as parkland for many years, and would result in a net increase of about 0.1 acre of parkland.

Design Features

The third planning measure to minimize harm to the 4(f) land concerns highway design features. Such features proposed as part of this project include:

(1) Providing an underpass for pedestrians and park maintenance equipment/vehicles to replace the present Riverside Drive/Michigan Avenue intersection.
(2) Providing ramp connections between the Tenth Street Bridge/Michigan Avenue sidewalks and Riverside Drive.
(3) Reopening access at the southern end of Riverside Drive to Minnesota Boulevard to replace the access lost at Michigan Avenue.
(4) Providing a cul-de-sac and on-street parking along Riverside Drive for those wishing to use park facilities north or Michigan Avenue.
(5) Appropriate landscaping for site reshaping to be coordinated with the SCPRD and included in the construction plans. Materials for landscaping will be chosen from species that may provide additional habitat for birds and animals that inhabit the area, and will be aesthetically pleasing.
(6) Construction limits will be such that no manmade facilities such as picnic areas, gardens, recreation facilities or Pioneer House will be disturbed during construction.
(7) The existing bridge will continue to remain open as long as possible during construction for access to the park and construction phasing will consider park access.

Conclusion

The above coordination, land replacement and design measures demonstrate, it is believed, adequate planning to minimize the harm associated with this proposed bridge replacement/street-upgrading project.

APPENDIX

HOWARD NEEDLES TAMMEN & BERGENDOFF

February 2, 1977

Mr. Harry M. Major
200 Federal Bldg. and U.S. Courthouse
316 North Robert Street
St. Paul, Minnesota 55101

U.S. Department of Agriculture

Re: Replacement of the Tenth Street Bridge
Over the Mississippi River, St. Cloud, MN.

Dear Mr. Major:

HNTB has been retained by the City of St. Cloud to prepare an Environmental Impact Statement for the proposed upgrading of Tenth Street-Michigan Avenue, including a new bridge over the Mississippi River. Since the project will have an impact on public lands, a Section 4(f) Statement is also being prepared for circulation with the draft EIS this Spring. It has been suggested by the FHWA that the development of the 4(f) statement be coordinated at this time with your office.

The attached exhibit from the draft EIS shows the limits of the project and the location and limits of the public lands - Riverside Park including Munsinger Garden. The 55-acre linear park is a recreational facility and includes picnic grounds and shelters, grills, tables, restrooms, playground equipment, softball diamond, tennis courts, horseshoe court, wading pool, ice rink and sliding area. None of these activities are immediately adjacent to the project, nor would any be directly affected.

The present right-of-way for Michigan Avenue is about 100 feet wide, flaring slightly at the east bridge abutment. The proposed replacement bridge would be located immediately downstream (south side) of the present bridge. The at-grade intersection of Michigan Avenue and Riverside Drive is now a primary point of access to the park. Increased traffic volumes and safety apsects dictate that this intersection be eliminated. Good replacement access is available or will be provided from Riverside Drive and Kilian Boulevard. A wide underpass is also proposed beneath the approach to provide ready cross-over access for park users and park maintenance equipment.

Two design alternatives for the east approach include a fill section with conventional side slopes or restricting the fill section between retaining walls. The former would mean project encroachment on a strip 350 feet long by yp to 70 feet wide (less than one-half acre) outside the north right-of-way line, and 330 feet long by up to 80 feet wide (about one-half acre) outside the south right-of-way line. The more expensive, and in some respects less-aesthetic, wall-retained alternative could be accomplished with no encroachment, other than perhaps some construction easements.

Architects Engineers Planners

6750 France Avenue, South, Minneapolis, Minnesota 55435, 612 920-4668

Partners H. C. Lamberton, Jr. PE, James F. Fish PE, Paul L. Hennessy PE, Joseph H. Looper PE, Robert D. Ortega PE, Bernard H. Reinertsen PE, Gerard F. Fox PE, William M. Wurster PE, George A. Ergenian PE, Browning Cline PE, Charles T. Hennessy PE, Edgar B. Johnson PE, Daniel J. Watkins PE, Ralph E. Mayne FAIA, (Emeritus) J. Spencer PE

Associates Warren J. Appel PE, William J. Mansheim PE, Thom Riley PE, Francis X. Hall PE, Robert W. Bergquist PE, Richard S. Cima PE, Don R. Ott PE, John L. Gilbert PE, Donald A. Nelson PE, Frederick M. Gregory PE

Offices Alexandria, LA Atlanta Baltimore Baton Rouge Boston Bridgeport Cape Coral FL Casper WY Charleston WV Chicago Cleveland Dallas Denver Fairfax NJ Indianapolis Kansas City Miami Milwaukee Minneapolis Newark DE New York Orlando Overland Park KS Philadelphia Richmond Seattle Washington DC Washington NJ Bethel Harbor Pointe Jamaica

The present bridge approach includes wing walls that extend beyond the right-of-way some 70 feet. Removal of the old bridge should seemingly also include removal of these wing wall segments beyond the right-of-way, and regrading and seeding the area to blend with the new bridge approach. Alteration of Riverside Drive beyond the right-of-way to match the new underpass instead of the old intersection with Michigan Avenue should seemingly also be included. These would require temporary encroachment and alteration to the 4(f) land, but would seemingly be a necessary part of the project with only beneficial impacts.

The Section 4(f) Statement will address all the items mentioned in FHWA's Program Manual 7-7-2, Paragraph 20i (1) through (14). If there are additional concerns that your office would suggest also be addressed, please so advise at your earliest convenience.

Thank you in advance for any assistance you can furnish.

Sincerely,

HOWARD NEEDLES TAMMEN & BERGENDOFF

Kenneth E. Broas for R.D. Beckman

Richard D. Beckman
Office Engineer
RDB/dkh

Enclosure

cc: Al Hultine - Mn/DOT

Same letter sent to:

Area Director
Department of Housing and Urban Development
Minneapolis - St. Paul Area Office
1821 University Avenue
St. Paul, Minnesota 55104

Regional Director
Lake Central Region
Bureau of Outdoor Recreation
3853 Research Park Drive
Ann Arbor, Michigan 48104

Mr. Joseph F. Scott, Jr.
Area Supervisor
U.S. Department of Interior
Fish and Wildlife Service
440 Federal Building, Ft. Snelling
St. Paul, Minnesota 55104

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Mpls. Field Office (Ecological Services)
Federal Bldg., Fort Snelling, Room 440
Twin Cities, Minnesota 55111

IN REPLY REFER TO: MFO-ES

Reid 2-7-77

February 3, 1977

Mr. James C. Knutson
Howard Needles Tammen & Bergendoff
6750 France Avenue South
Minneapolis, Minnesota 55435

Dear Mr. Knutson:

This is in response to your letter of January 17, 1977, requesting our preliminary comments concerning the proposed 10th Street corridor in St. Cloud, Minnesota.

From the information available to us at this time, the proposed corridor will affect some 4(f) land (Riverside Park) just east of the Mississippi River crossing area. Each of the three alternatives presented (M, B and N) would follow the existing roadway along 10th Street through this section of the corridor which, in our judgment, would be an environmentally acceptable route. Since Alternative M would involve a narrow two-lane roadway with less encroachment into Riverside Park, we recommend that this alternative be selected as opposed to Alternative B which would involve a wider four-lane roadway.

The proposed location of the new bridge over the Mississippi River is south of the existing 10th Street Bridge and is essentially in the same location as the old bridge. The existing 10th Street Bridge is at the northern boundary of a Mississippi River segment which has been proposed for inclusion in the National Wild and Scenic Rivers System. Since the proposed bridge location, or any location south of the old bridge, would be within this proposed Scenic River Area, we have forwarded all of the information we currently have available to the Bureau of Outdoor Recreation in Ann Arbor, Michigan, the lead Interior agency with respect to the Wild and Scenic Rivers Program. The Bureau of Outdoor Recreation will provide you with any comments and/or recommendations they may have in this regard.

New alignments have been proposed in at least three sections along the proposed corridor and our preliminary review indicates that no other 4(f) lands would be affected by these alignments and the proposed corridor appears to be an environmentally acceptable route.

We understand that the draft Environmental Impact Statement (DEIS) and the 4(f) Statement will be completed in about a month. We will provide you with our final comments on this project after we have had the opportunity to review these two documents.

Sincerely yours,

Joseph F. Scott, Jr.

Joseph F. Scott, Jr.
Field Supervisor

United States Department of the Interior

BUREAU OF OUTDOOR RECREATION
LAKE CENTRAL REGION
3853 RESEARCH PARK DRIVE
ANN ARBOR, MICHIGAN 48104

Recd 2-22-77

IN REPLY REFER TO:
M2253 MN EC
XG26 MN 26-00353
BOR 7-24

February 16, 1977

Mr. James C. Knutzen
Howard Needles Tammen and Bergendoff
6750 France Avenue South
Minneapolis, Minnesota 55435

Dear Mr. Knutzen:

In response to your request for early coordination relative to the 10th Street Corridor, St. Cloud, Minnesota, we have reviewed the project and have the following comments for your consideration in preparing the draft Section 4(f)/Environmental Impact Statement.

This project is not in a section of the Mississippi River currently under study for inclusion in the National Wild and Scenic Rivers System.

Section 4(f) of the Department of Transportation Act of 1966, as amended, states that no public recreation land can be taken for highway purposes unless (1) there is no feasible and prudent alternative to the use of such land and (2) all possible planning to minimize harm has been shown. We suggest the 4(f) statement include correspondence from the local park managing agency indicating those mitigative measures they feel will be necessary. These may include the following as part of the project costs:

1. Replacement of the Riverside Drive/Michigan Avenue intersection with a Riverside Drive pedestrian/maintenance vehicle underpass.

2. Reopening of access at the south end of Riverside Drive/Kilian Boulevard intersection to replace the Riverside Drive/Michigan Avenue access.

3. Establishment of a cul-de-sac and parking just north of the bridge for those entering the Munsinger Gardens on Riverside Drive.

4. Replacement of trees. Tree removal will dramatically alter the recreation experience. In an attempt to quantify this impact, a methodology such as that outlined in the International Shade Tree Conference, Inc., Shade Tree Evaluation Manual of 1975, could be utilized in determining both project and mitigation costs.

5. Mitigation of possible adverse effects on the Pioneer's Cabin in Riverside Park. This may include moving the cabin if it is within construction lines.

We suggest that the discussion of alternatives M and B include a listing of all currently used access points to McKinley Park, any access that might be eliminated by either alternative, and possible replacement access in that event.

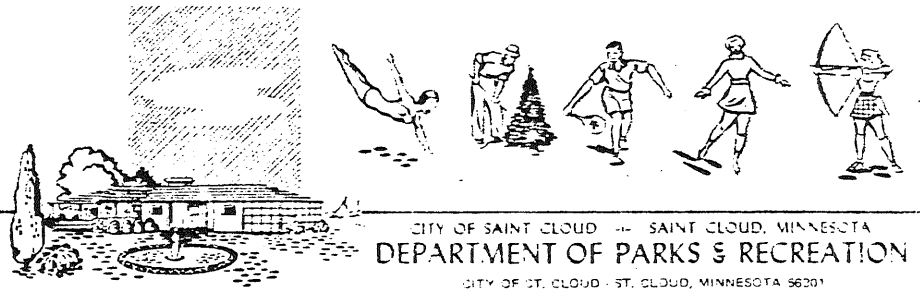
The 4(f) statement should also include an evaluation of the adverse effects of increased Michigan Avenue/10th Street traffic to both parks (noise, air pollution, etc.).

Riverside Park has been developed with monies from the Land and Water Conservation Fund (LWCF Projects 27 - 00233, 27 - 00259, 27 - 00353). Section 6(f) of the Land and Water Conservation Fund Act of 1965, as amended, states that no property acquired or developed with these funds can be converted to other than public outdoor recreation use without the approval of the Secretary of the Interior. When a change of use of Fund-assisted land is contemplated by the sponsor, a determination has to be made by, first, the State Liaison Officer, and ultimately by the Bureau of Outdoor Recreation, as to whether a Section 6(f) conflict will result. If it is found that a Section 6(f) conflict will result and the conversion of use is approved by the Bureau, then it is necessary to acquire replacement land subject to the Bureau requirements. Only land will satisfy the provisions of Section 6(f). The value of new capital improvements or a reimbursement to the Fund will not be acceptable. This matter should be coordinated with the St. Cloud Parks Department and handled by the Minnesota State Liaison Officer, Mr. James L. Solem, Director, Office of Local and Urban Affairs, Capitol Square Building, Room 15, 550 Cedar Street, St. Paul, Minnesota 55101. This potential 6(f) conflict must be resolved prior to construction, with the final decision on the applicability of Section 6(f) and approval of replacement lands resting with the Secretary of the Interior.

These comments are provided as technical assistance and do not satisfy our obligation under the National Environmental Policy Act with respect to any negative declaration or environmental impact statement which may be prepared.

Sincerely yours,

John D. Cherry
Regional Director



CITY OF SAINT CLOUD -- SAINT CLOUD, MINNESOTA
DEPARTMENT OF PARKS & RECREATION
CITY OF ST. CLOUD - ST. CLOUD, MINNESOTA 56201
CIVIC BUILDING, 111 - 4TH AVENUE SOUTH
MUNICIPAL SPORTS CENTER AT 5001 - 8TH STREET NORTH

March 23, 1977

Howard, Needles, Tammen & Bergendoff
6750 France Avenue South
Minneapolis, MN 55435

Re Upgrading of Michigan Avenue at Riverside Park

Gentlemen:

This is offered in response to your letter of February 25, 1977, and the Department of Interior's suggestion that the 4(f) Statement include correspondence from us indicating what mitigative measures we feel should be included as part of the referenced project.

The St. Cloud Park & Recreation Department and Board suggest that the following be incorporated in or included with the upgrading of Michigan Avenue and construction of a new Tenth Street Bridge:

A. To support the replacement of the Riverside Drive/Michigan Avenue intersection with a Riverside Drive pedestrian/maintenance vehicle underpass, without altering acceptable grades.

B. To support reopening of access at the south end of Riverside Drive/Kilian Boulevard intersection to replace the Riverside Drive/Michigan Avenue access; establish parkway up to City standards.

C. To support the establishment of a cul-de-sac just north of the bridge for those entering the Munsinger Gardens on Riverside Drive. Cul-de-sac to be developed with major area east of present drive.

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D. To support the replacement of the parkland needed for Riverside Drive and its cul-de-sac with land from within the platted, unneeded Riverside Drive right-of-way.

E. To support the construction of direct connections between sidewalks on Michigan Avenue with Riverside Drive; these connections to be included on both the north and south sides.

F. To support the replacement of trees on a two to one ratio by trees no smaller than three-inch diameter. Species and specific locations to be determined by the City Forester.

G. That an attempt be made in the construction of the bridge approaches to have as minimal impact as possible on the south end of Munsinger Gardens.

Sincerely,

Larry Haws

Larry Haws, Director
Park & Recreation Department

cs

MINNESOTA HISTORICAL SOCIETY

Fort Snelling Branch (Building 25), Fort Snelling, St. Paul, Minnesota 55111 • 612-726-1171

Archaeology Bldg. 27
1530

March 16, 1976

Mr. Stan Pederson
Howard, Needles, Tammen, and Bergendoff
6750 France Ave. S.
Edina, Minnesota 55424

Dear Mr. Pederson:

Enclosed is a copy of a letter and map we received from the Housing and Redevelopment Authority of St. Cloud listing the important historic sites near the 10th Street corridor. It appears as if no historic sites will be adversely affected by proposed construction within this corridor (SP 162-050-22) barring the bridge itself of course.

Before final clearance in regards to cultural resources can be given, an archaeological reconnaissance should be done in the bridge area to determine if any prehistoric sites are affected. This will be attempted as soon as the weather permits, possibly mid-April.

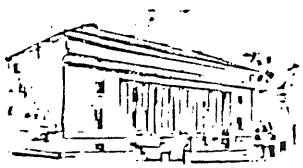
Sincerely,

Scott Anfinson

Scott Anfinson
Municipal-County Highway Archaeologist

SA:lt

cc: Clem Kachelmyer
Preliminary Design Engineer
Minnesota Highway Department



MINNESOTA HISTORICAL SOCIETY

690 Cedar Street, St. Paul, Minnesota 55101 • 612-296-2747

26 July 1976

RECEIVED
JUL 29 1976
HOWARD, N
AND
MINNEAPOLIS, MINNESOTA

Mr. C.P. Kachelmyer
Preliminary Design Engineer
Room 612E
Highway Building
St. Paul, Minnesota 55155

Dear Mr. Kachelmyer:

RE: 10th Street Bridge
Bridge replacement in St. Cloud
Stearns County

The project described above has been reviewed pursuant to responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and the Procedures of the National Advisory Council on Historic Preservation (36CFR800).

This review reveals the location of no sites of historic, architectural, cultural, or archaeological significance within the area of the proposed project. There are no sites in the area which are on the National Register or eligible for inclusion on the National Register, and, therefore, none which may be affected by your proposal.

Sincerely,

Russell W. Fridley
State Historic Preservation Officer

RWF/fr

cc: Howard, Needles, Tammen and Bergendoff
6750 France Avenue South
Minneapolis, Minnesota 55435

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STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES
CENTENNIAL OFFICE BUILDING • ST. PAUL, MINNESOTA • 55155

February 10, 1976

Mr. Larry Bubacy
H. N. T. B.
6750 France Ave. S.
Minneapolis, MN 55435

Dear Mr. Bubacy:

Enclosed is a copy of the proposed management plan for the Mississippi River from St. Cloud to Anoka and an addendum prepared in January, 1976. Note that the start of the study area was shown correctly on the original maps, but was described incorrectly in the text. The management plan should have described the beginning of the study area as being the 10th bridge (or County State Aid Highway #7 bridge) rather than the dam. This has been corrected in the addendum.

I have also sent a copy of the hearing notice for the public hearings to be held in March, 1976. If you have any questions about the proposed plan, Please give me a call.

Sincerely,

DON D. DAVISON, DIRECTOR
Division of Parks and Recreation

Wayne Sames

BY: Wayne Sames
Assistant Rivers Coordinator

:sln
Enclosure

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File 3191

STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES
CENTENNIAL OFFICE BUILDING • ST. PAUL, MINNESOTA • 55155

May 18, 1976

Mr. John R. Miller
Executive Director
St. Cloud Area Council of Governments
100 South 2nd Avenue
197 Sauk Rapids, Minnesota 56379

Dear Mr. Miller:

This letter confirms the position of the Department of Natural Resources in regard to the impact of Scenic and Recreational river designation on the proposed replacement of the Tenth Street bridge in St. Cloud.

The northern boundary of the proposed Mississippi Scenic and Recreational river was recommended for the Tenth Street bridge so that the entire portion of Riverside Park would be included. A proposed river orientation center may be located within the park. In addition, the description of property was more easily accomplished using the bridge as a terminus. To begin the boundary at the city limits would also exclude portions of the Beaver Islands area which is an important component of the proposal.

It is important to note, however, that the Department of Natural Resources does not intend to use such designation to complicate the Environmental Impact Statement process for the bridge. In relation to the Scenic and Recreational river proposal. Replacement of the bridge at its present location would not be precluded. In fact, we would definitely favor replacement of the bridge at its present location rather than a new location downstream.

Whether or not the river is designated, a permit as established in Minnesota Statutes, Section 105.42 is required for the construction, removal, or abandonment of any road or railroad crossing, of a public water. If the river is designated, a conditional use permit from the local authority would also be required and the statewide standards and criteria for public roads and river crossings for Wild, Scenic and Recreational rivers would apply. In general, however, replacement of the bridge should cause no problems. We would be happy to work with the Council of Governments on this project.

Sincerely,

DON D. DAVISON, DIRECTOR
Division of Parks & Recreation

Wayne Sames

By: Wayne Sames
Assistant Rivers Coordinator

:jmh

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DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
AREA OFFICE
6400 FRANCE AVENUE SOUTH
MINNEAPOLIS, MINNESOTA 55435

REGION V
300 South Wacker Drive
Chicago, Illinois 60606

MAR 14 1977

IN REPLY REFER TO:

5.CS:AC

Richard D. Beckman
Office Engineer
Howard Needles Tammen & Bergendoff
6750 France Avenue, South
Minneapolis, Minnesota 55435

Dear Mr. Beckman:

Subject: Comment on Proposed 4(f) Statement

This is in response to your letter of February 2 requesting our comment upon your proposed treatment of a 4(f) statement concerning replacement of the Tenth Street Bridge, St. Cloud, Minnesota.

It appears the discussion of project design will be in a context sympathetic to the recreational and aesthetic resource represented by the park. You might add to this a discussion of the short-term impacts the construction process itself will have upon use of the park by the public, and alternatives for minimizing these effects.

We appreciate the opportunity for comment upon this proposal.

Sincerely,

Madeline Hastings

FOR Thomas T. Feeney
Area Director

RECEIVED
MAR 15 1977
HOWARD, NEEDLES, TAMMEN
AND BERGENDOFF
MINNEAPOLIS, MINNESOTA