



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

402 Metro Square Building, 7th and Robert Streets, St. Paul, Minnesota 55101 612 291-6640

COMMITTEE OF THE WHOLE

MEETING NOTICE
Metropolitan Council Chambers
November 14, 1984
5:00 p.m.

AMENDED AGENDA

1. Call to Order
2. Adoption of Agenda
3. Trunk Highway 3, Environmental Assessment Worksheet
4. Approval of Depositories for Investments
5. Regional Transit Board Equal Employment Opportunity Policy
6. Presentation on Interim Implementation Plan and Financial Plan
7. Strgar-Roscoe Contract Amendment and Work Plan for Development of Financial and Staffing Plans

Elliott Perovich
Chairman

HOLMES & GRAVEN

CHARTERED

470 Pillsbury Center, Minneapolis, Minnesota 55402

Telephone: 612/338-1177

LARRY M. WERTHEIM

Attorney at Law

October 23, 1984

Ghaleb Abdul-Rahman
Executive Director
Regional Transit Board
402 Metro Square Bldg.
St. Paul MN 55101

RE: Regional Transportation Board
Employment Policy
Our File No. RE165-2

Dear Gahleb:

Enclosed please find an interim statement of policy which may be adopted by the Board regarding affirmative action and equal opportunity. It is taken from the Metropolitan Council's affirmative action plan. I have reviewed their plan and found that it is probably far more extensive than we need at the present time, since it envisions, among other things, an equal opportunity coordinator, a personnel manager, and an equal opportunity advisory committee. While some of the concepts contained in the plan may be both beneficial and necessary at a future date, I think the simple statement of policy enclosed will be sufficient for the interim.

Sincerely,



Larry M. Wertheim

LMW:kb

encl.

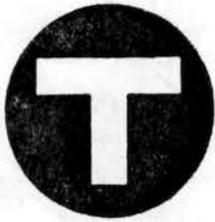
cc: David Graven
Charles Weaver

STATEMENT OF POLICY

The Regional Transit Board hereby reaffirms its policy of providing equal opportunity in: employment; citizen participation in program planning; the provision of services to the public; economic opportunities; and participation in, and receipt of benefits derived from federally funded programs. The Board will comply with current applicable federal and state statutes and regulations and local ordinances in implementing this policy.

No person or organization shall, on the basis of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, disability, age, or political affiliation be excluded from participation in, be deprived of the benefits of, or be subject to discrimination by the Regional Transit Board.

The Board shall continue its affirmative action efforts to ensure equal opportunity in employment, citizen participation in program planning, business opportunities afforded by the provision of goods or services to the Board, and participation in federally funded programs.



MEMORANDUM

TO Policy Committee

FROM David R. Jessup, MTC
Senior Development Planner *David R. Jessup*

DATE November 12, 1984

SUBJECT Trunk Highway 3
Environmental Assessment Worksheet

The Metropolitan Transit Commission has reviewed the Environmental Assessment Worksheet as part of the scoping process for the proposed improvement of Trunk Highway 3. The MTC concurs with the Department of Transportation's assessment of the scope of issues pertinent to the project with the following commentary:

One of the issues identified in the EAW is traffic and transportation requirements. In the discussion of this issue, and in the definition of project alternatives, no mention is made of transit concerns and issues. The project lies within the primary transit taxing district and the project area does have daily regular scheduled bus service (St. Paul Routes 5 and 8). In addition, the proposed roadway will potentially be used by carpools, vanpools and paratransit vehicles. It is recommended that the project development process address the potential use of and design for transit and paratransit vehicles. This should include a study of ancillary facilities such as park-ride facilities.

Thank you for the opportunity to review and comment upon the Truck Highway 3 Environmental Assessment Worksheet.

jd

REGIONAL TRANSIT BOARD
Suite 402 Metro Square Building, Saint Paul, Minnesota 55101

MEMORANDUM

November 12, 1984

TO: Administration and Finance Committee

FROM: Jeff Dziuk, Metro Council Accounting Operations Manager

SUBJECT: Approval of Depositories for Investments

We are requesting that a number of financial institutions be approved as depositories for the investment of Board funds. The list includes two securities dealers, three large local banks, three mid-sized local banks and two small local banks. The institutions are Merrill Lynch, Paine Webber, First Bank Minneapolis, First Bank St. Paul, F & M Marquette, National City, American, Norwest Midland, Capital City, and Shelard National.

The list was constructed with the following considerations. First, it is of sufficient length to ensure active bidding for funds. Second, the broad range in institution size will enable the Board to invest in all the types of investments legally available and thus to maximize yield while offering local financial institutions an opportunity to bid. Third, with the number of institutions available, no single institution will hold more than 40% of the total investment package thus reducing risk.

Recommendation

That the Board approve designation of Merrill Lynch, Paine Webber, First Bank Minneapolis, First Bank St. Paul, F & M Marquette, National City, American, Norwest Midland, Capital City, and Shelard National as authorized depositories for Board funds.

-RZ336A



Minnesota
Department of Transportation
Transportation Building
St. Paul, Minnesota 55155

October 23, 1984

Phone 296-8532

Elliott Perovich
Chairman
Suite 200 - Metro Square Building
Seventh and Robert Streets
St. Paul, Minnesota 55101

Dear Mr. Perovich:

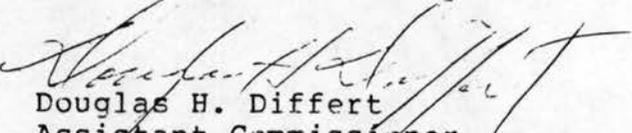
Attached please find a copy of the Scoping Environmental Assessment Worksheet (EAW) for the proposed Trunk Highway (TH) 3 improvement which involves construction of an approximate 3.5 mile southerly extension of TH 3 (the Lafayette Freeway). Project termini are TH 55 to the south and a point approximately 2000 feet south of Interstate 494 to the north in the City of Inver Grove Heights, Dakota County, Minnesota.

The EAW has been prepared by the Minnesota Department of Transportation (Mn/DOT) and is being circulated for a 30 day scoping period pursuant to Minnesota Environmental Quality Board (MEQB) Rule 6 MCAR + 3.030 (1982). The scoping period will begin upon publication of the notice of availability of the Scoping EAW in the EQE Monitor.

Comments should be directed to this office to be used by Mn/DOT in determining the scope of the Environmental Impact Statement (EIS) for this project.

A scoping meeting to receive agency and public comments into the EIS scoping decision process will be held on Thursday, November 15, 1984 at 7:00 p.m. at the Inver Grove Heights City Hall, 8150 Barbara Avenue, Inver Grove Heights, Minnesota.

Sincerely,


Douglas H. Differt
Assistant Commissioner
Program Management Division

Enclosure

Environmental Assessment Worksheet (EAW)

MARK APPROPRIATE BOX:

 REGULAR EAW

 SCOPING EAW

NOTE TO REVIEWERS: For regular EAWs, written comments should address the accuracy and completeness of the EAW information, potential impacts that may warrant investigation and/or the need for an EIS. For scoping EAWs, written comments should address the accuracy and completeness of the information and suggest issues for investigation in the EIS. Such comments must be submitted to the Responsible Government Unit (RGU) during the 30-day period following notice of the EAW's availability in the EQB Monitor. Contact the EQB (metro: 612/296-8253; non-metro: 1-800-652-9747, ask for environmental review program) or the RGU to find out when the 30-day comment period ends.

1. Project Name Trunk Highway 3 in Inver Grove Heights
2. Proposer MnDOT District Nine
 Contact Person Robert C. Winter
 Address 3485 Hadley Avenue North
Box 9050, North St. Paul, MN 55109
 Phone (612) 779-1209
 Attachment A
3. RGU MnDOT Technical Services Division¹
 Contact Person Cheryl Heide
 and Title Environmental Planner
 Address Transportation Bldg., John
Ireland Blvd., St. Paul, MN 55155
 Phone (612) 296-1652
4. Project Location: _____ 1/4 _____ 1/4 Section _____ Township _____ Range _____
 a. County Name Dakota City/Township Name Inver Grove Heights
 b. Attach copies of each of the following to the EAW:
 1. a county map showing the general area of the project.
 2. a copy(ies) of USGS 7 1/2 minute, 1:24,000 scale map.
 3. a site plan showing the location of significant features such as proposed structures, roads, extent of flood plain, wetlands, wells, etc.
 4. an existing land use map and a zoning map of the immediate area, if available.
5. Describe the proposed project completely (attach additional sheets as necessary).
 The project consists of construction of a high volume, controlled access highway facility between a point south of Interstate Highway 494 (Minnesota TH 110) and Minnesota TH 55. The subject highway segment is to be the southerly extension of Minnesota TH 3 to the north, which is a four-lane, freeway type facility. The new TH 3 segment will be located in a corridor for which over 95 percent of the necessary right-of-way has been acquired. Access to the subject highway segment will be at Dakota County Road 18, Dakota CSAH 26 and CSAH 28, and Minnesota TH 55. This access will be provided by interchanges (illustrated on the Site Map) or at-grade intersections, depending on the alternative selected. In addition, 65th Street East and 75th Street East may pass over the subject TH 3 segment on structure, also depending on final alternative selection. Project alternatives include 1) a four-lane divided freeway, 2) a four-lane divided expressway, 3) a staged freeway/expressway and 4) no-build. The likely split for a staged freeway/expressway would be at Dakota CSAH 26. There would exist the option to convert in the future, deferring immediate funding of several structures. Notable environmental consequences include separation of two tracts of a city park by imposition of a highway barrier, encroachment on three Protected Wetland basins which will require a DNR permit and elimination of or encroachment on several other small wetland basins.

1. See Attachment B

LIST OF ATTACHMENTS AND FIGURES

ATTACHMENTS:

- A Addendum to the Worksheet
- B Letter, RGU designation
- C Section 4(f) Determination for McGroarty Park

FIGURES:

- 1. County Map
- 2. USGS Map
- 3. Site Plan
- 4. Zoning Map
- 5. Soils Map
- 6. Geological Features
- 7. McGroarty Park
- 8. Current Year ADT

FIGURE 1 GENERAL HIGHWAY MAP DAKOTA COUNTY MINNESOTA

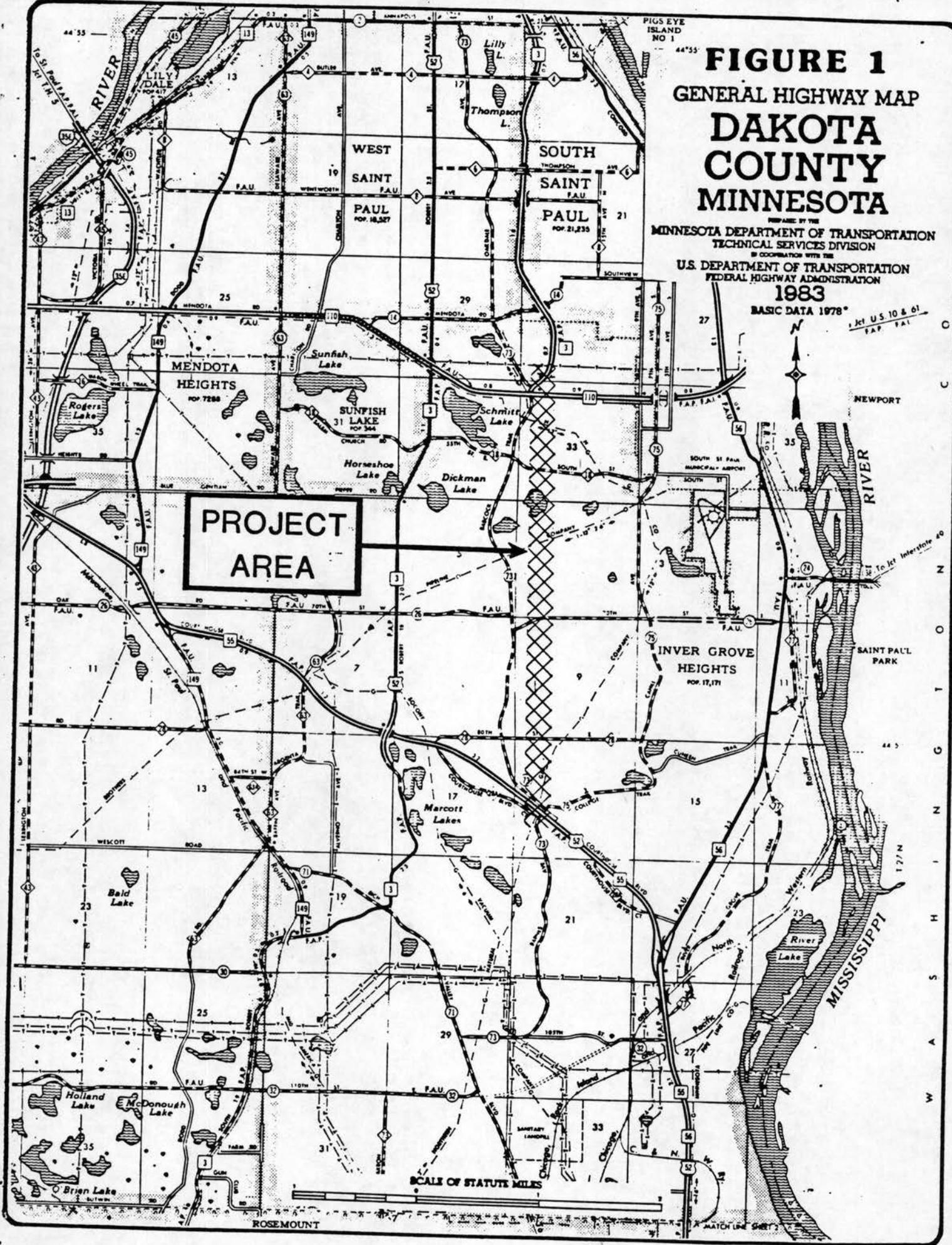
PREPARED BY THE
MINNESOTA DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES DIVISION
IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1983

BASIC DATA 1978*

1 IN. = 10 & 61
FAP PAI

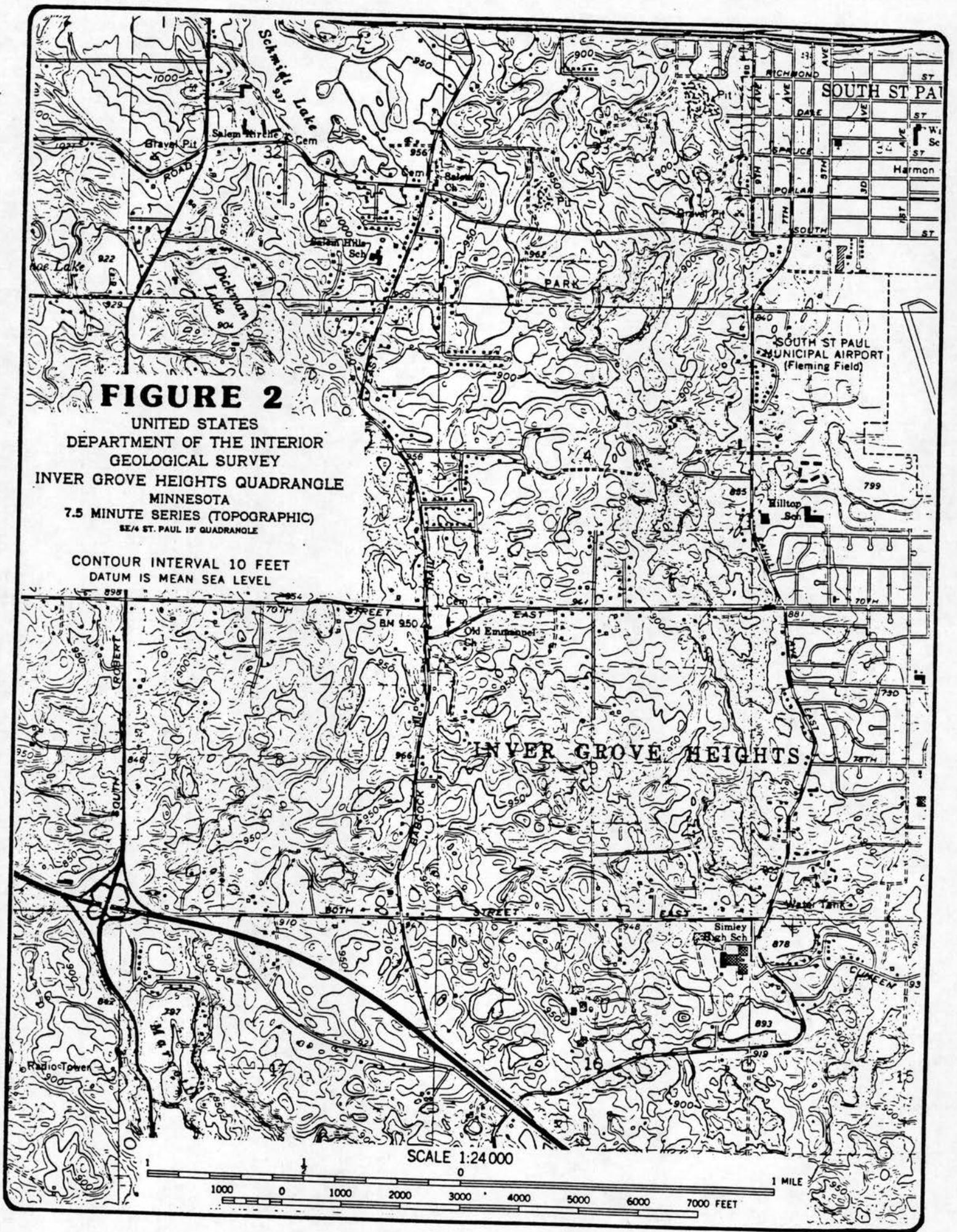


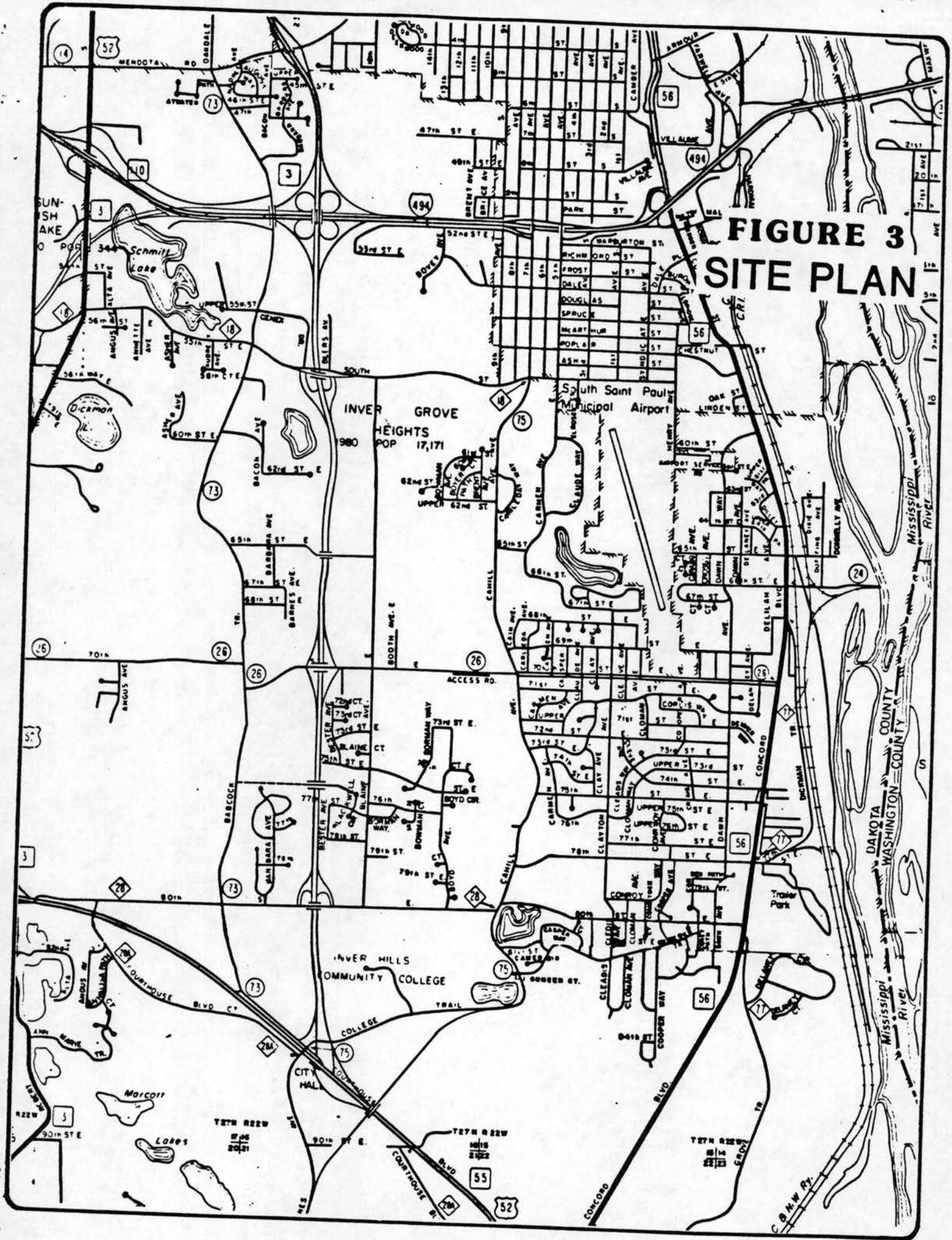
**PROJECT
AREA**

SCALE OF STATUTE MILES

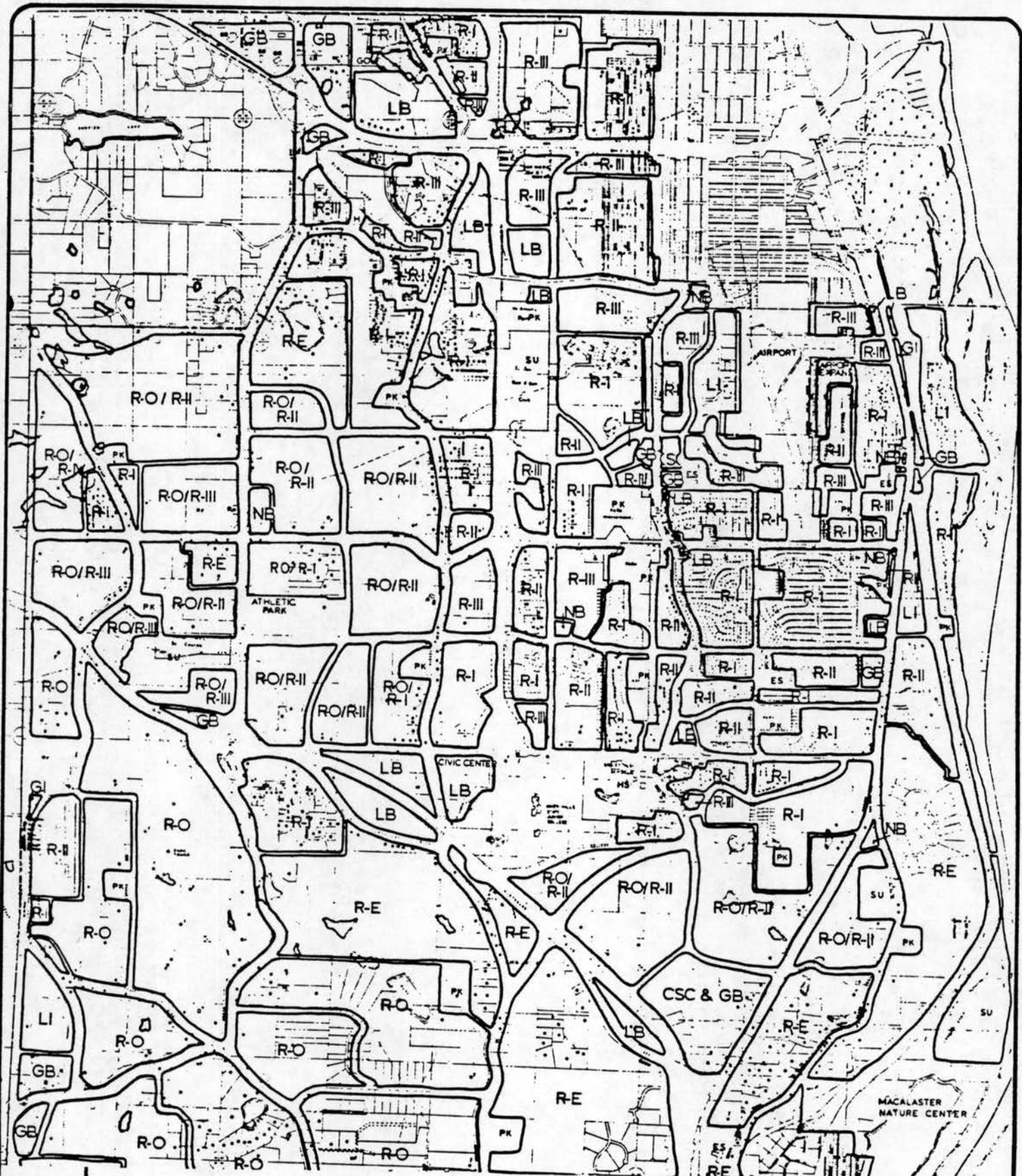
ROSEMOUNT

MATCH LINE SHEET





**FIGURE 3
SITE PLAN**



LAND USE GUIDE PLAN / MAY 1980

FIGURE 4

R-O MINIMUM 5 ACRE LOTS
(until public utilities)
R-E MINIMUM 2 1/2 ACRE LOTS
(estate)
R-I 1 to 3 UNITS PER ACRE
R-II 3 to 6 UNITS PER ACRE
R-III 6 to 12 UNITS PER ACRE
R-IV 12 plus UNITS PER ACRE

LB LIMITED BUSINESS
NB NEIGHBORHOOD BUSINESS
GB GENERAL BUSINESS
CSC COMMUNITY SHOPPING CENTER

LI LIMITED INDUSTRIAL
GI GENERAL INDUSTRIAL

PK PARK
SU SPECIAL RECREATION USE
H HISTORICAL MONUMENT
ES ELEMENTARY SCHOOL
JHS JUNIOR HIGH SCHOOL
HS HIGH SCHOOL

6. Reason for EAW preparation: Mandatory EIS and EAW categories (See Attachment A)

List all mandatory category rule #'s which apply: 6MCAR SS 3.038.Z1. & 3.039.0

7. Estimated construction cost \$20 Million

8. Total project area (acres) _____ or length (miles) 3.5

9. Number of residential units NA or commercial, industrial, or institutional square footage NA

10. Number of proposed parking spaces NA

11. List all known local, state and federal permits/approvals/funding required:

Level of Government	Type of Application	Status
---------------------	---------------------	--------

Federal: ATTACHMENT A

State:

Local:

12. Is the proposed project inconsistent with the local adopted comprehensive land use plan or any other adopted plans? No Yes
If yes, explain:

13. Describe current and recent past land use and development on and near the site.

ATTACHMENT A

14. Approximately how many acres of the site are in each of the following categories? (Acreages should add up to total project area before and after construction.)

	Before	After		Before	After
Forest/Wooded	<u>39</u>	<u>2</u>	Wetland (types 3-8)	<u>32</u>	<u>10</u>
Cropland	<u>9</u>	<u>0</u>	Impervious Surface	<u>14</u>	<u>66</u>
Brush/grassland	<u>228</u>	<u>244</u>	Other (specify)	<u>-</u>	<u>-</u>

15. Describe the soils on the site, giving the SCS soil classification types, if known.

ATTACHMENT A

16. Does the site contain peat soils, highly erodible soils, steep slopes, sinkholes, shallow limestone formations, abandoned wells, or any geologic hazards? If yes, show on site map and explain: No Yes

ATTACHMENT A

17. What is the approximate depth (in feet) to:
a. groundwater 0 min. 25 avg. b. bedrock 110 min. 200 avg.

ATTACHMENT A

18. Does any part of the project area involve:

- a. shoreland zoning district?
- b. delineated 100-year flood plain?
- c. state or federally designated river land use district?

If yes, identify water body and applicable state classification(s), and describe measures to protect water and related land resources:

<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes

19. Describe any physical alteration (e.g., dikes, excavation, fill, stream diversion) of any drainage system, lake, stream, and/or wetland. Describe measures to minimize impairment of the water-related resources. Estimate quantity of material to be dredged and indicate where spoils will be deposited.

ATTACHMENT A

20. a. Will the project require an appropriation of ground or surface water? If yes, explain (indicate quantity and source):

<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes
-------------------------------------	----	--------------------------	-----

b. Will the project affect groundwater levels in any wells (on or off the site)? If yes, explain:

<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes
-------------------------------------	----	--------------------------	-----

21. Describe the erosion and sedimentation control measures to be used during and after construction of the project.

MnDOT Standard Specification 1803.5 will dictate the provisions to control erosion. The contractor will be required to submit an erosion control plan for approval by MnDOT. All disturbed areas will be seeded or sodded to provide permanent erosion control.

22. a. Will the project generate:

- 1. surface and stormwater runoff?
- 2. sanitary wastewater?
- 3. industrial wastewater?
- 4. cooling water (contact and noncontact)?

If yes, identify sources, volumes, quality (if other than normal domestic sewage), and treatment methods. Give the basis or methodology of estimates.

<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes

Runoff will be generated from the impervious highway surface. Volume and quality (not known at this time) will be addressed in the EIS. On-site ponding will be provided. The EIS will note ponding details.

b. Identify receiving waters, including groundwater, and evaluate the impacts of the discharges listed above. If discharges to groundwater are anticipated, provide percolation/permeability and other hydrogeological test data, if available.

The ultimate receiving waters will be groundwater, by infiltration. Hydrogeological test data will be presented in the EIS.

23. Will the project generate (either during or after construction):

- a. air pollution?
- b. dust?
- c. noise?
- d. odors?

If yes, explain, including as appropriate: distances to sensitive land uses; expected levels and duration of noise; types and quantities of air pollutants from stacks, mobile sources, and fugitive emissions (dust); odor sources; and mitigative measures for any impacts. Give the basis or methodology of estimates.

<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes

ATTACHMENT A

24. Describe the type and amount of solid and/or hazardous waste including sludges and ashes that will be generated and the method and location of disposal:

ATTACHMENT A

25. Will the project affect:
a. fish or wildlife habitat, or movement of animals? No Yes
b. any native species that are officially listed as state endangered, threatened, or of special concern (animals and/or plants)? No Yes

If yes, explain (identify species and describe impact):

This concern, including barriers to animal movement, will be researched and addressed in the EIS.

26. Do any historical, archaeological or architectural resources exist on or near the project site? If yes, explain (show resources on a site map and describe impact): No Yes

27. Will the project cause the impairment or destruction of:
a. designated park or recreation areas? No Yes
b. prime or unique farmlands? No Yes
c. ecologically sensitive areas? No Yes
d. scenic views and vistas? No Yes
e. other unique resources (specify)? No Yes

If yes, explain:

ATTACHMENT A

28. For each affected road indicate the current average daily traffic (ADT), increase in ADT contributed by the project and the directional distributions of traffic.

ATTACHMENT A

29. Are adequate utilities and public services now available to service the project? If not, what additional utilities and/or services will be required? No Yes

NA

Summary of Issues

For regular EAWs, list the issues as identified by "yes" answers above. Discuss alternatives and mitigative measures for these issues. For scoping EAWs, list known issues, alternatives, and mitigative measures to be addressed in EIS.

ATTACHMENT A

CERTIFICATION BY RESPONSIBLE GOVERNMENTAL UNIT

I hereby certify that the information contained in this document is true and complete to the best of my knowledge and that copies of the completed EAW have been made available to all points on the official EQB distribution list.

Signature *David A. Herth* Date 10/10/84
Title Assistant Commissioner for Technical Services

ATTACHMENT A

ADDENDUM TO THE WORKSHEET

4. Project Location

N 1/2, NE 1/4, Sec. 21, T27N, R22W
 S 1/2, SE 1/4, Sec. 16, T27N, R22W
 SE 1/4, SW 1/4, Sec. 16, T27N, R22W
 N 1/2, SW 1/4, Sec. 16, T27N, R22W
 NW 1/4, Sec. 16, T27N, R22W
 W 1/2, Sec. 9, T27N, R22W
 W 1/2, Sec. 4, T27N, R22W
 SW 1/4, Sec. 33, T28N, R22W
 First 100 Ft., NW, Sec. 33, T28N, R22W

6. Reason for EAW Preparation

In addition to the mandatory EIS category for highway construction for which MnDOT is the designated RGU, the project exceeds the threshold for a mandatory EAW category for wetlands (6 MCAR S 3.038Z.1.), for which the local governmental unit is the designated RGU. MnDOT requested that the City of Inver Grove Heights approve MnDOT as the RGU for the wetlands involvement. The City has concurred. See Attachment B.

11. Permits and Approvals

Federal

<u>Description</u>	<u>Status</u>
Section 4(f) Approval (FHWA)	Issued 12/8/71
Finding of No Significant Impact (FHWA)	Future
Nationwide Section 404 Permit (Army C.O.E.)	Blanket Permit
Individual Section 404 Permit (Army C.O.E.)	Uncertain due to proposed rule changes
Design Approval (FHWA)	Future
Plans, Specifications & Estimate	Future
Funding 75%	

State

<u>Description</u>	<u>Status</u>
Protected Wetlands Permit (DNR), 3 basins	Not yet applied for
A/Q Indirect Source Permit (PCA)	Not yet applied for
Noise Variance (PCA)	Need not yet known
Funding 25%	

Local

<u>Description</u>	<u>Status</u>
Municipal Plan Approval (Inver Grove Heights)	Future

13. Current and Past Land Use

Lands within the existing project right-of-way are currently vacant or not in active use. MnDOT has owned much of the right-of-way since the 1960s. Acquisition and relocation of two households may be necessary to construct the proposed TH 3/TH 55 interchange. Adjacent to portions of the corridor, there is residential development. Additional residential development is underway. The Inver Hills Community College campus is located adjacent to the corridor, to the east and south of Dakota CSAH 28. Three tracts of a city park are located on both sides of the project right-of-way, south of Dakota County Road 18.

Past land use within the right-of-way includes governmental, private recreational and public recreational categories. The former City Hall site is located at the proposed TH 3/TH 55 interchange area. The former St. Paul Rod and Gun Club site and land acquired from the city park are located toward the north end of the project. However, most of the land within the right-of-way was never developed or used for agriculture since the subject terrain is very rugged. In addition, the Inver Grove Heights Comprehensive Guide Plan assumes construction of TH 3 and has regulated development within the corridor.

15. Soil Classification Types and Locations

A review of the Soil Survey of Dakota County has revealed 19 different soil classifications along the project right-of-way. They are listed below by map units which are referenced to Figure 5, the Soils Map.

342B, C, E	Kingsley Sandy Loam 3-8%, 8-15%, 15-25% slopes
859C	Kingsley/Mahtomedi-Spencer Complex 8-15% slopes
869E	Kingsley/Mahtomedi Complex 15-25% slopes
155C, E	Chetek Sandy Loam 8-15%, 15-25% slopes
539	Palms Muck level
150B	Spencer Silt Loam 2-6% slopes
49B	Antigo Silt Loam 1-8% slopes
189	Auburndale Silt Loam level
344	Quam Silt Loam level

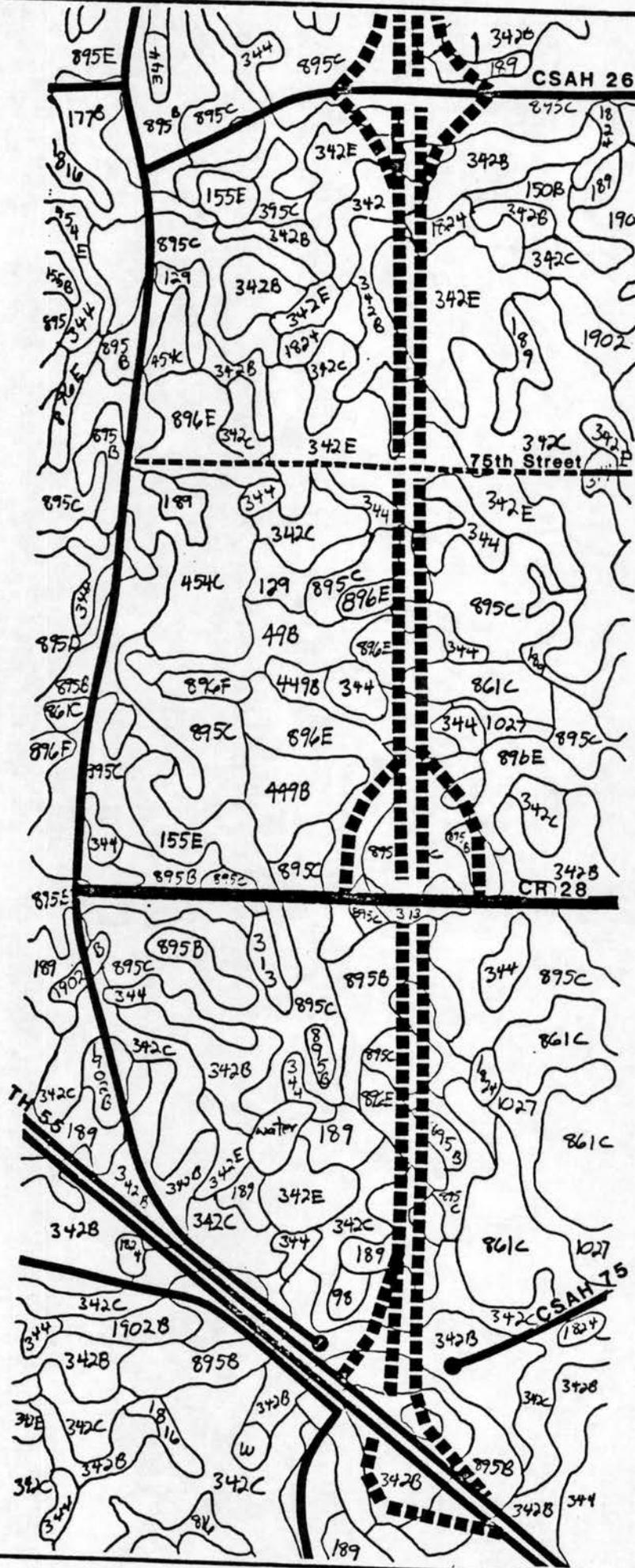


FIGURE 5



SOILS MAP OF
T.H. 3 EXTENSION

1824	Quam Silt Loam, Ponded level
449B	Crystal Lake Silt Loam 1-8% slopes
129	Cylinder Loam level
98	Colo Silt Loam, Occasionally Flooded level
313	Spillville Loam, Occasionally Flooded level
1027	Wet Udorthents level
1029	Gravel Pits

16. Erodible Soils, Steep Slopes, Geologic Hazards

The project area lies entirely on a prominent end (terminal) moraine deposited by the Superior Lobe of the last major glaciation period (the Wisconsin Period). The topography and soils are characteristic of those found on end moraines; hummocky with thick, sandy glacial deposits. The rolling topography and steep slopes make soils highly erodible in places. There are no shallow bedrock formations, sinkholes or known abandoned wells along the project alignment. However, many depressions, often flooded, are encountered. Peat and organic soils are found in these areas. Geological Features of the project area are illustrated on Figure 6. The only geological hazard is possible slope failure. Improper cut or fill procedures could lead to failure of steep slopes parallel to the alignment. This hazard is minimal, however, since most of the slopes subject to such failure are transverse to the alignment.

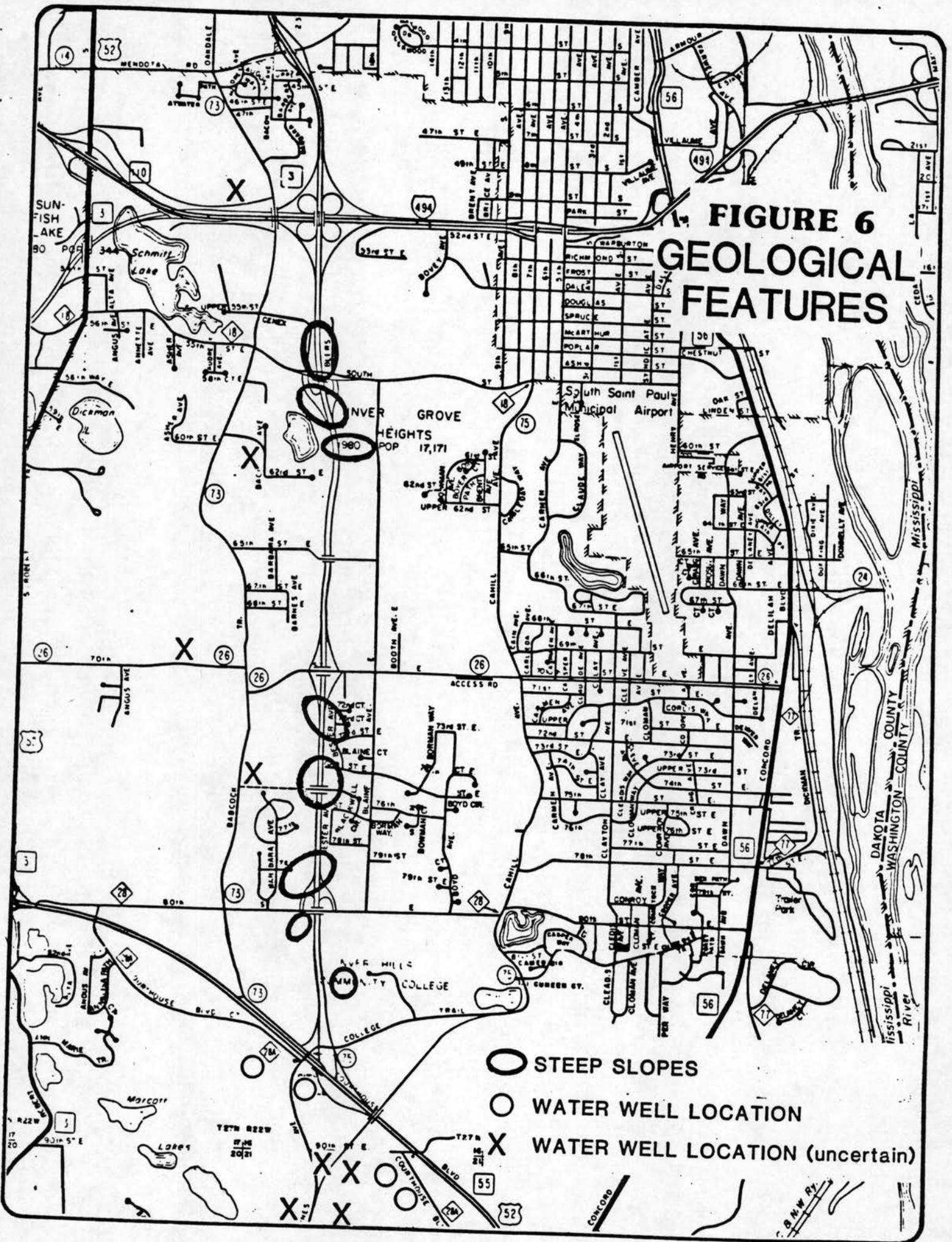
17.a. Depth to Groundwater

Minimum depth to groundwater is technically zero in the areas of the project which contain surface water. A USGS study (Open-File Report 75-342) presents a regional overview of the near-surface water table. Depths range from 10 to 35 feet with 25 feet the average. Minimum depth to this near-surface water table is ten feet.

19. Physical Alteration of Wetlands

The project area will be physically altered by the filling of approximately 22 acres of wetlands. Methods to mitigate this and other measures to minimize impairment of the water-related resources will be discussed in the Draft EIS. A known mitigation measure is the proposed creation of replacement wetlands. Types and acreages are unknown at this time. The quantity of material to be dredged from the wetlands is unknown but will be deposited pursuant to MnDOT Technical Memorandum No. 83-11-ENV-1, Guidelines for Disposal of Excess Materials.

**FIGURE 6
GEOLOGICAL
FEATURES**



- STEEP SLOPES
- WATER WELL LOCATION
- X WATER WELL LOCATION (uncertain)

23.a. Air Pollution

This highway project is located in an area where the State Implementation Plan is required to contain transportation control measures. A detailed air quality analysis will be prepared for the EIS. Application will be made to the Pollution Control Agency for an Indirect Source Permit, Violation of Air Quality Standards is not foreseen nor probable.

23.b. Dust

This project is located in a secondary non-attainment area for particulates. Standard strategies to control dust (total suspended particulates) will be included in the MnDOT construction specifications. The contractor shall be subject to MPCA rules and enforcement.

23.c. Noise

Construction noise and traffic noise will be addressed in the EIS. Due to the sparse development in the area, impacts should be minimal.

24. Solid Waste

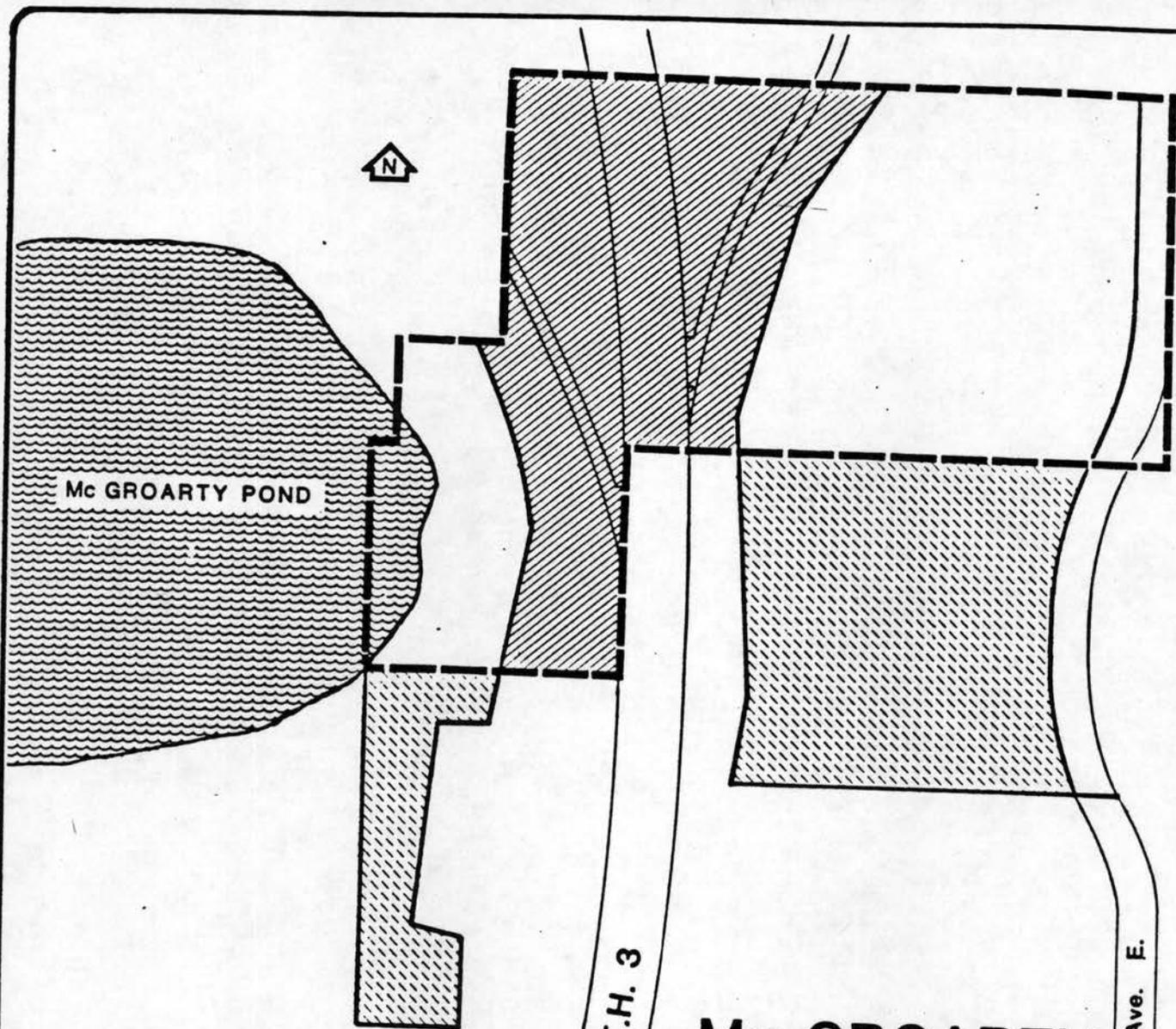
Structures and foundations within the right-of-way will be removed in accordance with MnDOT Standard Specification 2442.3. Structural steel and sound timber will be salvaged in accordance with Standard Specifications 2442.3B and 2442.3C, unless otherwise provided in the Special Provisions. Other solid materials may, if merchantable, be possessed by the contractor in accordance with Standard Specification 2104.3C1; may be disposed of within the right-of-way in accordance with Standard Specification 2104.3C2; or will be disposed of in a MPCA approved construction landfill, in accordance with Standard Specification 2104.3C3.

27.a. Park or Recreation Areas

Project right-of-way acquisition has resulted in the division of McGroarty Park, an Inver Grove Heights city park. The park is illustrated on Figure 7. Park boundaries both before and after the acquisition and land replacement process are shown.

This project has a long development history, dating from the early 1960s. The Section 4(f) Determination for McGroarty Park was approved by the Secretary of the Interior on December 8, 1971. See Attachment C. Three contingencies were attached to the approval:

- Compensation or replacement of 4(f) land acquired for highway right-of-way.
- Provision of a pedestrian crossing to connect the divided park areas.
- Preparation of a plan for landscaping the highway right-of-way and adjacent park areas.



Mc GROARTY POND

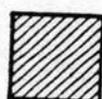
T.H. 3

Mc GROARTY
PARK

Blaine Ave. E.

LEGEND

--- ORIGINAL PARK BOUNDARY

 ACQUIRED R/W

 REPLACEMENT PARK LAND

FIGURE 7

In 1984, 11.2 acres were acquired from this 28 acre park for highway right-of-way. This was compensated by turning over to the city 17.4 acres of State-owned land to fulfill the 4(f) land replacement requirement. The acquisition and replacement process has resulted in the creation of three separate tracts which comprise the current 34 acre park. MnDOT will construct a pedestrian crossing to connect the northerly two tracts which were divided by right-of-way acquisition. This will be addressed in the EIS. Landscaping of highway right-of-way in the park area and of adjacent park land will also be discussed in the EIS.

Legal conveyance and deeding of lands involved in the acquisition and replacement procedure is now in process. Execution is expected by October, 1984.

28.a. Traffic Data

Current year ADT on the project site is zero. Forecast design year (2003) ADT for the subject highway segment is 30,000 vehicles per day just north of Dakota County Road 18, and 13,600 vehicles per day just north of Minnesota TH 55. Current year (1982) ADT data for the surrounding street system are shown on Figure 8. South Robert Trail, Babcock Trail, Cahill Ave./College Trail and Concord Blvd. now collectively serve the north-south traffic movement function which the proposed TH 3 segment may to a large extent assume. In addition, these four streets serve local access. Studies identifying the through traffic assignment from these four streets to the proposed TH 3 segment have not been done. A percentage increase in design year traffic on the proposed highway segment over that through traffic now carried on the above four parallel streets cannot be stated with validity. The forecast directional distribution for the proposed TH 3 segment is 60-40.

CURRENT YEAR ADT

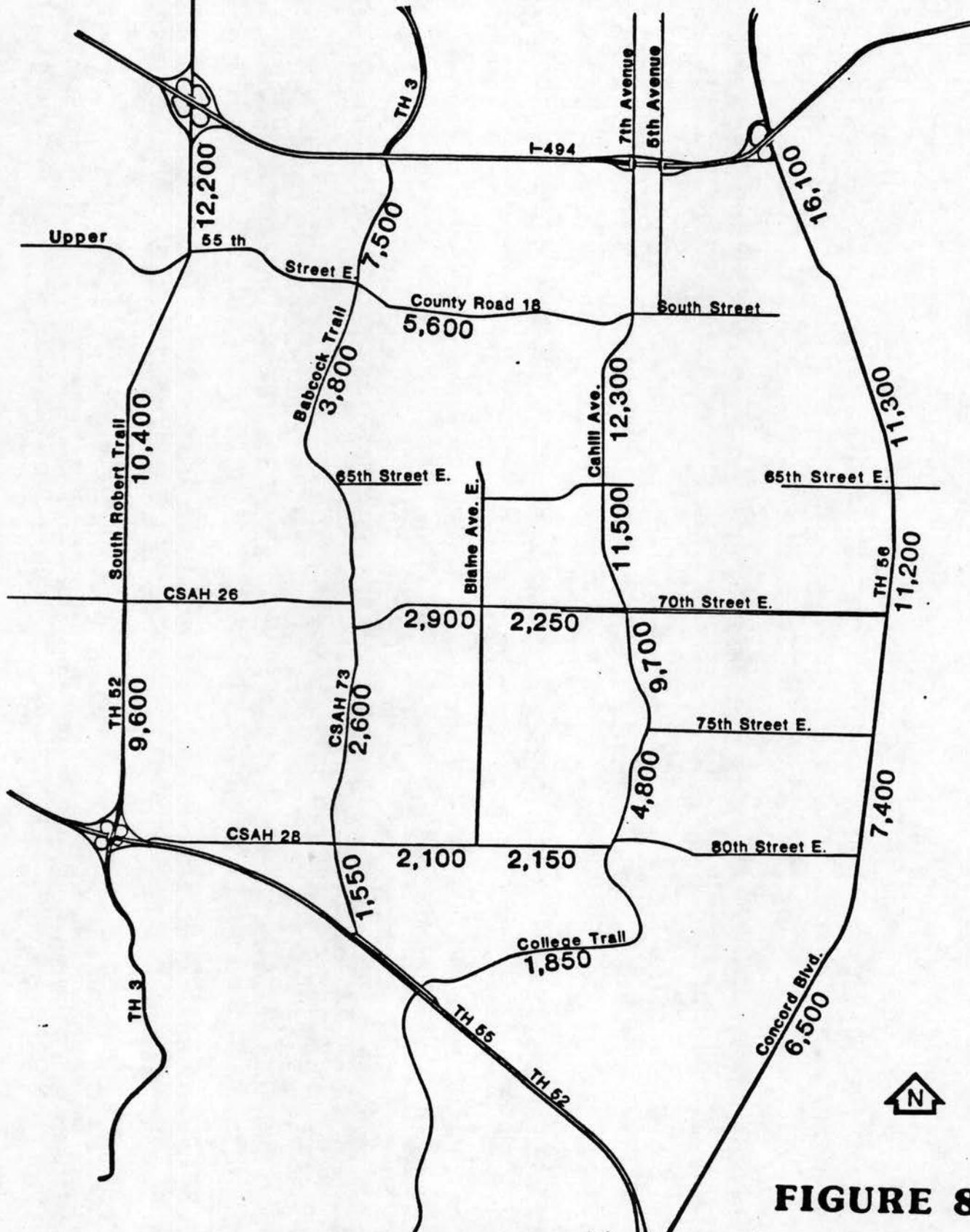


FIGURE 8

NOTE: ADT figures are based on 1982 geometrics as shown

Summary of Issues

The issues listed below have been identified in this Scoping Document as primary project issues and will be addressed in the Draft EIS.

- Geology and Hydrogeology
- Wetland Impacts
- Stormwater Runoff
- Air Quality
- Dust Control during Construction
- Noise,, Construction and Operational
- Fish or Wildlife Habitat
- 4(f) Lands

Known mitigation for above environmental issues includes:

- Wetland Impacts: On-site ponding of stormwater runoff from the highway will prevent direct entry into adjacent wetlands. Replacement wetlands will be created on MnDOT right-of-way to compensate wetland areas converted to highway use.
- Stormwater Runoff: On-site ponding of highway runoff will minimize entry of traffic-generated pollutants into adjacent wetlands and the groundwater.
- Noise: Possible abatement measures for operational noise will be developed in the Draft EIS.
- Fish or Wildlife Habitat: Creation of new, replacement wetlands will minimize adverse impact to fauna which require such an environment.
- 4(f) Lands: Mitigation will consist of implementation of the three conditions placed on the Section 4(f) Approval for McGroarty Park. The Compensation or Replacement condition has been fulfilled. The Pedestrian Crossing and the Landscaping Plan will be studied and defined insofar as possible in the Draft EIS.

The additional issues listed below have also been identified in this Scoping Document. They are of lesser environmental consequence than the foregoing primary issues but will be addressed in the Draft EIS.

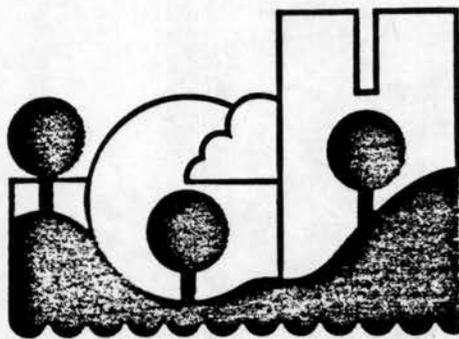
- Land Use
- Relocation
- Erosion Control
- Solid Waste
- Traffic and Transportation Requirements

The following issues were not identified in this Scoping Document but may also be addressed in the Draft EIS.

- General Neighborhood Impacts
- Impact to Schools
- Impact to Churches
- Effect on Fire Service
- Impact to Nearby Business and Industry
- Local and Regional Economic Impacts
- Impact to Health Care Facilities

Project alternatives (discussed under Item No. 5 of this Worksheet) will be addressed in detail in the Draft EIS. The following concepts comprise the alternatives.

- Freeway
- Expressway (at-grade intersections)
- Staged Freeway/Expressway
- No-Build



Inver Grove Heights

8150 Barbara Avenue
Inver Grove Heights, Minnesota 55075
(612) 457-2111

August 16, 1984

Mr. Robert C. Winter, Project Manager
Minnesota Department of Transportation
District 9
3485 Hadley Avenue North, Box 2050
North St. Paul, Minnesota 55109

Re: S.P. 1928-22 (TH 3)
State Environmental Review

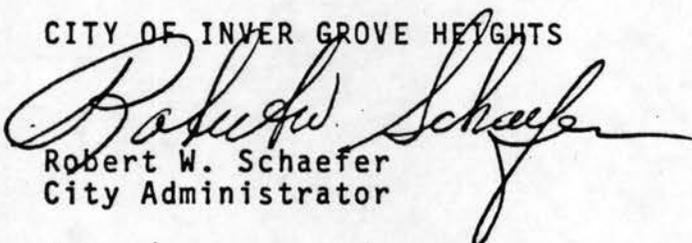
Dear Mr. Winter:

In response to your letter of July 30, 1984, the City Council of Inver Grove Heights, on August 13, 1984, concurred with the designation of the Minnesota Department of Transportation as the responsible governmental unit for the T.H. 3 project including any environmental assessment worksheets and/or environmental impact statements.

If you require anything additional on this request, please call our office.

Very truly yours,

CITY OF INVER GROVE HEIGHTS


Robert W. Schaefer
City Administrator

/co

ATTACHMENT C

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

461 Rice Street
St. Paul, Minnesota 55103

February 1, 1972

Mr. Ray Lappegaard
Commissioner
Department of Highways
St. Paul, Minnesota

IN REPLY REFER TO:

Re: 330
Minn. Proj. U 044-1()
S.P. 1928 & 6245, TH 3
From Jct. TH 52 & 55 in Inver Grove Heights
To Jct. TH 56 in St. Paul
Section 4(f) Determination

Dear Sir:

Attached is a copy of a November 23, 1971 memorandum from the Assistant Secretary for Environment and Urban Systems (TEU) to Secretary Volpe, recommending approval of the Section 4(f) determination for this project, subject to the condition that a landscaping plan acceptable to the parks commission be developed for McGroarty Park. The Secretary approved the Section 4(f) determination and TEU's recommendation on December 8, 1971. Please furnish us evidence of the acceptance of the landscaping plan by the appropriate official of McGroarty Park when available. The project may then be advanced in a normal manner insofar as Section 4(f) is concerned.

Please note the other discussion in TEU's memorandum. To the extent that the requested items are reasonable and prudent and in the public interest, they should be included in the planning and construction plans.

Compensation or replacement of the public lands used for highway purposes must be accomplished in accordance with the appropriate PPM or IM. We have been informally advised by members of your staff that the lands are not to be replaced, and, therefore, compensation is being based upon fair market value. We have also been advised that the proposed compensation determined by the fair market value approach will provide sufficient funds to permit the purchase of lands of equal recreational value.

Very truly yours,



John S. Bowers
Engineering Coordinator
For W. W. Fryhofer
Division Engineer

Attachment

UNITED STATES GOVERNMENT

Memorandum

DOT 07.2 #16937
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

November 23, 1971

DATE:

ACTION: Section 4(f) Approval: Route T.H. 3,
SUBJECT: McGroarty Park and Kaposia Park, Dakota-Ramsey
Counties, Minnesota

In reply
refer to: TEU-12

FROM: Assistant Secretary for Environment
and Urban Systems

TO: The Secretary

My office has reviewed the attached Section 4(f) determination submitted by FHWA for use of land from McGroarty and Kaposia Parks. This determination has also been reviewed by staff of the Department of the Interior and the Department of Housing and Urban Development. We concur in the determination that there is no feasible and prudent alternative to the use of these parklands. The highway layout has been developed in conjunction with the Metropolitan Council in the Twin Cities area and is consistent with local planning.

Comments from Interior raised the following questions concerning planning to minimize harm to the parks:

I. MCGROARTY PARK

- A. Compensation** - Interior requested assurances that the State highway department would provide replacement land for the property taken, or provide compensation to permit the local parks commission to acquire approximately 11 acres of land with equivalent recreational value.

In discussions with staff of FHWA's regional office in Kansas City, we have received assurances that the park property has been appraised on a fair market value basis and that negotiated settlement will be reached to assure that sufficient compensation is paid to permit the authority to acquire the lands of equal recreational value for those taken.

- B. Pedestrian Overpass** - Interior requested assurances that a pedestrian overpass to connect severed portions of the park would be built as part of the highway project. The FHWA regional office has assured us that the overpass will be constructed by the State highway department. The timing of this construction will be related to the actual need for pedestrian access as the park is developed.

- C. Landscaping** - Interior requested development of a plan for landscaping of the highway right-of-way and adjacent park areas, the plan to be acceptable to the parks commission. FHWA staff has indicated that such a plan will be developed and has recommended that the Section 4(f) approval be made conditional upon it.

Conroy
CRP
Swick

II. KAPOSIA PARK

Interior raised the same questions about compensation and approval of landscaping plans for this park. From the material submitted to us by FHWA and subsequent conversations with regional office staff, we have been assured that there is agreement on compensation for the lands to be taken from this park, and that acquisition of replacement parklands and development of these lands, including appropriate landscaping, has been agreed to and is proceeding..

III. WATER POLLUTION CONTROL

Interior also expressed concern that runoff from the highway be handled via a closed drainage system which would prevent pollution of certain lakes near the proposed highway. FHWA has indicated that the drainage system has been designed to prevent runoff into established lakes. Drainage will be channeled into pond areas which are being developed by the municipalities and the State highway department for surface drainage control, or into closed storm drainage systems.

HUD, in its comments, indicated that HUD Open Space funds had been used for acquisition of portions of Kaposia Park, but they wish to be notified when funds received by the municipality from the State highway department have been used for the expansion of the park. FHWA staff has assured that such notification will be given.

RECOMMENDATION

On the basis of the above information, I recommend that you approve the proposed Section 4(f) determination on the condition that a landscaping plan which is acceptable to the parks commission be developed for McGroarty Park.

Herbert F. DeSimone
Assistant Secretary

Attachment

Concur:

Approve:

Thomas Till 12/1/71
TGC
Date

[Signature] DEC 8 1971
S-1 Date

[Signature] 12/2/71
S-2 Date