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Minnesota Department of Highways

Draft

Environmental Impact Statement

for

I-94 in Minneapolis and Brooklyn Center

located from T.H. 12/394 to T.H. 152

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STATE OF MINNESOTA

Interstate Highway 94

From US 12/I-394

To TH 152

In Minneapolis and Brooklyn Center

Hennepin County

Minnesota Project I-94-3 ( )

State Projects 2781-09, 2786-01

ADMINISTRATIVE ACTION

Draft Final

ENVIRONMENTAL IMPACT STATEMENT

The State of Minnesota

Department of Highways

Submitted pursuant to Minnesota Statutes 116D.01 et seq.

Sept. 2, 1976
Date

Frank D. Marzitelli, Commissioner
Minnesota Department of Highways

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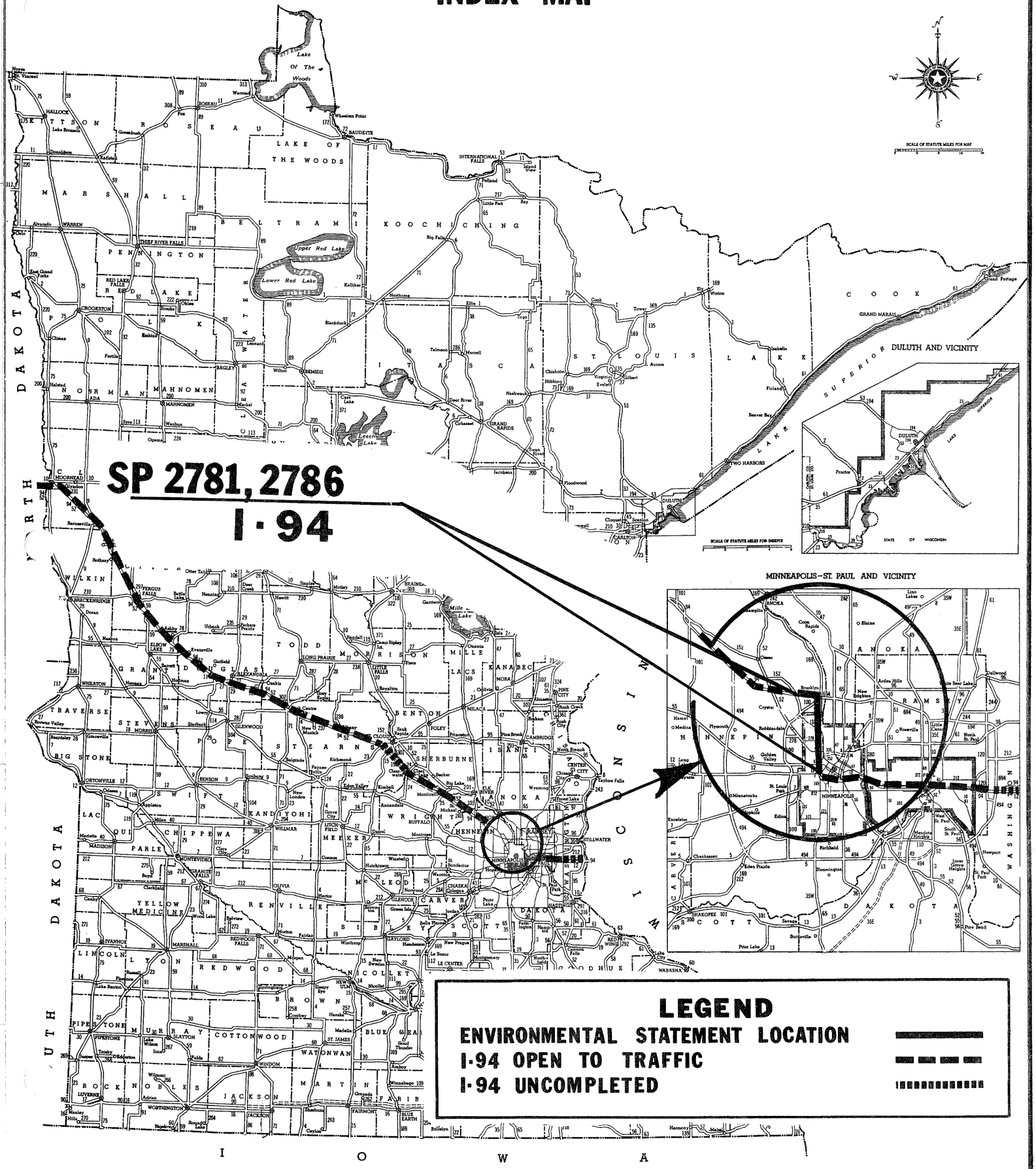
ABBREVIATIONS USED IN THIS STATEMENT

ADT	Average Daily Traffic
CBD	Central Business District
CEQ	Council on Environmental Quality
CO	Carbon Monoxide
dBA	Decibels Measured on the "A" Scale
DEIS	Draft Environmental Impact Statement
EPA	United States Environmental Protection Agency
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
I-	Interstate Highway Route
MDNR	Minnesota Department of Natural Resources
MHD	Minnesota Department of Transportation/Minnesota Highway Department
MHRA	Minneapolis Housing and Redevelopment Authority
MHS	Minnesota Historical Society
MPCA	Minnesota Pollution Control Agency
MPRB	Minneapolis Parks and Recreation Board
MTC	Metropolitan Transit Commission
n/a	not available, not applicable
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Policy Act
ppm	parts per million
R/W	Right-of-Way
SHPO	State Historic Preservation Officer
SMSA	Standard Metropolitan Statistical Area
SPAR	Systems Planning and Analysis Report
TH	Minnesota Trunk Highway
US	United States Highway Route

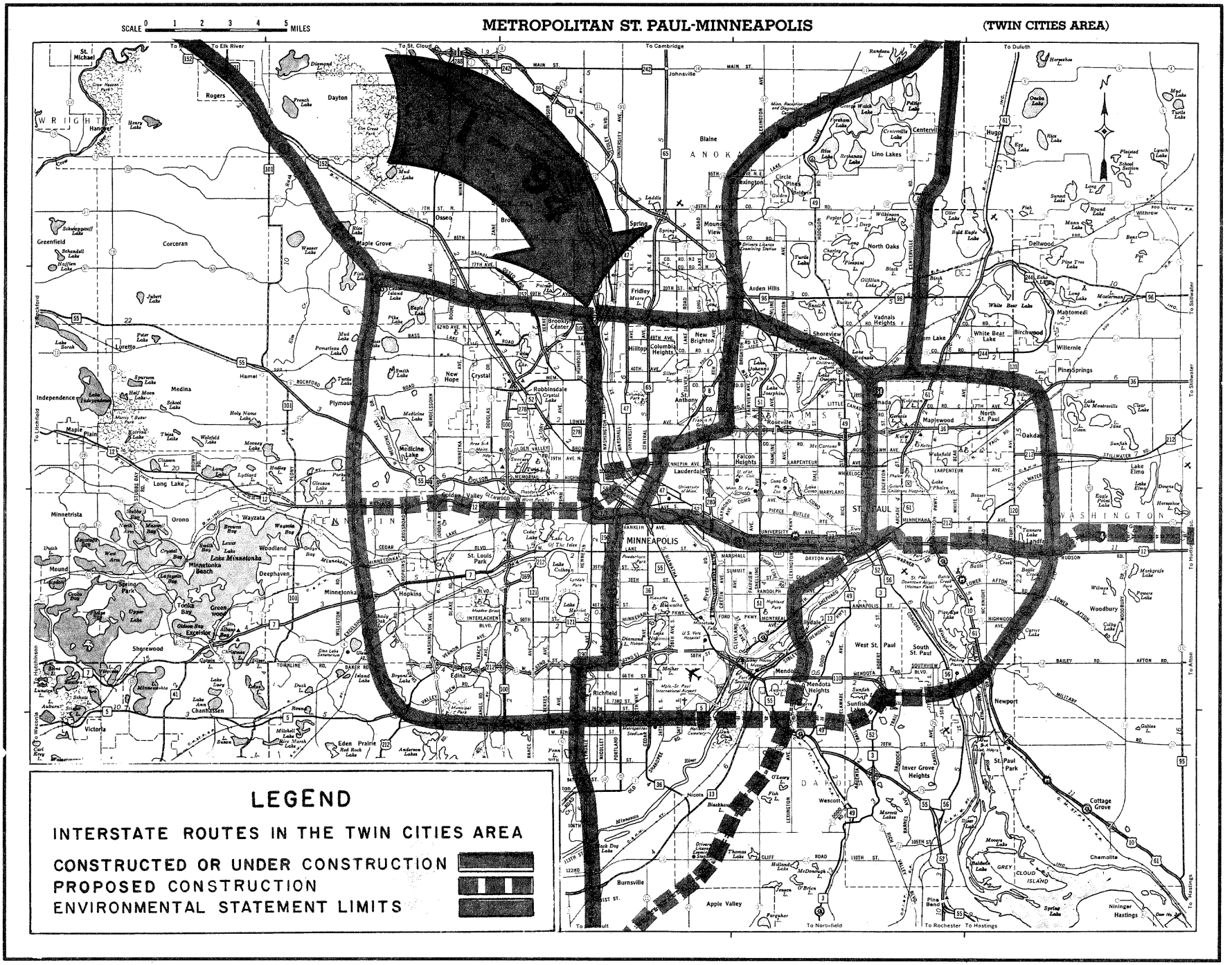
STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS

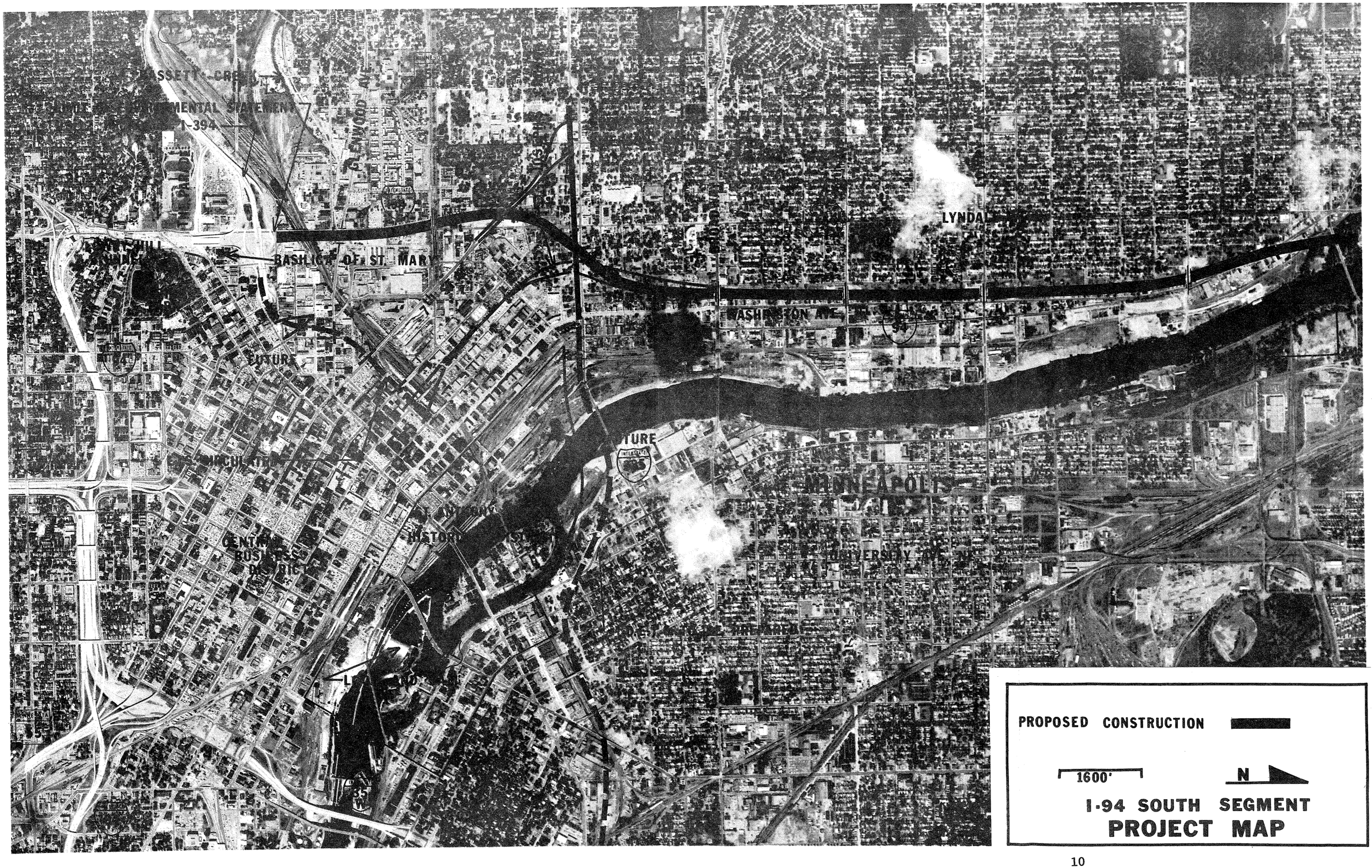
INDEX MAP



Base Map Prepared By Transportation And Transit Planning And Programming Division Revised January 1, 1971

LOCATION MAP





PROPOSED CONSTRUCTION

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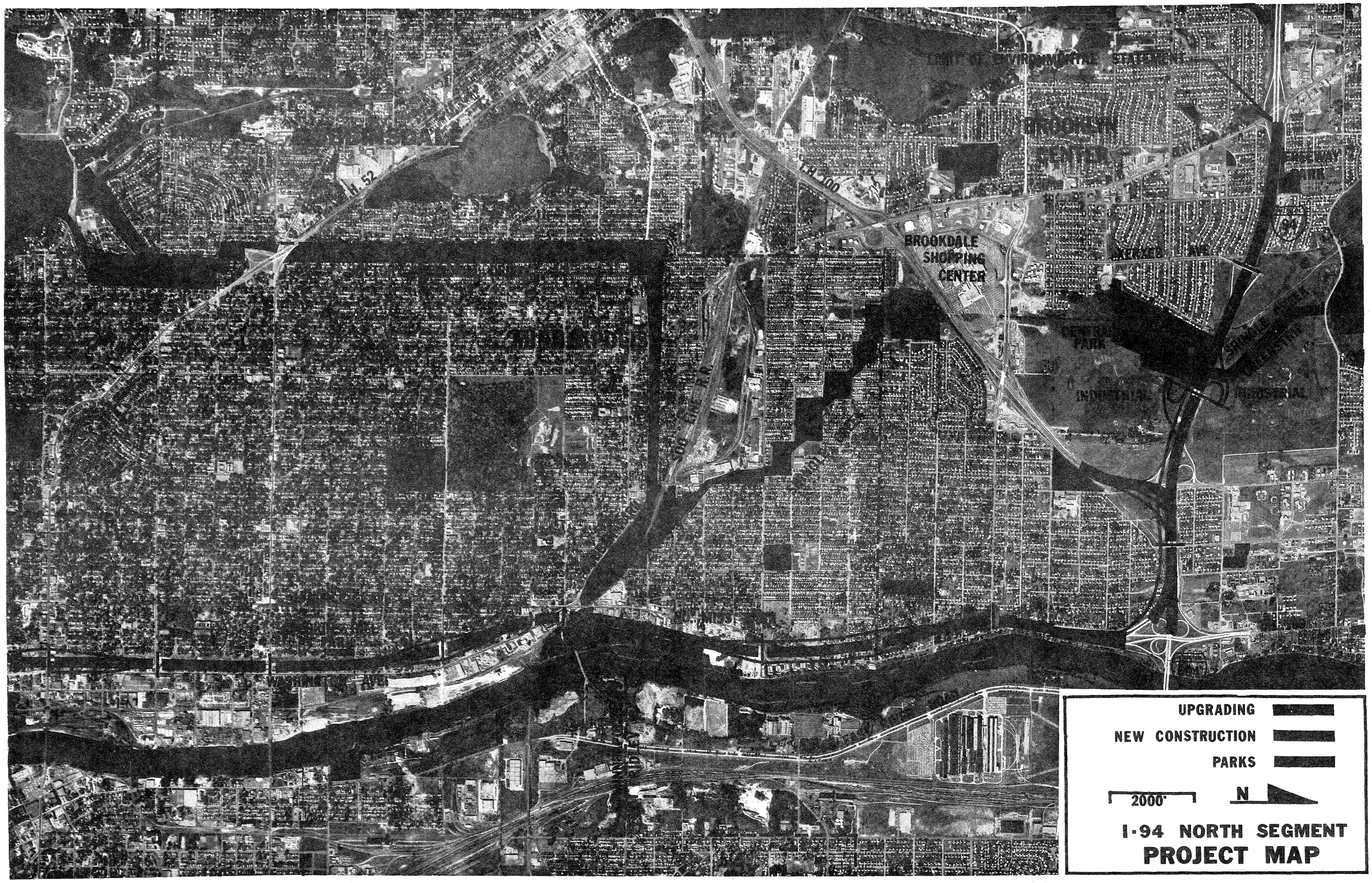
I-94 SOUTH SEGMENT
PROJECT MAP


BROOKDALE
SHOPPING
CENTER
BROOKLYN
PARK
INDUSTRIAL
INDUSTRIAL
I-94
I-494
52
UPGRADING
NEW CONSTRUCTION
PARKS
2000'
N
I-94 NORTH SEGMENT
PROJECT MAP

SUMMARY

Federal Highway Administration
Environmental Statement
( ) Draft (X) Final
(X) Section 4(f) Statements Attached

For additional information concerning the proposal and this statement, contact:

District Engineer, Minnesota Highway Department
District 5, 2055 North Lilac Drive
Golden Valley, MN 55422 Telephone (612)-545-3761, ext. 32

Division Administrator, Federal Highway Administration,
Suite 490 Metro Square Building
St. Paul, MN 55101 Telephone (612)-725-7001

Description of Proposed Action

The proposed Federal Highway Administration (FHWA) action is the participation, with funds administered by the FHWA, in the construction/reconstruction of a segment of I-94 between inplace I-94 at US 12/I-394 on the west side of the Minneapolis Central Business District (CBD), and TH 152 in Brooklyn Center. The length of new construction is 6.2 miles and the length of reconstruction is 1.8 miles.

Because of differences in project development timing, land usage, and neighborhood characteristics, the proposed construction was discussed in two separate Draft Environmental Impact Statements (DEIS). Based in part on the comments received on those DEIS's, they have been combined to produce a Final Environmental Impact Statement (FEIS) covering the entire action.

The highway facility proposed for new construction will consist of an eight-lane freeway built to urban freeway standards. Five interchanges are proposed for this segment. The design includes transit-related features.

The 1.8 miles of inplace I-94 proposed for upgrading is a four-lane freeway built in 1964-65. Upgrading proposed includes lane additions, modification of existing interchanges with TH 169/I-694/proposed I-94 and with TH 100, and the elimination of a partial interchange with Xerxes Avenue. An additional interchange to connect I-94 with Shingle Creek Parkway, a local collector street serving two industrial parks, is also proposed.

Actions Required by Other Federal Agencies

The proposed action includes a cooperative drainage plan between the Corps of Engineers, the Bassett Creek Flood Control Commission, and the FHWA/MHD (Minnesota Highway Department). This drainage alternative, involving relocation and reconstruction of an existing storm water tunnel to carry Bassett Creek into the Mississippi River, will require permits from the Corps of Engineers and the Minnesota Department of Natural Resources (MDNR).

A Section 404 permit from the Corps of Engineers will be required to allow the placement of highway fill within the Mississippi River floodplain.

Environmental Impacts

The proposed improvement will provide a high capacity transportation facility to serve both inter- and intra-state travel. The new construction will provide one of the last links in the proposed Minneapolis-St. Paul metropolitan area freeway system. Proposed I-94 generally parallels the west bank of the Mississippi River and has been located to enhance neighborhood cohesion. The upgrading proposed will improve capacity and safety and will provide improved access to neighboring land uses. Transit-related improvements include preferential treatment of buses in mixed traffic. The proposed undertaking directly implements certain policies and recommendations expressed by the Metropolitan Council in their 1975 Metropolitan Transportation Development Guide-Policy Plan for an orderly and economic development of the metropolitan area.

Adverse impacts anticipated are: the use of parklands in both Minneapolis and Brooklyn Center, the displacement of dwelling units and businesses, increased noise levels, and the disruption of Shingle Creek because of a channel change. The extent of each of these impacts varies depending on the alternative selected.

Alternatives

The only major alternative to the proposed action is the do-nothing alternative. Several alternate corridors studied in the past are no longer under consideration. Several alternative alignments in the immediate area of parklands have been studied in an effort to avoid the use of public parklands.

Status

Location public hearings were held on March 12, 1957, and June 23, 1958. The FHWA approved the locations of various segments in 1958, 1959, 1960, and 1961.

A design public hearing on the proposal from US 12 to 40th Avenue North was held on April 21, 1971. The DEIS (FHWA-Mn-EIS-75-01-D) for this portion of I-94 was mailed to the Council on Environmental Quality (CEQ) and circulated for comments on March 6, 1975.

Design hearings on the proposal north of 40th Avenue North were held on April 24 and 25, 1972. The DEIS (FHWA-Mn-EIS-72-02-D) for I-94 from 40th Avenue North to TH 152 was mailed to the CEQ and circulated for comments on March 17, 1972. A FEIS was prepared in September, 1973, but was returned by the FHWA for inclusion of additional information relative to Section 4(f) lands and for other corrections. Preliminary Section 4(f) Statements were circulated in February and May, 1976, and comments received were used in developing this FEIS and the attached Final Section 4(f) Statements.

COMMENTS ON THE DEIS HAVE BEEN REQUESTED FROM THE FOLLOWING AGENCIES:

(* denotes those agencies commenting on the DEIS from US 12/I-394 to 40th Avenue North) FHWA-Mn-EIS-75-01-D.
(** denotes those agencies commenting on the DEIS from 40th Avenue North to TH 152) FHWA-Mn-EIS-72-02-D.

Council on Environmental Quality

** Environmental Protection Agency *

Department of Agriculture*
Forest Service

** Department of Agriculture
Soil Conservation Service

** Department of Transportation *
Office of the Secretary

Department of Transportation *
Coast Guard, 2nd District

** Department of the Interior *
Office of the Secretary

** Department of Housing and Urban Development *

Department of Commerce, *
Economic Development Administration

Department of Commerce *
Office of Environmental Affairs

** Department of the Army *
Corps of Engineers, St. Paul District

Advisory Council on Historic Preservation *

Department of Health, Education and Welfare *

Metropolitan Transit Commission *

** Minnesota State Planning Agency

** Minnesota Pollution Control Agency *

** Minnesota Department of Natural Resources *

** Metropolitan Council of the Twin Cities Area *
(A-95 Clearinghouse)

Metropolitan Sewer Board *

Bassett Creek Flood Control Commission *

Minneapolis Housing and Redevelopment Authority *

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Minneapolis Industrial Development Commission

Minneapolis Board of Education

Minneapolis Parks and Recreation Board

Minnesota Historical Society *

Hennepin County Board of Commissioners

Minneapolis Heritage Preservation Commission *

Hennepin County Historical Society

Mayor, City of Minneapolis

City of Minneapolis, Department of Public Works

Director, City of Minneapolis
Department of Planning and Development

Hennepin County Engineer *

Hennepin County Director of Public Works

City of Brooklyn Center, City Manager

City of Brooklyn Center, Director of Public Works

In addition, comments have been received from:

Minnesota Public Interest Research Group *

The Section 4(f) Statements were circulated independently of the Draft Environmental Impact Statements, and were circulated to the following agencies:

US Department of the Interior
Assistant Secretary, Program Policy

US Department of the Interior
Bureau of Outdoor Recreation

US Department of the Interior
Fish and Wildlife Service

US Department of Housing and Urban Development

Minneapolis Park and Recreation Board

City of Minneapolis,
Director of Public Works

SECTION I

THE PROPOSED ACTION AND ITS SOCIAL, ECONOMIC AND ENVIRONMENTAL CONTEXT

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Among the factors considered in determining the need for an improved facility within the proposed corridor were the following:

TRANSPORTATION DEMAND

Minneapolis-St. Paul and the surrounding area has, within its seven-county limits, half the population of the State of Minnesota. The two central cities of Minneapolis and St. Paul were settled first, followed by expansion to the suburbs. Many of the suburbs fit the description of "bedroom" communities, in that land use is almost entirely residential, requiring residents to commute to jobs, shopping, and services in either the central cities or other suburbs. It has been estimated* that approximately 5,700,000 person-trips per day were made by Twin Cities metropolitan area residents in 1974; this number is expected to grow to 9,100,000 person-trips per day by 1990. Approximately 3.2% of these trips are made by mass transit at present. Based on data gathered, by the Metropolitan Transit Commission (MTC), trips on transit in the metropolitan area can be increased to between 6% and 10% in 1990.

However, a sizeable number of trips cannot be diverted to mass transit. The best means available, within present technology, of moving people and goods is by vehicles on an augmented street and highway system.

FUNCTIONAL CLASSIFICATION

The Metropolitan Council of the Twin Cities Area has been given the authority by the Minnesota State Legislature for planning the development of the seven-county metropolitan area** and has been designated by the Governor as the Metropolitan Planning Organization and the A-95 Clearinghouse Agency. The Council also serves as the 3-C Planning Agency for the metropolitan area.

In keeping with their policy of relying on streets and highways for movement of people and goods, the Metropolitan Council has developed a plan for the orderly growth and development of the metropolitan area. This

*Metropolitan Transportation Development Guide-Policy Plan, final draft approved by the Metropolitan Council on January 8, 1976, page 17.

**The Metropolitan Council guides the planning and development for 137 municipalities, 53 townships, 49 school districts, 7 counties, 5 metropolitan-wide agencies, and 10 special districts.

plan is known as the Metropolitan Development Guide-Policy Plan, and contains a chapter on recommended transportation planning and policies.

As a part of the guidelines for transportation development in the Twin Cities area, the Metropolitan Council has established a system of functional classifications for area streets and highways. The functional level classification of Principal Arterial applies to a major facility capable of carrying large amounts of traffic at moderately high speeds with few interruptions in the traffic flow.

Among the characteristics of a principal arterial are the elimination of local land access, prohibition of parking alongside the roadway, grade-separated interchanges of traffic from one route to another, elimination of cross-traffic, and a capacity for carrying from 20,000 to 100,000 vehicles per day.

The function of a principal arterial can, in theory, be served by either highway or mass transit. Within the proposed I-94 corridor, however, the Metropolitan Council has recommended that needed improvements take the form of a combined highway/mass transit facility by the accommodation of express buses operating in mixed traffic on improved highway facilities.

AUTHORITY DIRECTING THE ACTION

The Federal Aid Highway Act of 1956 urged the construction of the National System of Interstate Highways. The proposed highway route was a part of the system approved at that time. Since that time, the suburbs north of Minneapolis have experienced extensive development and growth. Land use planning, both by the local communities and that of the Metropolitan Council, has been based, in part, on the eventual completion of the Interstate system.

In a January 1976 report to the State Legislature, the Metropolitan Council, recommended that "...I-94 be completed along the proposed alignment agreed upon by the Highway Department and the cities of Minneapolis and Brooklyn Center."*

*Recommendations on the Uncompleted Interstate Segments in the Twin Cities Metropolitan Area, January, 1976.

SOCIAL SERVICE AND ECONOMIC DEVELOPMENT

Because the area surrounding the proposed corridor is almost completely developed and because no significant changes in land use are forecast for the corridor, the proposed action will not generate any additional demand for social services. The corridor has been selected to enhance neighborhood cohesion and to separate conflicting land uses.

The two central cities of Minneapolis and St. Paul have evolved to function as the major source of services for much of the Upper Midwest. Both are centers for government, banking, retail sales, and personal services. The University of Minnesota, with campuses in both Minneapolis and St. Paul, attracts students from many areas. In addition, Minneapolis attracts many conventions each year to its city auditorium and convention hall. These functions of the two central cities are very transportation sensitive. Regional planning by the Metropolitan Council is based upon the continued use of the two central cities as a center for regional services.

MODAL INTERRELATIONSHIPS

The Metropolitan Council's guide for the transportation planning process concludes "...the metropolitan area should pursue the development of a transportation system that would be more balanced between highway and transit facilities and services...."*

Among the Council's recommendations are upgrading and completion of the area highway system to the extent needed to ensure area-wide accessibility.

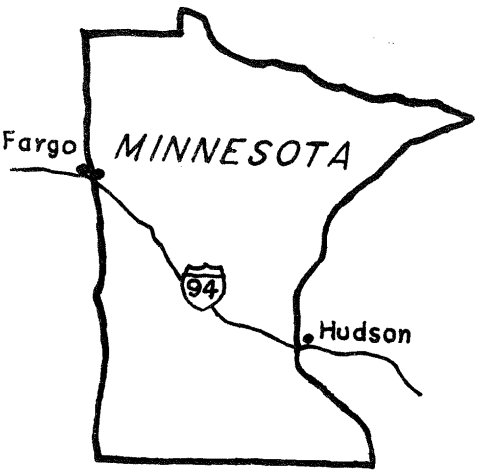
*Metropolitan Transportation Development Guide-Policy Plan, final draft, adopted by the Metropolitan Council on January 8, 1976.

The Council has determined that the highway proposal discussed in this statement is among the highest in priority in the implementation of the metropolitan highway and transit plan and should be built within the 1975-1980 time period.* Recommended coordination with other modes of transportation would include preferential treatment of buses operating in mixed traffic. Express buses operating on an improved highway system could then divert people from private vehicles, while computer-matching of potential carpool users, similar to the system already in use in the Twin Cities area, would encourage shared rides.

The corridor within which the proposed action lies is not proposed for an exclusive transit corridor because of the diversity in origin and destination of its present and potential users. Instead, the proposed freeway would interface with a system of parking garages, proposed by the City of Minneapolis along the perimeter of the Minneapolis CBD and would encourage a change of transportation mode by allowing passenger cars to be parked at the fringe of the CBD. It would be possible to walk to the CBD from these garages, or a transfer to mass transit (buses) could be made. Access to the parking garages would be via the 3rd and 4th Street ramp from I-94 to the CBD.

*Metropolitan Transportation Development Guide-Policy Plan, final draft, adopted by the Metropolitan Council on January 8, 1976.

SYSTEM LINKAGE:



The segment of Interstate highway discussed in this statement is among the last links in the Interstate system in the Minneapolis-St. Paul metropolitan area. I-94 is completed and open to traffic on both ends of the proposed construction. Completion of the proposed segment will establish route continuity for I-94 within the metropolitan area. The present lack of continuity results in Interstate traffic being diverted to a crowded, confusing, local street system.

I-94 in Minnesota is either complete or under construction with the exception of the segment east of St. Paul, which is covered by a recently circulated DEIS (FHWA-Mn-EIS-76-01-D), and this project. When completed, I-94 will extend from Billings, Montana, to Port Huron, Michigan.

SAFETY:

One objective of the proposal is increased safety. It is anticipated that accident rates on the proposed facility will be lower than those on the existing facility. Routes like Washington and Lyndale Avenues, the two major inplace routes, with numerous intersections and driveways, pedestrians, turning vehicles, parked cars, and heavy traffic volumes, have higher accident rates than do urban freeways. For example, a study conducted by North Star Research and Development Institute from 1967 to 1969 showed that the injury and fatality rate has been about three times as great on local roads as it is on freeways in the Minneapolis urban area. More recently, a study of routes similar to Washington and Lyndale Avenues* shows an accident rate of from 4.5 to 13.0 accidents per million vehicle miles in 1974. Interstate freeways carrying volumes similar to those anticipated for I-94, on the other hand, experienced accident rates between 2.0 and 3.2 accidents per million vehicle miles.

CAPACITY:

An improved transportation facility within the corridor proposed must provide sufficient capacity to function as a principal arterial as identified by the Metropolitan

*Data on Lyndale and Washington Avenues is not available. These two routes are located within Minneapolis which, because of its size and the number of accidents, does not systematically record property-damage-only accidents.

Council. Projected traffic demand for the corridor ranges from 72,000 to 98,000 vehicles per day, including buses, in 1995. To handle this amount of traffic in the most efficient manner and to allow sufficient capacity for future growth, the proposed action will consist of an urban freeway facility, with four lanes in each direction, providing a quality of service at what is known as service level "C".*

SOCIAL, ECONOMIC, AND ENVIRONMENTAL COSTS OF THE NO-BUILD OPTION

A brief assessment of the consequences of the no-build alternative follows; the proposed new construction segment and the proposed upgrading segment were analyzed separately.

New Construction Segment (US 12/I-394 to 61st Avenue North) Projected traffic demand within the proposed I-94 corridor will result in increased overloading of the existing street system. This will lead to an increased level of community disruption as through traffic diverts to residential streets to find less congested routes.

This increase in traffic, in turn, is expected to result in undesirable consequences to the neighborhoods which border on the existing routes. These consequences include an increased accident potential, increased traffic-generated noise levels and air pollution levels, increased operating costs, and a reduced ease of access to local commercial, residential, educational, and recreational destinations.

*Quality of traffic flow is often measured on a scale of A through F, where A is the best quality of flow and F represents a totally congested, forced-flow condition.

To avoid these problems and still handle demand, the service level of the existing arterial routes would have to be improved by extensive widening and upgrading. However, existing arterials in the area, such as Washington and Lyndale Avenues, cannot be widened adequately within the existing rights-of-way. Acquiring additional right-of-way along the inplace routes would require removing businesses and homes, which is unacceptable to the local communities and is not consistent with area-wide planning.

Upgrading Segment (61st Avenue North to TH 152) The safety experience on this segment indicates that upgrading is warranted. Without the proposed upgrading, future capacity and, therefore, accident problems on this segment are expected to increase.

In addition to the safety problems, there are additional considerations of regional and community planning and investment which would be adversely affected by a no-build alternative. For example, the Shingle Creek Parkway interchange, which is a part of the proposal, will divert much industrial park traffic from existing residential streets. Not only were these streets not designed and built to handle large volumes of heavy commercial traffic, but the presence of large trucks and through traffic in a residential area is inconsistent with accepted land use planning.

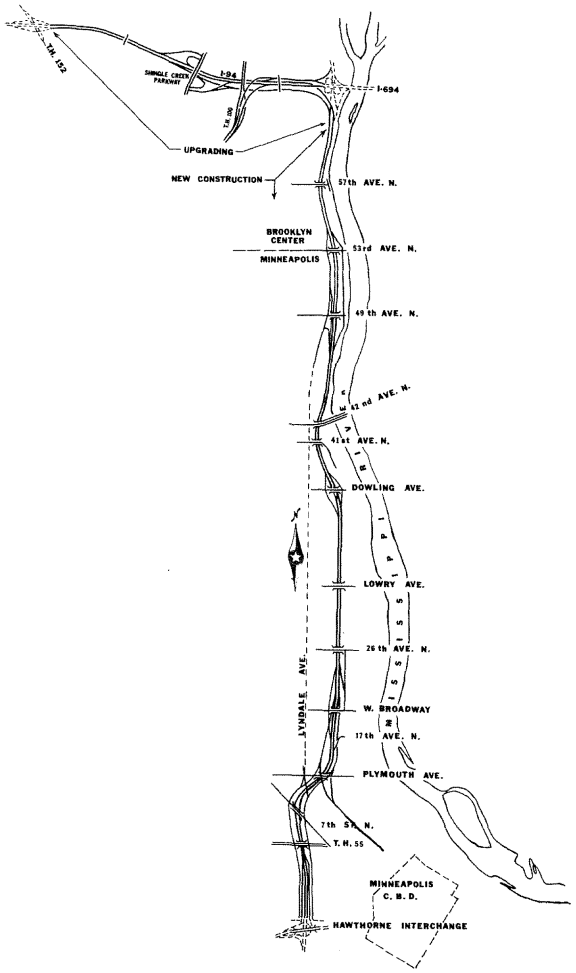
SECTION I, PART II THE PROPOSED HIGHWAY IMPROVEMENT

DESCRIPTION OF THE PROPOSED ACTION

This Final Environmental Impact Statement (FEIS) discusses the proposed construction of 6.2 miles of Interstate 94 (I-94) in Minneapolis and Brooklyn Center, Minnesota. The proposed segment will extend from the existing I-94 interchange with US 12/I-394, known as the Hawthorne interchange, in Minneapolis, northerly to the existing interchange of I-94 with US 169 and I-694 in Brooklyn Center.*

This FEIS also covers proposed upgrading of 1.8 miles of I-94 immediately west of the existing I-94/US 169/I-694 interchange in Brooklyn Center.

The proposed action is in an area bounded generally by the Mississippi River on the east, Lyndale Avenue North on the west, US 12 on the south, and existing I-94/I-694 on the north. The corridor is approximately 6.2 miles in length and generally north-south, paralleling existing Washington and Lyndale Avenues as well as the Mississippi River.



The segment proposed for upgrading in Brooklyn Center is aligned in an east-west direction, and extends from the existing I-94/US 169/I-694 interchange westerly 1.8 miles to TH 152.

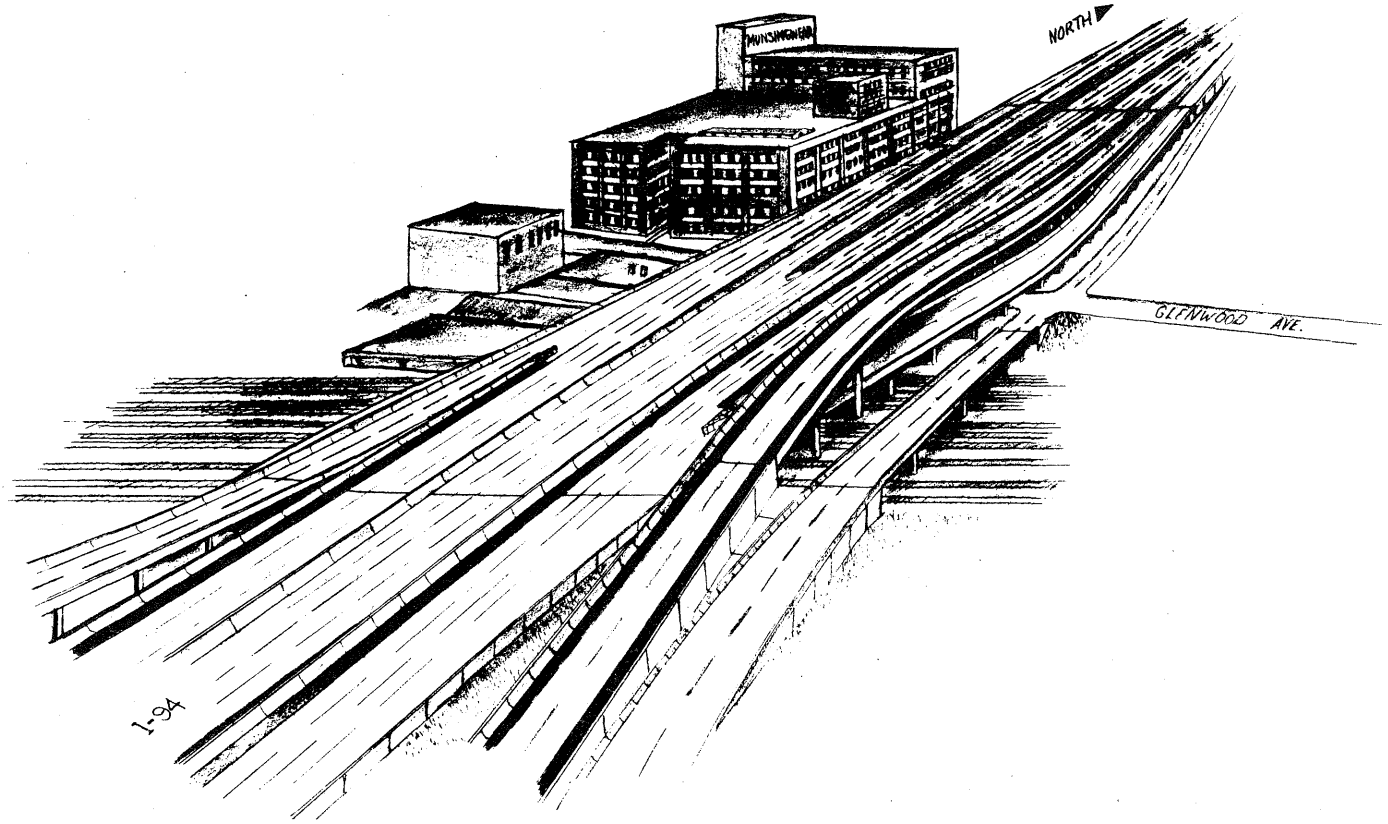
I-94 will be designed to urban freeway standards, including special features to accommodate buses in mixed traffic. In general, the new-construction segment will have four lanes in each direction, with the upgrading portion having, basically, three lanes in each direction.

*During the DEIS stage, the proposal was discussed in two separate statements. One, FHWA-Mn-EIS-75-01-D, covered I-94 from US 12 to 40th Avenue North. The remainder of the proposal was covered in FHWA-Mn-EIS-72-02-D.

Elevation

The new-construction segment of I-94 has been designed to be depressed below the natural groundline wherever feasible. This will allow many of the local streets to be continuous over the freeway and will help to abate roadway noise. I-94 will be raised above ground level, however, in certain areas. One area is just north of the Hawthorne interchange where I-94 will be carried over the existing railroad tracks and Glenwood Avenue as shown in the sketch below. Another exception is in the area of Shingle Creek to allow a combined pedestrian/bicycle trail to pass under I-94 close to the proposed Shingle Creek channel change. Also, pedestrian/bicycle facilities would be provided under I-94 at 45th Avenue North.

On the upgrading portion, there are no major elevation changes planned for I-94, which is generally close to natural ground levels or slightly depressed below ground level. The interchanges proposed will require the elevation of ramps and roadways.



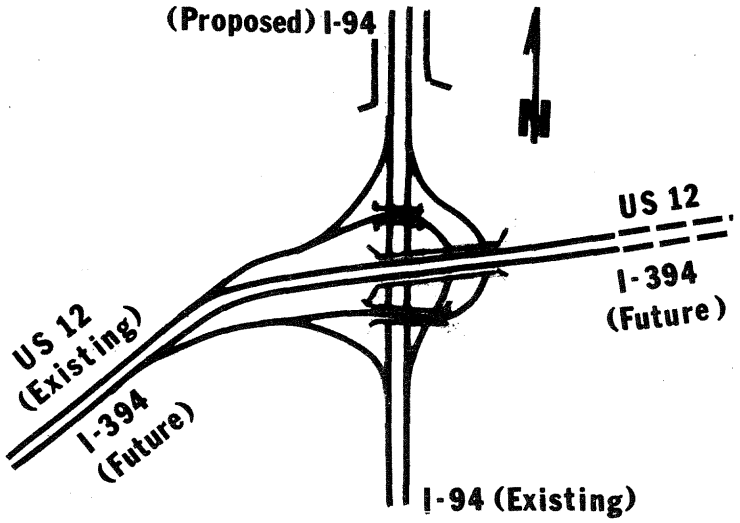
I-94 NORTH OF THE HAWTHORNE INTERCHANGE

ACCESS

Access will be fully controlled, with access to the Minneapolis CBD, adjacent areas, and connecting streets and highways provided by the following interchanges:

HAWTHORNE INTERCHANGE (interchange of I-94 and US 12/I-394)

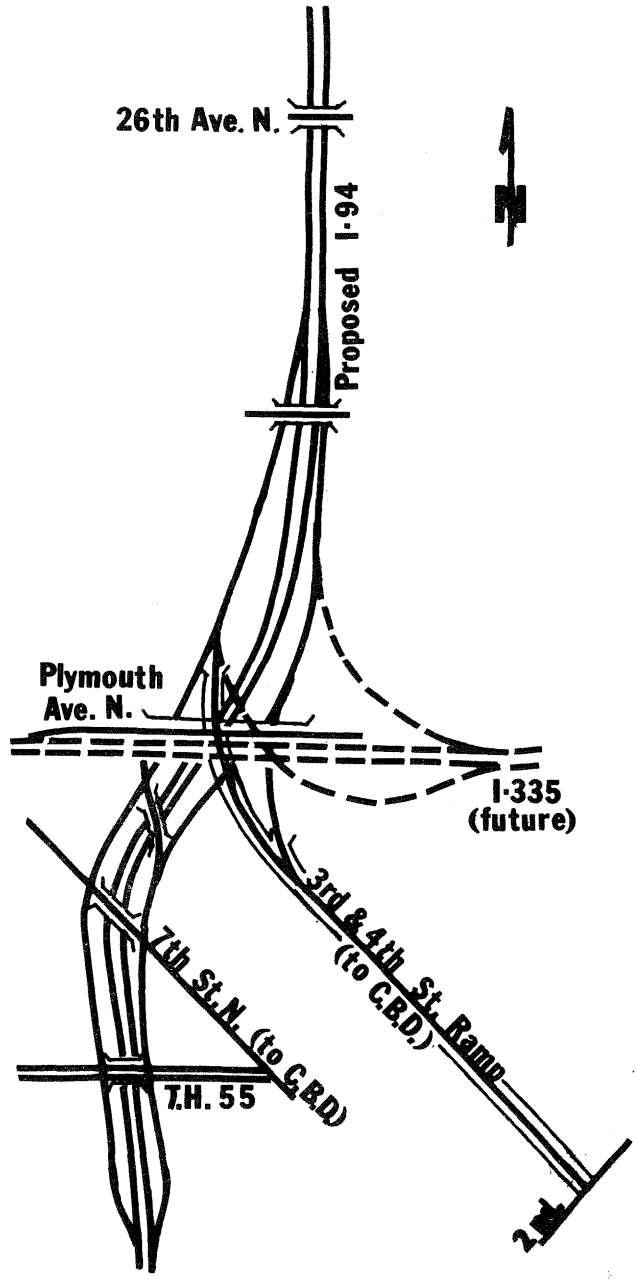
Proposed I-94 construction will begin at the northern end of this existing interchange. This interchange provides for traffic movements as shown below. Note that no movement is provided between I-94 and US 12/I-394 to the east. These movements are provided for elsewhere.



The segment of I-394 east of I-94 is known as the Third Avenue Distributor. The FEIS for this segment of I-394, FHWA-Mn-EIS-71-12-F, was sent to the CEQ on September 19, 1973. The DEIS for I-394 west of I-94, FHWA-Mn-EIS-73-09-D, was sent to the CEQ and circulated for comments on January 2, 1974. Existing I-94 south of the Hawthorne interchange was approved and constructed prior to the implementation of the NEPA requirements for environmental statement processing.

PLYMOUTH INTERCHANGE

(Access to the CBD and interchange of I-94 and future I-335)

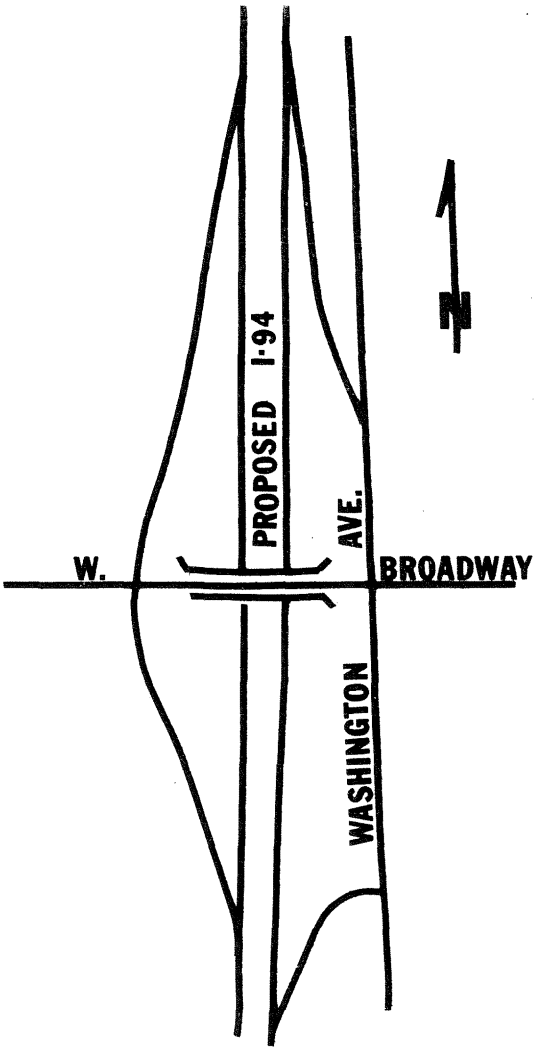


The Plymouth interchange will provide access, as shown on the sketch to the left, to the Minneapolis CBD and to the warehouse district north of the CBD. Note that there will be one exit from the southbound mainline with a choice of three ways into the CBD: the 3rd and 4th Street ramp, 7th Street North, and TH 55. All three routes connect with existing city streets. The interchange includes the proposed construction of the 3rd and 4th Street ramp from I-94 to 2nd Avenue North, as shown on the sketch. Northbound access to I-94 from the CBD would be provided at these same three locations. It is anticipated that some passenger vehicles will be intercepted by a system of parking garages before entering the CBD. The parking garages, proposed by the City of Minneapolis for construction at the fringe of the CBD, would provide storage for intercepted vehicles and are proposed as a means of decreasing auto traffic in the CBD.

The Plymouth interchange would also connect with proposed future I-335. In 1975, the Minnesota State Legislature ordered a hold-action on certain uncompleted segments of Interstate freeways, including proposed I-335. An Interstate Study Committee was appointed and directed to review alternative routes and transit alternatives to the construction of additional freeways.

Among the Committee's findings were a recommendation that the City of Minneapolis give the I-335 proposal further study to determine the implications of the increased traffic that would be diverted to local streets and highways if I-335 is not built. The Committee further recommended that the City study alternative methods of handling traffic in the I-335 corridor.

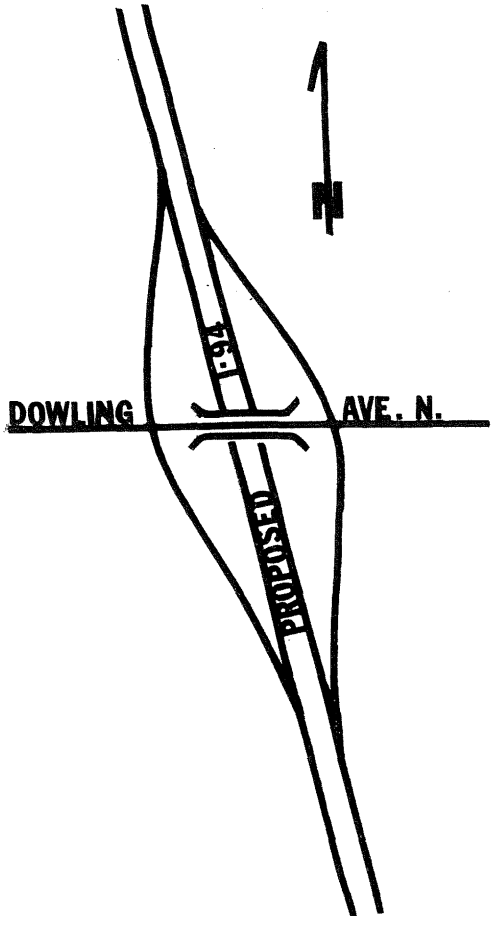
If it is determined that I-335 should be built, the Plymouth interchange would provide a direct connection between I-94 and I-335. I-335 would cross the Mississippi River near the existing Plymouth Avenue Bridge, to the east of the CBD, and would continue across northeastern Minneapolis to connect with I-35W, inplace. The social, economic and environmental impacts of proposed I-335 would be discussed in an EIS prepared for the project.



BROADWAY INTERCHANGE
(interchange of I-94 with West Broadway and Washington Avenues North)

This proposed modified-diamond interchange has ramps to and from Washington Avenue on the east and standard ramps to and from West Broadway on the west.

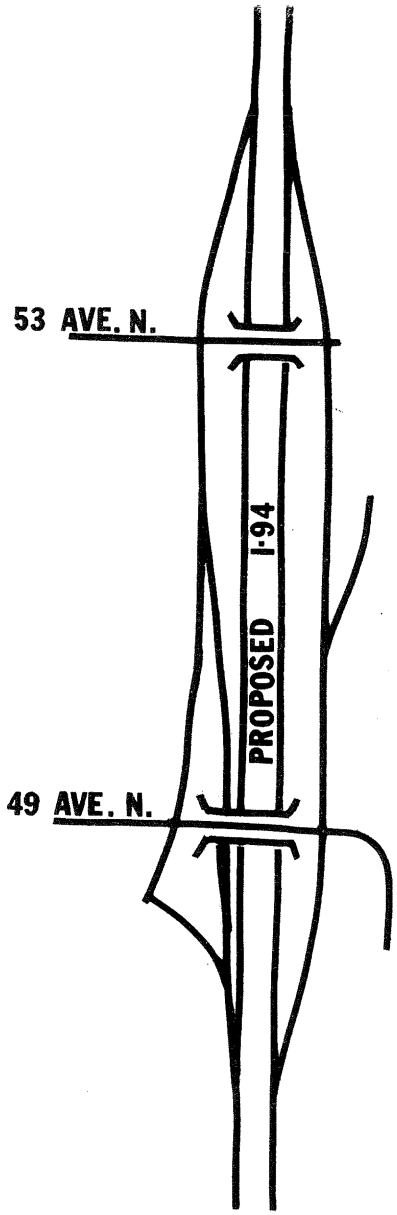
This interchange is intended to serve the existing commercial area along West Broadway and Washington Avenues as well as the proposed North Washington Industrial Area, as shown on the map on page 90 .



DOWLING INTERCHANGE
(interchange of I-94 with Dowling Avenue North)

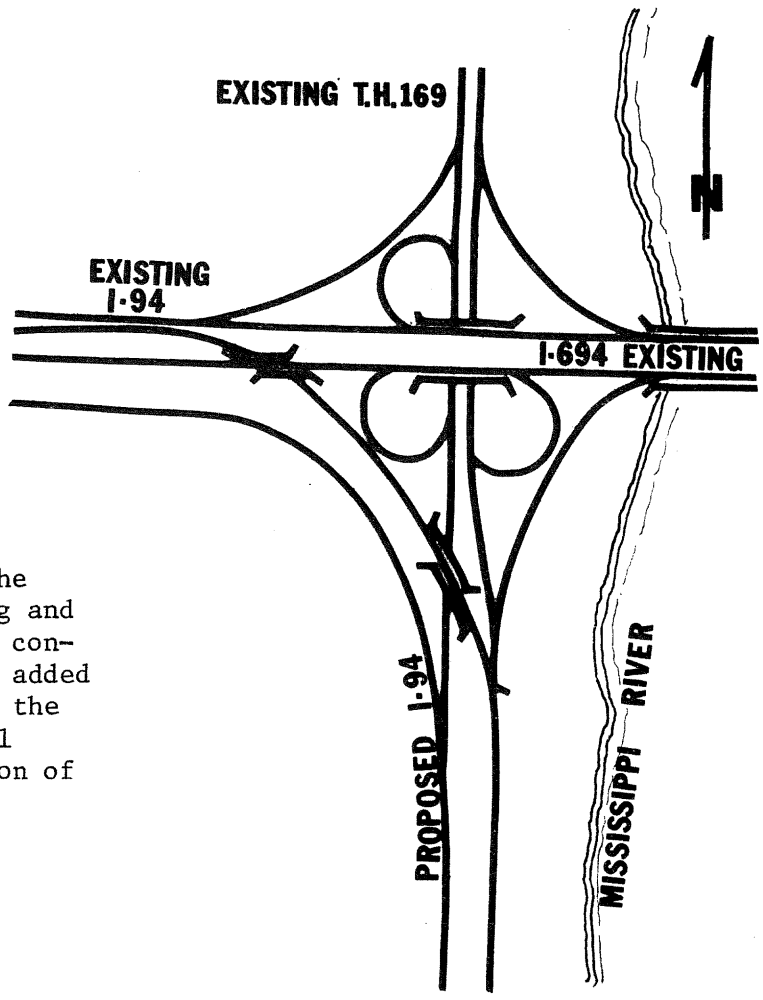
This proposed interchange provides direct access to and from I-94 with a standard, diamond interchange.

This interchange is intended to serve the local residential and commercial land-uses in the surrounding area. The Dowling interchange will provide primary access to the southern portion of the Camden commercial area.



49th AVENUE NORTH-53rd AVENUE NORTH INTERCHANGE

This proposed split-diamond interchange will provide service to the northern Minneapolis-southern Brooklyn Center area. One-way frontage roads will connect the two halves of the diamond interchange. The 49th Avenue North off-ramp will provide access to North Mississippi Park.

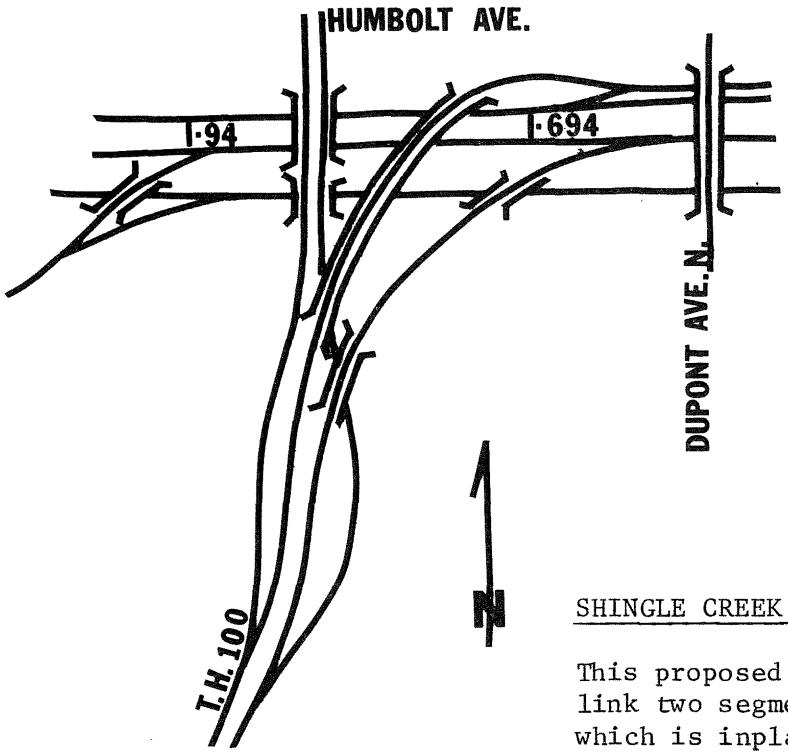


I-94/I-694/US 169 INTERCHANGE

This existing major interchange is the eastern end of the proposed upgrading and the northern end of the proposed new construction. Additional lanes will be added to the existing east-west portion of the interchange to accommodate additional traffic from the proposed construction of I-94 south of the interchange.

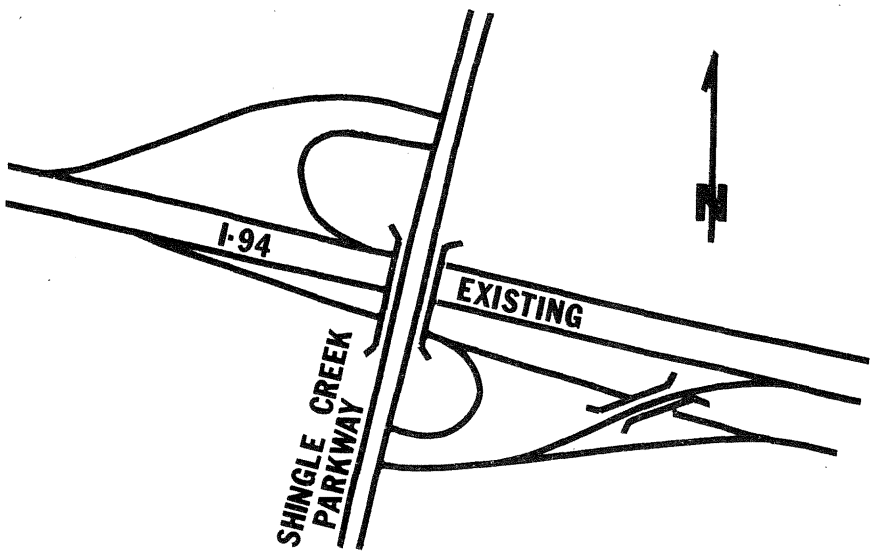
I-94/TH 100/HUMBOLDT AVENUE INTERCHANGE

The existing modified diamond interchange at this location will be reconstructed to provide a directional interchange with movements to and from the east and south. Other movements are provided at a proposed new interchange with Shingle Creek Parkway, half a mile west of TH 100.



SHINGLE CREEK PARKWAY INTERCHANGE

This proposed additional interchange will link two segments of Shingle Creek Parkway, which is inplace north and south of I-94. The interchange will provide service to the industrial parks north and south of the freeway, as well as providing for the movements which will not be accommodated at the I-94/TH 100/Humboldt Avenue interchange.



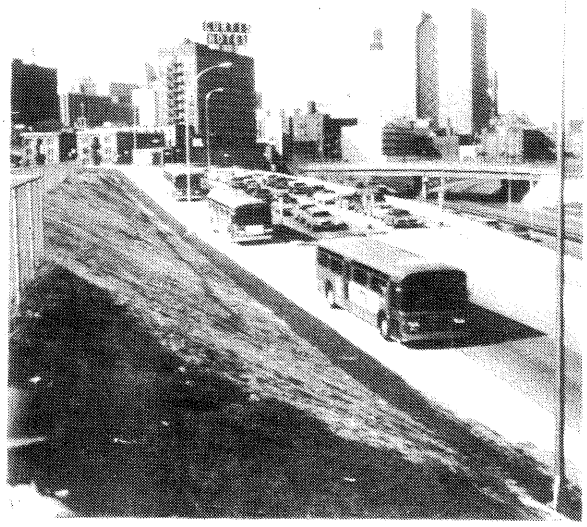
Grade separations are proposed at other major streets to maintain access across the freeway. These include Glenwood Avenue, Plymouth Avenue, 26th Avenue North, Lowry Avenue, 41st Avenue North, Camden Avenue, and 57th Avenue North. There are existing grade separations at Dupont and Xerxes Avenues North. Both grade separations will remain although modifications will be made to the Dupont Avenue bridge elevation and the existing half-diamond ramps at Xerxes Avenue will be removed. Lyndale Avenue (TH 169) will be perpetuated through the Hawthorne and Plymouth interchanges by a series of ramps and frontage roads and through the 49th-53rd Avenue North area with one-way frontage roads.

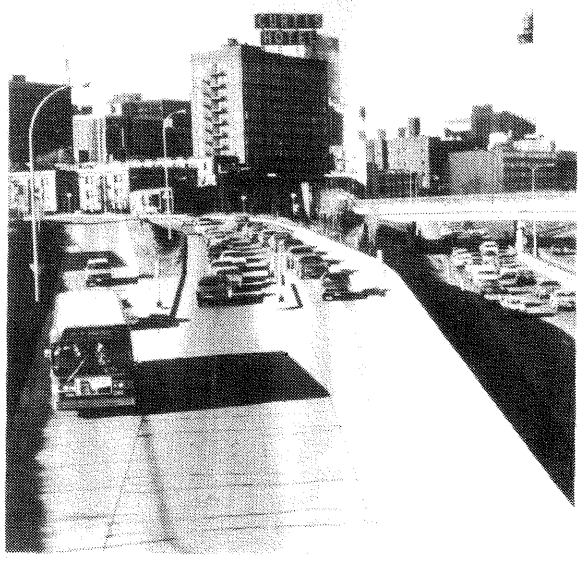
A pedestrian bridge crossing is proposed at either 16th or 17th Avenue North, in the Franklin/Hall development area proposed by the Minneapolis Housing and Redevelopment Authority (MHRA). The location and design is being worked out with MHRA. It is intended to move people from the residential west side to the industrial east side and the riverfront area.

Pedestrian and bicycle access across I-94 is also proposed alongside Shingle Creek in North Mississippi Park at 45th Avenue North, and alongside Shingle Creek in Shingle Creek Greenstrip. Pedestrian and bicycle circulation will be maintained with sidewalks at most grade separations and interchanges where feasible.

TRANSIT FEATURES

The I-94 proposal includes preferential treatment for buses operating in mixed traffic. Among these features are special bus-entry ramps and freeway entrance metering for non-transit vehicles during peak traffic hours. This metering will be similar to that in use on I-35W in Minneapolis.

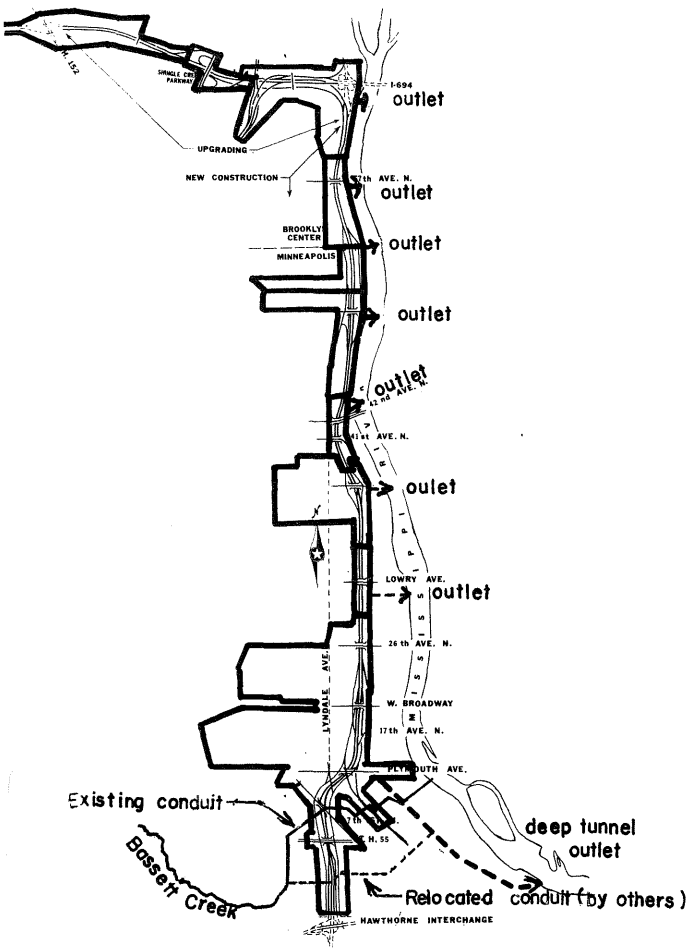




Buses, using specially designated ramps, have been able to bypass traffic stopped by special traffic lights and to gain instant access to I-35W.

DRAINAGE

Proposed drainage facilities will drain runoff from the areas shown on the map on the next page. These drainage areas all outlet to the Mississippi River with the exception of the area draining to Shingle Creek in Brooklyn Center.



PROPOSED GENERAL DRAINAGE AREAS FOR I-94

Some areas are composed entirely of highway drainage and some of the larger areas are composed of city storm water as well as highway drainage. There is one exception which has involved considerable planning and coordination.

The proposed drainage for the area between the Hawthorne interchange and 29th Avenue North is designed to collect runoff from city areas and highway areas into a main storm sewer system which will utilize an inplace pumping station at 7th Street North. The drainage will then outlet to a proposed tunnel outletting at the Mississippi River. This tunnel combines the drainage with a flood control proposal for Bassett Creek. The "deep tunnel" will be built cooperatively by the Corps of Engineers, the Bassett Creek Flood Control Commission, the City of Minneapolis, and the MHD.

Studies indicate that a combined usage tunnel will result in a considerable cost savings and will provide for more reliable highway drainage than any alternative drainage proposals.

The deep tunnel is discussed further in this FEIS and in the Section 4(f) Statement on the St. Anthony Falls Historic District contained in Section VIII of this Statement.

A DEIS discussing the flood control plan proposed by the Corps of Engineers and the Bassett Creek Flood Control Commission, was circulated for comments and sent to the CEQ on September 8, 1975.

Another major feature of the I-94 proposal is a proposed channel change and waterfall in Shingle Creek near 42nd Avenue North in Minneapolis. This feature is discussed further in the Impacts Section of this FEIS.

OTHER FEATURES

Other major features of the proposal include use of retaining walls to reduce the right-of-way needed, and the use of walls and/or mounds for noise abatement throughout much of the project. Noise impacts and their abatement are discussed in detail in Section II.

TECHNICAL, SOCIAL, AND ECONOMIC STUDIES

Numerous special studies have been undertaken to provide data for the I-94 proposal. These studies have been of three types: planning studies, potential impact studies, and impact mitigation studies. Specific studies in each of these areas have been:

Planning Studies	Impact Studies	Mitigation Studies
Traffic projections	Water impact assessment	Noise abatement
Design alternatives	Ground water	Landscaping
Accident experience and causes	Air quality	Parkland enhancement
Soils recommendations	Noise levels	Relocation of persons and businesses
Deep tunnel drainage study	Economic: accidents and right-of-way	
	Relocation of persons and businesses	

Some studies were made as a result of comments received on the DEIS's. In some cases, this FEIS contains information which was not available for the DEIS.

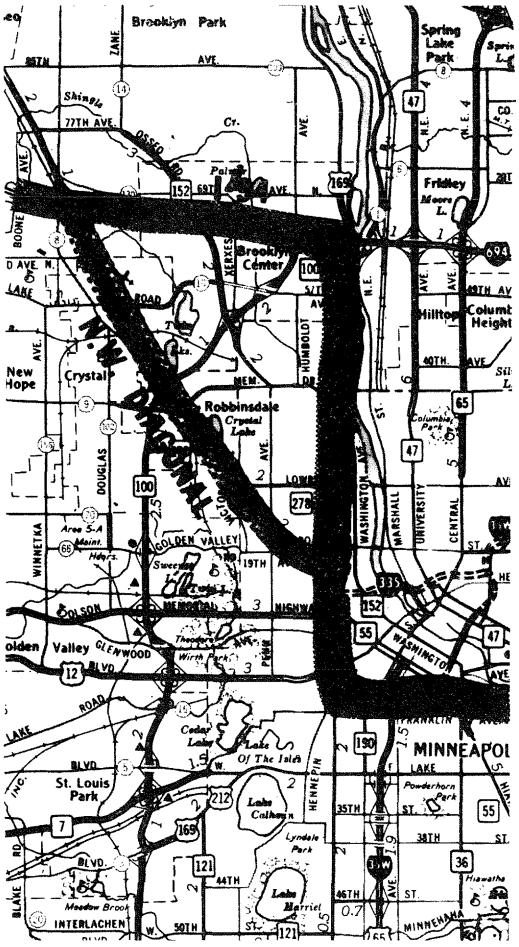
The major findings of each study are incorporated within the specific appropriate section of this FEIS. Copies of reports of these studies are available through the I-94 Project Manager, Minnesota Highway Department, 2055 North Lilac Drive, Golden Valley, MN 55422.

HISTORICAL RESUME

Early Planning

In 1948, an origin-destination survey was made to determine existing travel patterns. This early study served as a basis for determining which trip requirements would be served by an Interstate system in the Minneapolis-St. Paul metropolitan area.

Based on traffic studies and numerous planning studies made in the mid 1950's, a Ring Street System was proposed around the Minneapolis CBD and was endorsed by all agencies involved. This system included freeway routes radiating from the central cities connecting with another system of circumferential routes (I-494 and I-694) proposed along the outer fringe of the Minneapolis-St. Paul area. These routes were presented at location public hearings held on March 12, 1957, for the segment within Minneapolis, and on June 23, 1958, for the portion within Brooklyn Center.


Brooklyn Park
Spring Lake Park
Fridley
Brooklyn Center
Hilltop
Columbia Heights
New Hope
Crystal
Robbinsdale
NW DIAGONAL
Golden Valley
St. Louis Park
Minneapolis
Lake Calhoun
Lake Harriet
Cedar Lake
Lake Of The Isles
Powderhorn Park
Lyndale Park
Meadow Brook
Interlachen
Wirth Park
Theodore
Sweeney
Hayes
Area S-A Maint.
Columbia Park
Hiawatha
Minnehaha
Shingle Cr.
Bass Cr.
Palmer
Crystal Lake
Meadow Brook
Wirth Park
Lake Of The Isles
Lake Calhoun
Lyndale Park
Lake Harriet
Powderhorn Park
Columbia Park
Hiawatha
Minnehaha
Area S-A Maint.
Theodore
Sweeney
Hayes
Cr.
Creek
Pond
Park
Lake
Maint.
Area
Hayes
Sweeney
Theodore
Wirth Park
Meadow Brook
Lake Harriet
Lake Calhoun
Lake Of The Isles
Cedar Lake
Lyndale Park
Powderhorn Park
Columbia Park
Hiawatha
Minnehaha
Shingle Cr.
Bass Cr.
Palmer
Crystal Lake
Meadow Brook
Wirth Park
Lake Of The Isles
Lake Calhoun
Lyndale Park
Lake Harriet

A Design Public Hearing to receive comments on this proposed alignment was held in April, 1971. Many area residents, area groups, State and City officials, and concerned organizations attended. In response to comments received at the hearing, a decision was made to depress the proposed mainline near 7th Street North.

North of 40th Avenue North

Traffic demand studies indicated that the I-94 corridor north of 40th Avenue North should be in the vicinity of Lyndale Avenue North. Consequently, when the inplace east-west segment of I-94 in Brooklyn Center was constructed in the mid-1960's, an interchange connecting that segment with inplace US 169 and the future north-south segment of I-94 was a part of the construction completed at that time.

Location public hearings were held in 1957 and 1958 for this segment, with design hearings held in 1972. By 1972, the proposed location for I-94 north of 40th Avenue North had been approved by both the Bureau of Public Roads (now the FHWA) and the City of Minneapolis. Much of the right-of-way needed was acquired. In 1964, the Minneapolis Parks and Recreation Board (MPRB) approved the proposed alignment as it affected North Mississippi Park, and signed an agreement allowing the stockpiling of fill dirt, to be used in the construction of proposed I-94, on park property. Subsequently, the stockpile was made. In 1968, the MPRB declared the use of parkland to be unacceptable and alternative alignments in the immediate vicinity of North Mississippi Park were investigated.

Through the public involvement in the development of I-94, culminating in the design public hearing, it has been determined that the most acceptable location for I-94 is one that takes a minimum of land from North Mississippi Park while avoiding the commercial and industrial properties which flank Lyndale Avenue. The proposed action accomplishes this objective. At the same time, it provides a clear separation between parkland uses and business land usage. The proposed use of parklands is discussed in further detail in Section VIII of this Statement.

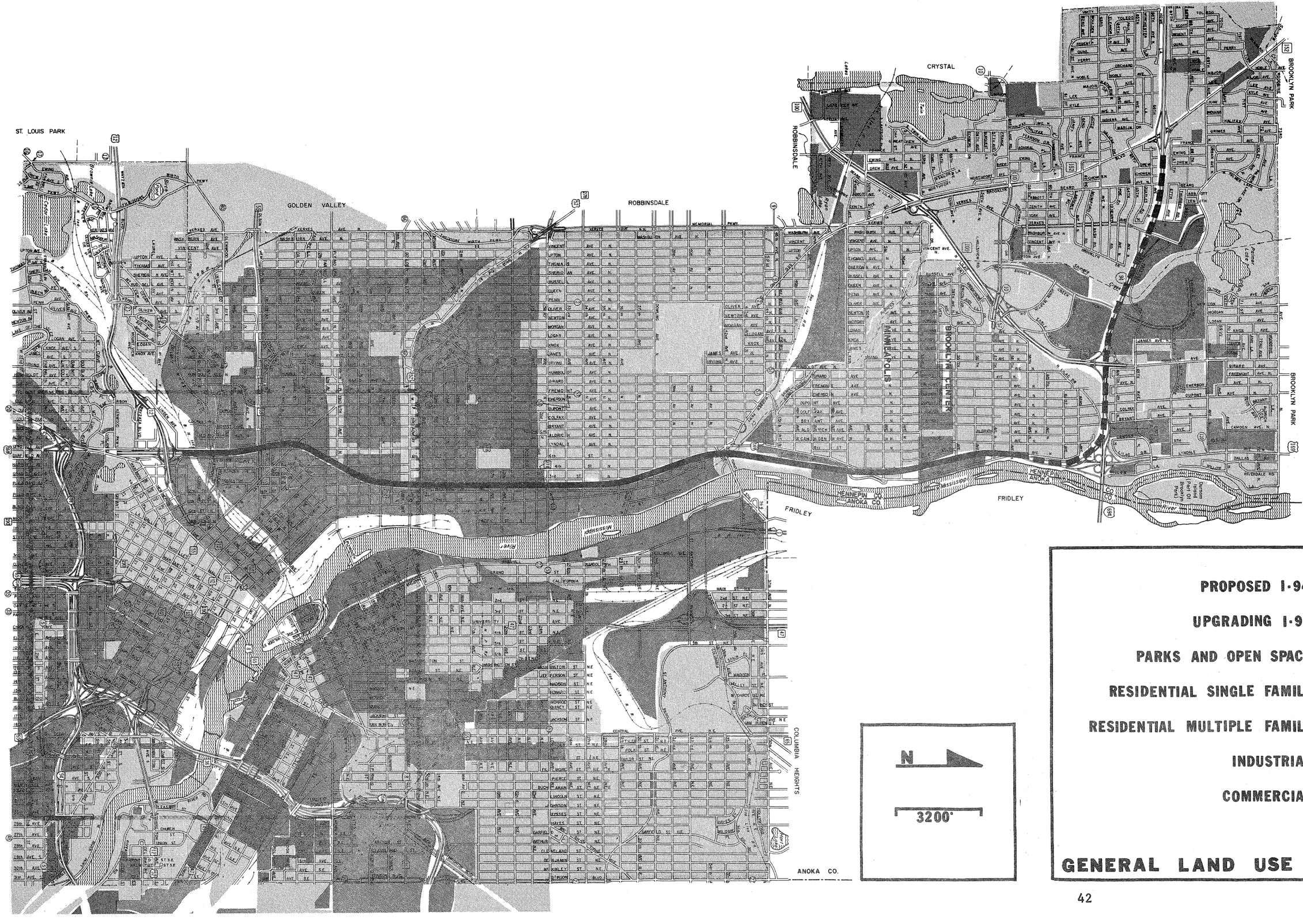
The segment which is to be upgraded was approved and built in the mid-1960's. Unanticipated land-use changes, and the expected additional traffic from the new portion of I-94, necessitate upgrading.

ESTIMATED COST

The estimated cost of construction is $85 million, most of which will be financed with 90% federal and 10% state funds. The estimated total right-of-way cost is $38 million.

CONSTRUCTION SCHEDULE

Construction is scheduled to begin in 1977. Barring unforseen delays, it is anticipated that I-94 will be open to traffic in 1981.


ST. LOUIS PARK
GOLDEN VALLEY
ROBBINSDALE
CRYSTAL
BROOKLYN PARK
BROOKLYN CENTER
MINNEAPOLIS
FRIDLEY
COLUMBIA HEIGHTS
ANOKA CO.
HENNEPIN CO.
ANOKA CO.
Twin Lake
Bassett Creek
Shingle Creek
Bass Lake
Crystal Lake
Mississippi River
Upper Mississippi River Wildlife & Fish Refuge
Dunnigan Island (Part Of Brooklyn Park)
Proposed Lake Park
Golden Lake
Cedar Lake
Brunswick Park
Meadow Park
Victory Memorial Parkway
Theodore Wirth Parkway
Bryn Mawr Meadows Park
Sumner Field Park
Webber Park
Farmstead Park
Humboldt Greenway
Shingle Creek Parkway
Lake Park
Palmer Lake Park
Edinburgh Golf Course
Becker Park
Northport Park
Northport Golf Course
Lions Park
Centennial Park
Edinburgh Park
Edinburgh Golf Course
Brooklyn Park Golf Course
Brooklyn Park Community Park
Brooklyn Park Community Center
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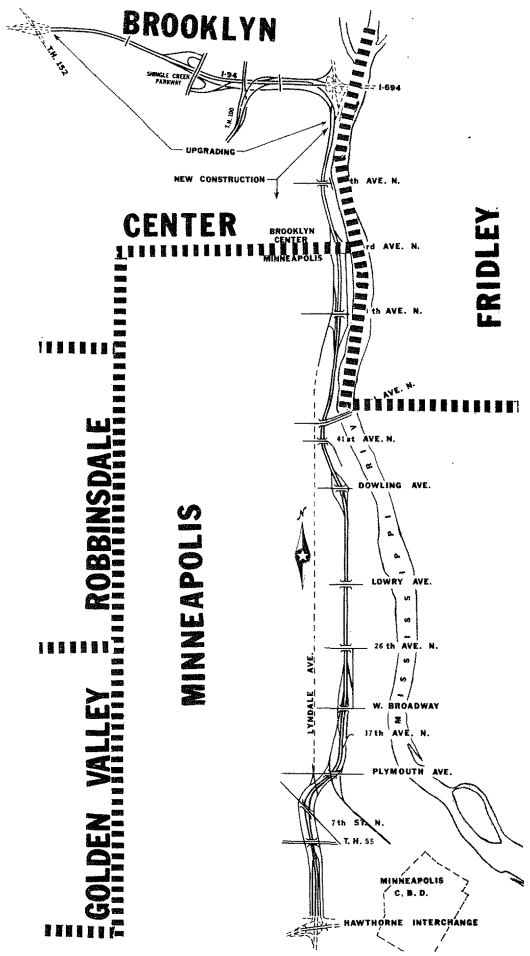
Brooklyn Park Community Park
Brooklyn Park Community Center

THE URBAN SETTING



Economic Character of the Surrounding Area

The proposed action is located in two cities, Minneapolis and Brooklyn Center. Both cities are in Hennepin County.

Minneapolis is the largest city in Minnesota, with a 1970 population of 434,400,* and a land area of approximately 56 square miles. Minneapolis is noted for its many lakes and excellent park system. Within the city, there are 145 parks and 22 lakes with many fine beaches. St. Anthony Falls, on the Mississippi River in the heart of the CBD, attracted early settlers. The falls supplied power for the huge flour-milling and lumber industries and for other diversified activities. The city is a hub for an extensive transportation system utilizing air, water, highways and railroads.

Brooklyn Center is a first-tier suburb north of Minneapolis and is located on the west bank of the Mississippi River. Its 1970 population was 35,173. First settled in the 1850's, Brooklyn Center was for many years a farming community. With the advent of an improved transportation network, the Brooklyn Center area became more accessible, with development as a residential, industrial and commercial area occuring primarily since 1940.

After a loss of businesses to the suburbs in the 1950's, the Minneapolis CBD has been extensively revitalized. This is reflected in the increasing prominence of some economic functions, especially office space, retail sales, government activities and attraction of conventions. A report prepared for the Minneapolis Planning and Development Commission** notes the following general trends in the major economic functions of Minneapolis.

Office Space Office space has been and continues to be the most important function of central Minneapolis. Although there has been some migration of firms from the CBD to the suburbs, 2.4 million square feet of new office space has been constructed in the downtown area since 1960.

*1970 Census, US Department of Commerce.
**Metro Center '85, Minneapolis Planning and Development Commission, 1970.

Retail Retail business is the second most important economic function of the CBD. Between 1958 and 1963, 48 retail establishments left the downtown area. As a result, downtown retail sales declined almost ten percent. Since the completion of the Nicollet Mall improvements, along the major commercial street in the downtown area, retail sales have increased. Between the completion of the Mall in 1968, and early 1970, retail sales in the downtown area increased 14 percent.

Conventions Minneapolis is becoming more attractive as a regional convention center. This attraction is largely due to the addition of 1240 motel-hotel rooms between 1960 and 1970, and the completion of a $16 million expansion and remodeling of the Minneapolis Auditorium and Convention Center.

Government Government at the City, County, and Federal level is an important function of the Minneapolis downtown area. Recent additions to government office space includes the Hennepin County Welfare Building, the Federal Courts Building, and the Minnesota Department of Employment Security facilities. A new Federal Reserve Bank building and the Hennepin County Government Center have been completed.

Industry Minneapolis is a major center for graphic arts, electronics and instrumentation, machinery and metal fabricating, textiles and apparel, and computer technology. The city is also a major transportation center and distribution point for the Upper Midwest.* The Metro Center '85 report indicates that flour milling is decreasing in importance.

Economic Character of Brooklyn Center

Brooklyn Center is a center for retail, industrial, and office space. Much of the land along I-94, TH 100 and TH 152 has been developed as the Brookdale Regional Center. The Center has a large commercial area, office buildings, and apartment buildings. Industrial parks have been developed in this same general area.

*"Minneapolis Civic Information", prepared by the Greater Minneapolis Chamber of Commerce for the 1975 edition of the Northwestern Bell Telephone Directory.

NATURAL FEATURES

Soils and Geology

Topography of the project area is varied. South of 40th Avenue North, land forms are characteristic of glacial moraine, with rolling hills and valleys formed by recent glacial action. Soil types are a heterogeneous mixture of sand, silt and clay which was deposited over sandstone, limestone and shale. North of the Hawthorne interchange, the proposed route is through a lowland, apparently an old lake bed situated over a deep, buried valley. The lowland is composed of clay with bog deposits overlying compact to very-compact glacial drift. Surface soils in this sub-area are mixed landfill and alluvium.* The area from about Plymouth Avenue North to 40th Avenue North, is composed of granular soils overlying rock.

North of 40th Avenue North, and moving west from the Mississippi River Channel, the land is essentially flat prairie land. Soils resemble those of the southern portion, as described above, and are a mixture of sand and silt over clay. In some areas, the clay forms an impervious layer near the surface, resulting in a perched water table very near the surface.

Vegetation and Wildlife

Most of the Minneapolis area was originally prairie. The gravelly subsoil was too porous to support a dense hardwood forest during dry seasons, so vegetation consisted of various grasses, brush, broadleaf plants, and small groves of trees becoming denser closer to the Mississippi River. Wildlife of the area once included small mammals, upland game birds, migratory waterfowl, prairie songbirds and some larger mammals, such as deer.

As the area became urbanized, much of the natural vegetation was removed and the wildlife generally was displaced. Today, the only remaining remnants of the original vegetation are found in small clusters along the Mississippi River, and in parks and open space areas. The only wildlife remaining are those species tolerant of urbanization, such as songbirds, squirrels, rabbits, other small rodents and waterfowl.

*Final Report, Foundation Study, Hawthorne Bridges, prepared by Edwards and Kelcey, Inc. for the MHD, April, 1975.

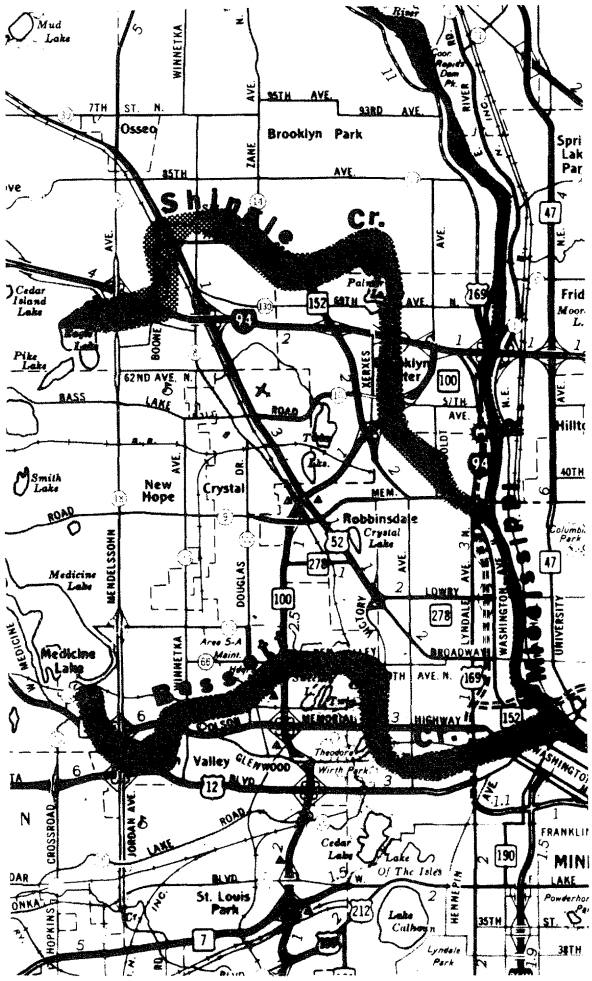
Surface Water

There are no large lakes in the project area. There is, however, a small pond in Charles C. Webber Park. Webber Pond receives its water from Shingle Creek, and the pond level is controlled by the MPRB. The pond will not be affected by the proposed action.

Within North Mississippi Park is a two-acre marsh which would be classified as Type 7, wooded swamps, by the criteria of Circular 39 of the US Department of the Interior's Fish and Wildlife Service. This marsh is the only wetland in the project area and will not be affected by the proposed action.

The most prominent natural feature of the project area is the Mississippi River. The land in the I-94 corridor slopes gently toward the river, which is the final receiving stream for all surface runoff in the study area.

Both Minneapolis and St. Paul take their domestic water supplies from the Mississippi River. The intake for St. Paul is located about 2.5 miles upstream of the I-694 river crossing. The Minneapolis intake is on the east river bank at about 44th Avenue North. The city of Brooklyn Center, also located along the river, obtains its water from wells within its boundaries. Other municipalities within the surrounding area obtain their water supplies either from wells or from the cities of Minneapolis and St. Paul.



Most drainage of the project area is directly into the Mississippi River, with two exceptions. One is the area around the proposed Plymouth interchange, which lies within the Bassett Creek Watershed. The other is the portion of northern Minneapolis and Brooklyn Center which is in the Shingle Creek Watershed.

Bassett Creek: The Bassett Creek Watershed is located west of and is a tributary to the Mississippi River. The watershed covers approximately 38.5 square miles and includes portions of the communities of Crystal, Golden Valley, Medicine Lake, Minnetonka, New Hope, Plymouth, Robbinsdale, St. Louis Park and Minneapolis. Bassett Creek begins approximately 12 miles west of the project and flows generally east and south through the western suburbs and western Minneapolis. An underground conduit (constructed about

LEGISLATIVE REFERENCE LIBRARY
STATE OF MINNESOTA

1915) carries the water the last 1-1/2 miles to the river. The proposed highway will cross the existing Bassett Creek conduit.

The US Army Corps of Engineers has noted that the conduit is in a state of disrepair and is subject to failure in the event of a large flood. Floods from spring runoff and from summer storms occur in residential and commercial developments throughout the watershed.* The Corps of Engineers in co-operation with the Bassett Creek Flood Control Commission has completed feasibility studies of methods to alleviate the flood problems in the watershed. The Corps has tentatively selected a flood control plan from among several alternatives. These alternatives include repair of the conduit, replacement of the existing conduit, relocation of the conduit, and an open channel alternative through the area. Since 1973, studies have been made to see if I-94 drainage and Bassett Creek flow could be combined to utilize one outfall to the river. Among the features of the selected flood control plan is the relocation of the enclosed portion of Bassett Creek into a deep tunnel storm sewer. The deep tunnel storm sewer will also drain a portion of proposed I-394, east of I-94. A more detailed description of the deep tunnel proposal is found in the Section 4(f) Statement on the St. Anthony Falls Historic District, included in Section VIII.

Shingle Creek The Shingle Creek Watershed extends from Eagle Lake in Maple Grove, northwest of Minneapolis, to the Mississippi River. It includes parts of Brooklyn Center and Brooklyn Park.

Shingle Creek, like Bassett Creek, is carried in an underground conduit for part of its length, as the creek passes under the parking lots of the Brookdale Regional Center. The creek has been straightened in several locations to facilitate local development. The flow level of the creek is controlled in several locations and flooding along the creek has not been a problem, as storm water is ponded in Palmer Lake, upstream of the project area.

*Draft EIS, Flood Control Bassett Creek Watershed; prepared by the US Army Corps of Engineers, August, 1975.

Mississippi River Critical Area Designation

The Metropolitan Council of the Twin Cities Area has recommended to the Minnesota Environmental Quality Board that the Mississippi River within the Minneapolis-St. Paul area be designated as a critical area. Critical areas, as explained by the Minnesota Critical Areas Act of 1973, are those requiring special standards and guidelines for development.

Four land-use classifications apply to critical areas, varying from rural open space, urban open space, urban developed, to urban diversified. In the area of the proposed action, the land bordering the river is classified as urban developed and urban diversified. Proposed guidelines governing land classified in this manner have been applied in determining the potential effects of the highway proposal. The proposed action meets all applicable standards.

CULTURAL FEATURES

Archaeological Sites

Archaeological reconnaissance surveys have been conducted by the Minnesota Historical Society (MHS) as part of a cooperative program with the MHD and the FHWA. The surveys were conducted between 1968 and 1971, and no archaeological sites were found within the limits of the proposed action.*

During construction of I-94 in Brooklyn Center in 1964-65, the Shingle Creek area was found to contain many bones from extinct small mammals. The University of Minneasota removed all items of interest to them before construction resumed. If additional items of archaeological or paleontological interest are found during the proposed construction, the contractor will be required by contract special provisions to halt operations. The Preservation Officer of the MHS will be notified so that he can determine the significance of the findings and, if appropriate, supervise their removal.

*The Minnesota Trunk Highway Reconnaisance Survey: Annual Report-1971 by David Nysteun, Highway Archaeologist.

Historic Sites

Contact with the State Historic Preservation Officer, who is the Director of the MHS, has identified three properties, the Basilica of St. Mary, Earl Browne Farm, and the Saint Anthony Falls Historic District, which are located within the area of probable impact of I-94. The Basilica and the Historic District are shown on the Project Maps on pages 10 and 11.

The Basilica of St. Mary is listed on the National Register of Historic Places. Earl Browne Farm is on the State Register of Historic Places but is not eligible for inclusion on the National Register because it is presently in private ownership and is being developed as a commercial/office site retaining a historical theme. Determinations of no effect have been made for both the Basilica and the Farm sites by the State Historic Preservation Officer. Copies of these determinations are included in Section VII of this FEIS.

The proposed cooperative deep tunnel drainage plan involves tunneling through sandstone below the St. Anthony Falls Historic District. The proposal has been reviewed by the State Historic Preservation Officer and the Advisory Council on Historic Preservation. Applying the Criteria of Effect, a determination has been made that the proposed tunnel will have an effect on the district but that the effect will not be adverse. Copies of all determinations are included in Section VII of this Statement. A Section 4(f) Statement discussing the proposed action as it affects the District is a part of this FEIS.

At one time, St. Joseph's Catholic Church in North Minneapolis was included in the list of candidates for heritage preservation designation by the Minneapolis Heritage Preservation Commission. The State Historic Preservation Officer has deemed this property to be ineligible for inclusion on the National Register of Historic Places. The property has since been purchased for highway right-of-way and the parish has been relocated.

Neighborhoods Within the Project Study Area

Residential areas adjacent to the corridor have the following characteristics:

Economy A survey of data collected by the US Census Bureau for the 1970 Census includes the following income, housing and employment characteristics:

TABLE 1 AREA CHARACTERISTICS

CHARACTERISTIC	Mpls. south of 40th	Mpls. 40th Ave. to 53rd	City of Mpls.	Brooklyn Center	Hennepin County
% of Total SMSA 1970 Population	1.1%	1.2%	24.0%	1.4%	52.9%
Mean Family income	$7,209	$11,452	$11,127	$12,758	$13,501
% Families with income below the poverty level	19.4%	3.5%	7.2%	2.0%	4.7%
% Total housing units occupied by owner	26.9%	92.3%	47.6%	72.6%	59.6%
Median value of owner occupied homes	$12,200	$16,900	$17,900	$22,200	$21,900
% Families with wage or salary income	78.8%	87.6%	86.5%	96.0%	90.6%
% Families with public assistance or public welfare income	24.8%	4.1%	7.6%	2.6%	4.5%
% of Total SMSA workers who live in the area	0.8%	0.4%	25.7%	2.0%	55.2%
% of area workers who work in Minneapolis	67.5%	65.9%	68.0%	42.1%	50.0%
% of area workers who work in the CBD	13.0%	14.7%	14.0%	8.8%	11.0%

Data for the study area was compiled from the standard census tracts surrounding the I-94 corridor.

Composition The following table shows population characteristics for the 1970 census:

TABLE 2 POPULATION CHARACTERISTICS

CHARACTERISTIC	Mpls. South of 40th	Mpls. 40th No. to 53rd	City of Mpls.	Brooklyn Center	Hennepin County
% Non-white	10.8	0.7	4.4	1.0	2.1
% Age 65 and older	15.7	14.4	15.0	2.8	9.7
% Under 16 years old	33.2	19.3	23.6	39.6	30.1

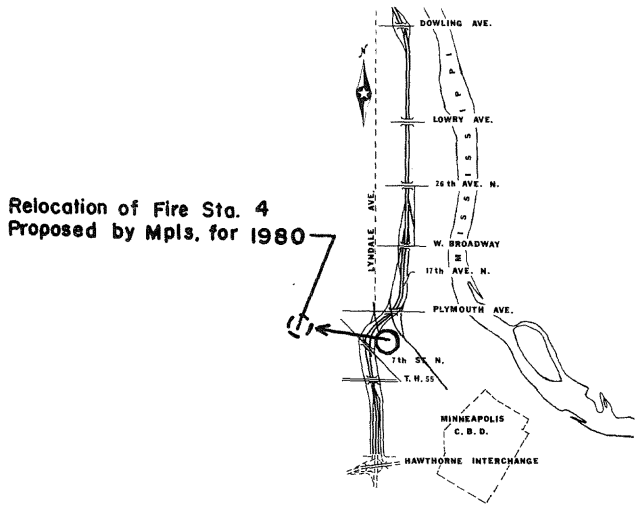
PUBLIC FACILITIES

Parks

There are numerous public parks near the project area. These parks are shown on the project area maps, pages 10 and 11. The use of parklands for the proposed facility is discussed in Section VIII of this FEIS.

Fire and Police Stations

Minneapolis has 20 fire stations, one of which is within the project study area. Station #4, 1101 North 6th Street, is very near and to the east of the proposed Plymouth interchange. The Minneapolis Fire Department plans to relocate this station in 1980,* to the west side of the I-94 corridor. The Brooklyn Center Civic Center, located south of inplace I-94 near Shingle Creek Parkway contains both the fire and the police headquarters for Brooklyn Center.



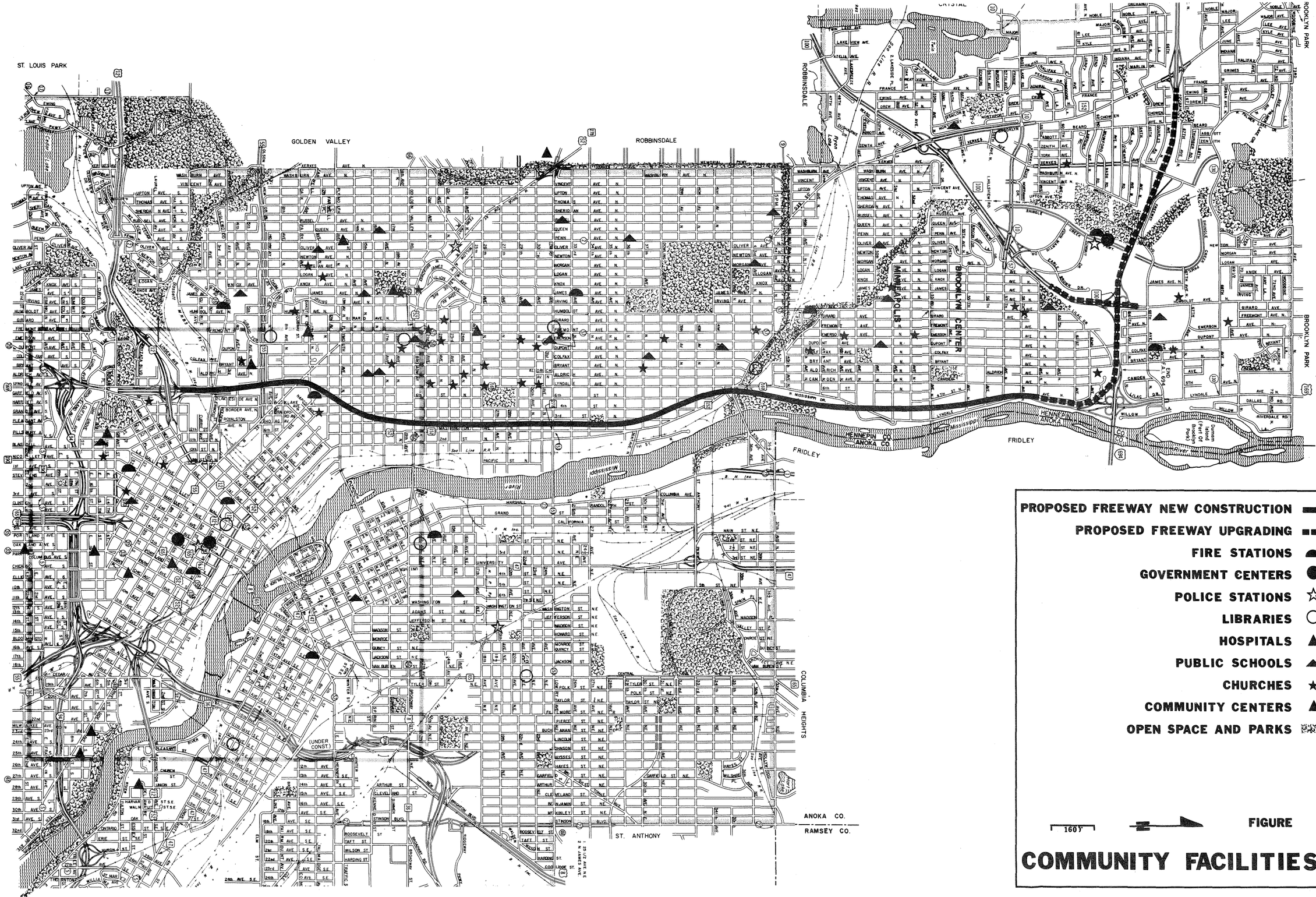
The Minneapolis Police Department's North Side Precinct Station #4 is 1-1/2 miles to the west of proposed I-94, and is located at 24th Avenue North and West Broadway Avenue.

All police and fire stations are shown on the Community Facilities Map, on page 53.

*1975 State of the City Report, Minneapolis Community Facilities, and Proposed Capital Improvements, prepared by the Minneapolis Planning and Development Department, June, 1975.

Other Public Facilities

All churches, schools, hospitals and other features of general public usage are shown on the Community Facilities Map. None will be affected by the proposal with the exception of St. Joseph's Catholic Church at 1127 North 4th Street. The church property was purchased in 1973 as part of the right-of-way required for construction of I-94. The congregation is planning for construction at a new site in Maple Grove.


ST. LOUIS PARK
GOLDEN VALLEY
ROBBINSDALE
CRYSTAL
BROOKLYN PARK
BROOKLYN CENTER
MINNEAPOLIS
FRIDLEY
HENNEPIN CO.
ANOKA CO.
COLUMBIA HEIGHTS
ST. ANTHONY
ANOKA CO.
RAMSEY CO.
Mississippi
Dunsmn Island Part of Fridley
PROPOSED FREEWAY NEW CONSTRUCTION
PROPOSED FREEWAY UPGRADING
FIRE STATIONS
GOVERNMENT CENTERS
POLICE STATIONS
LIBRARIES
HOSPITALS
PUBLIC SCHOOLS
CHURCHES
COMMUNITY CENTERS
OPEN SPACE AND PARKS
1600'
FIGURE
COMMUNITY FACILITIES

SECTION II

PROBABLE IMPACT OF THE PROPOSED IMPROVEMENT ON THE ENVIRONMENT

		PAGE
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SECTION II PROBABLE IMPACT OF THE PROPOSED IMPROVEMENT ON THE ENVIRONMENT

Construction of a new freeway facility will have an impact on the environment with positive and negative effects. All plans have been, and will be, developed with consideration given to maximizing the positive and minimizing the negative effects.

PART I - ANTICIPATED SECONDARY IMPACTS

LAND-USE

This segment of I-94 has been in the planning stages for almost twenty years. It is an integral part of the implementation of the Metropolitan Council's guidelines for the orderly development of the metropolitan area. Construction of this segment is not expected to change patterns of land development or to have a significant effect on the anticipated population and area growth. Land-use plans for the cities involved, as well as for the entire metropolitan area, have been developed based on the assumption that I-94 would be completed.

TRAFFIC MOVEMENT

This freeway will provide a high capacity, transportation facility between the Minneapolis Central Business District (CBD) and the northern suburbs. Access will be provided to major connecting arterial streets and highways while at-grade intersections, opposing turning movements, traffic signals, and pedestrian conflicts will be eliminated.

The proposed freeway will reduce the existing congestion on the inplace streets and highways. It will reduce travel time for commuters between the CBD and the northern suburbs and will improve access to and from the many warehouse-oriented/ commercial-industrial businesses in the CBD fringe area.

This section of I-94 has been designed with adequate roadway capacity to accommodate preferential treatment of buses or other para-transit vehicles (such as employer vans, carpools, and taxis). Current studies have been reviewed by representatives of the Metropolitan Transit Commission (MTC) and the design appears to be adequate in terms of joint bus and automobile usage.

The Metropolitan Council has determined that the standard public bus will generally provide transit service to the CBD's between 1976 and 1990.* For this segment of I-94 the Policy Plan recommends a metered freeway with special access ramps.** The proposed transit-related features include special bus ramps for priority access onto the freeway in combination with freeway surveillence using features such as closed circuit TV, ramp control signal systems, and changeable message signs, all linked to the computerized traffic management center already in operation. These provisions will be similar to the system in operation on I-35W south of the Minneapolis CBD which has been deemed successful by the Metropolitan Council, the MTC and the MHD.

The MTC, which implements the transit plans, currently operates express and limited-stop buses from the north along both sides of the river on existing streets. The proposal affords the opportunity for expanded transit service based on current transportation patterns and desires, and if transit service is provided that responds to current travel patterns and desires, enough people will use it to warrant the service. The Metropolitan Council is promoting strategies intended to reduce the travel times of transit vehicles (public transit and shared rides), in an effort to encourage more people to ride rather than drive alone. The existing street network in the area is not conducive to preferential treatment.

*Metropolitan Transportation Development Guide-Policy Plan, final draft approved by the Metropolitan Council on January 8, 1976, page 17.

**Ibid, Table 3.

NATURAL FEATURES
(Vegetation and Wildlife)

The proposed I-94 corridor is extensively developed and very little of it remains in a natural state. Very little natural vegetation exists. The vegetation that will be removed will be replaced with landscaping along the side slopes of the freeway, consisting of trees, bushes, and shrubs, and reestablishment of turf by seeding or sodding.

The area of North Mississippi Park, however, is relatively undeveloped and retains much of its original vegetation. This vegetation consists of cottonwoods, maples, and the remnants of a long-abandoned formal garden created along the riverbank in the late 1800's. A two-acre marsh, north of 45th Avenue North, is also contained within the park. Applying the criteria of Circular 39, by the US Department of the Interior-Fish and Wildlife Service, this marsh would be classified as Type 7, wooded swamp. Proposed I-94 will not disturb the marsh, the remnants of the ornamental plantings, or the best of the remaining natural vegetation, rather, it is routed instead through a tree disposal site presently operated by the City of Minneapolis on the western edge of the park.

Throughout the I-94 corridor, wildlife affected by habitat removal is mainly common songbirds, squirrels, and rabbits. The vegetation reestablished will provide suitable habitat for these wildlife types. In the area of North Mississippi Park, wildlife types are more diverse. Replacement vegetation in this particular area is being chosen to provide suitable habitat for a wider variety of birds and animals. Studies have been made of both existing natural features and proposed features to minimize highway impact and are available through the sources listed at the beginning of this statement. The proposal does not require the use of the habitat of any threatened or endangered species.

AIR QUALITY

An Air Quality Report on this project has been prepared by the MHD and is available for review. This report includes a discussion of the carbon monoxide (CO)* concentrations anticipated from the proposed construction and an estimate of the background CO concentrations in the project area. The air quality study considered critical receptors near the proposed construction as well as the impact of the project on the Minneapolis CBD. The background CO estimate was based on monitoring in the project area.

The air quality report followed the US Environmental Protection Agency (EPA) Guidelines For Air Quality Maintenance Planning and Analysis, Volume 9: Evaluating Indirect Sources, and EPA AP-42 Second Edition Supplement #5. The following is a summary of the Air Quality Report.

The monitoring for the background CO concentrations was done by the MPCA under an agreement with the MHD. Both the "Build" and "No-Build" alternatives were considered for the 10-year period following construction of this segment of I-94. The sum of the background and calculated concentrations yield the anticipated CO concentrations at critical receptors.

Meteorology

Wind speed and direction are two important factors in the analysis procedure. CO concentrations are inversely proportional to wind speed. A wind speed of 1 meter per second was used in this analysis.** A wind angle of 10° to the major direction of travel was used at each analysis site.

To account for meteorological variations occurring over an hour sampling period a persistance factor of 0.6 was used in estimating 8 hour concentrations.

*Carbon monoxide is the only transportation related Priority I pollutant in the Minneapolis-St. Paul Air Quality Control Region.

**The most probable situation is a 5 to 7 meters-per-second wind.

Traffic

Basic traffic data used in this air quality analysis was prepared by the MHD Office of Systems Planning, as reported in System Planning and Analysis Reports (SPAR) M-65, M-41, and M-37. The SPAR reports give estimated 1985 ADT and peak hour volumes. 1980 and 1990 volumes are based on the projected 1985 volumes.

Receptors

Receptor sites were chosen at locations in the vicinity of the roadway network where the combined impact of the proposed source and other existing sources was likely to result in the highest traffic demand and/or most traffic congestion. Generally, high volume signalized intersections and ramp terminals at major interchanges fit this criteria. In addition, six sites within area parks and one "high rise" home for senior citizens were analyzed. Receptor sites are shown on the next page.

Selecting the most critical receptor position within a general site requires considerable analysis within each site. Generally receptor positions were selected on sidewalks or at the right-of-way line nearest to the queue of vehicles at a signal. It is unlikely that any individual would continuously occupy a position on a sidewalk for 8 hours. At some sites where the estimated CO concentrations for the 8 hour average approached the standard at curb side sidewalks, an analysis was made also for a receptor site that may be occupied for an 8 hour period. This second site is termed the reasonable receptor.

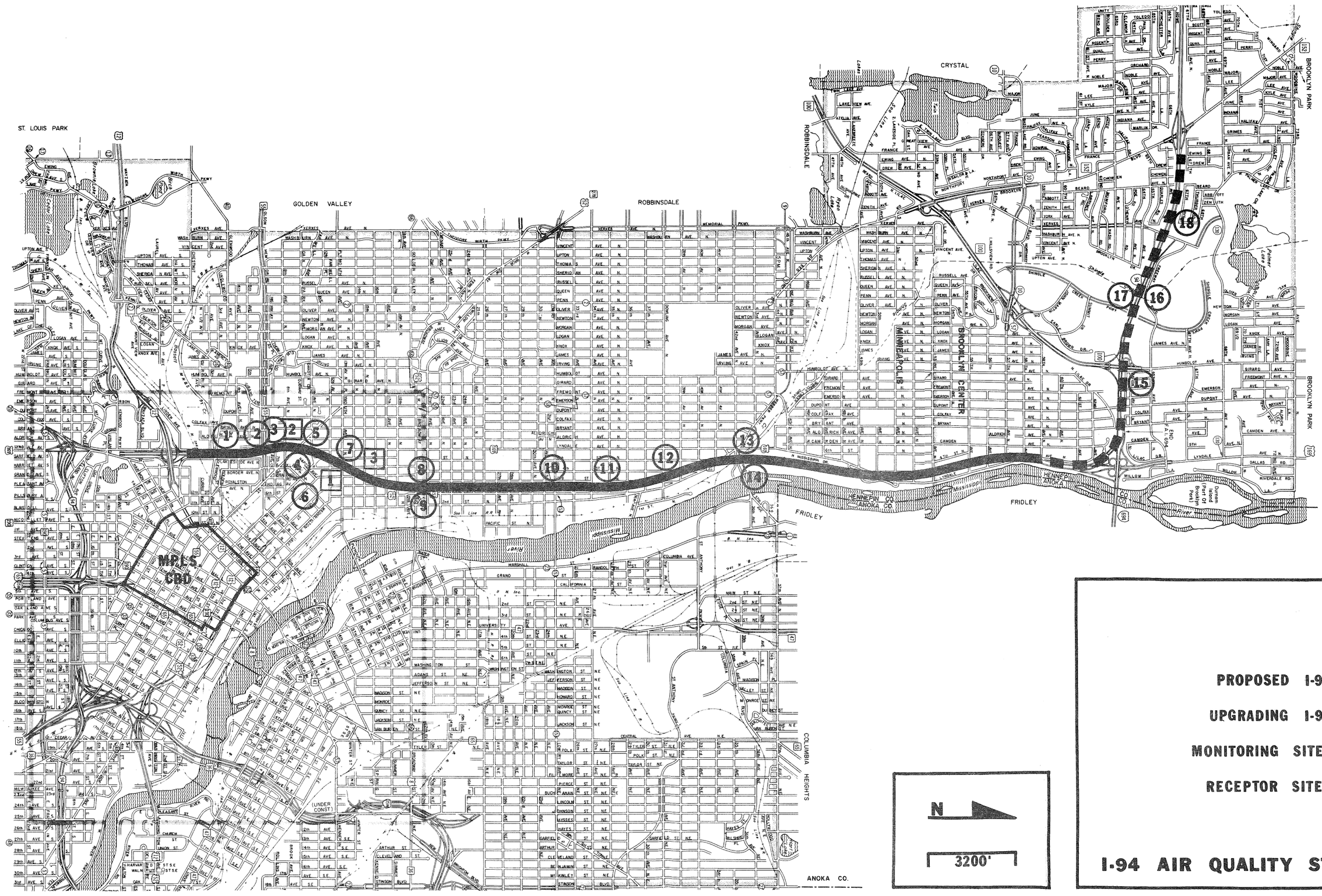

ST. LOUIS PARK
GOLDEN VALLEY
ROBBINSDALE
CRYSTAL
BROOKLYN PARK
BROOKLYN CENTER
MINNEAPOLIS
MPLS. CBD
COLUMBIA HEIGHTS
FRIDLEY
HENNEPIN CO.
ANOKA CO.
ANOKA CO.
PROPOSED I-94
UPGRADING I-94
MONITORING SITES
RECEPTOR SITES
N
3200'
I-94 AIR QUALITY STUDY

TABLE 3 ESTIMATED CO CONCENTRATIONS

Total Concentrations in ppm

Site	1-Hour			8-Hour		
	1980	1985	1990	1980	1985	1990
1	17.5	14.1	10.0	6.4	5.0	3.4
2	23.3	18.8	13.5	*8.8/6.8	7.0/5.4	4.9/3.7
3	18.6	15.0	10.7	*7.5/5.6	6.0/4.4	4.1/2.9
4	21.6	17.5	12.5	7.8	6.2	4.3
5	24.6	20.0	14.4	*8.5/7.4	6.8/5.9	4.5/4.1
6	16.5	13.3	9.4	7.7	6.1	4.3
7	8.7	6.8	4.7	5.2	4.1	2.7
8	12.5	10.0	7.1	4.8	3.7	2.6
9	17.1	13.6	9.8	5.7	4.5	3.1
10	7.1	5.5	3.8	4.0	3.1	2.1
11	6.3	4.8	3.3	3.8	2.9	2.0
12	7.3	5.7	4.0	4.1	3.2	2.1
13	9.7	7.7	5.4	5.1	4.0	2.8
14	12.4	9.9	7.0	6.1	4.9	3.4
15	5.3	4.1	2.9	3.5	2.7	1.9
16	6.3	4.8	3.3	3.8	2.9	2.0
17	7.0	5.4	3.7	4.0	3.1	2.1
18	6.8	5.3	3.6	4.0	3.1	2.1
NO-BUILD						
3	12.1	9.0	6.1	7.5	5.7	3.8
4	21.7	16.3	10.8	10.8	8.1	5.4
9	21.7	16.2	10.8	9.8	7.3	4.9

*Second value calculated for a reasonable 8-hour receptor. A reasonable receptor is one that is more likely to have a person occupying that space for an 8-hour period.

The maximum anticipated CO concentration at a critical receptor for the build alternative is 24.6 ppm for 1-hour average and 8.8 ppm for 8-hour average. For the no-build alternative the maximum CO concentration is 21.7 ppm for 1-hour average and 10.8 ppm for 8-hour average.* Federal Ambient Air Quality Standards state that 35 ppm and 9 ppm concentrations cannot be exceeded more than once per year for the 1-and 8-hour averages respectively. The MPCA standards state that 30 ppm and 9 ppm concentrations cannot be exceeded more than once per year for the 1- and 8-hour averages respectively.

Background Concentrations

The results obtained from the two MPCA monitoring sites were used in determining the background CO concentrations that are listed below:

	Site #1 N. of 7th St.		Site #2 S. of 7th St.	
	1-Hr.	8-Hr.	1-Hr.	8-Hr.
1975	12.0	8.1	15.1	10.5
1980	4.8	3.2	6.0	4.2
1985	3.6	2.4	4.5	3.2
1990	2.4	1.6	3.0	2.1

The impact of the I-94 construction was analyzed using the US Department of Transportation SAPOLLUT computerized emissions program. This area analysis indicates a 6% reduction in carbon monoxide, oxides of nitrogen and hydro-carbons in the Minneapolis CBD by 1985 when compared to the no-build alternate.

Conclusion

This air quality report demonstrates that the maximum CO concentrations at critical receptors along proposed I-94 will be within the Minnesota Ambient Air Quality Standards, and the gross emissions from vehicles will be decreased in the Minneapolis CBD with the I-94 construction. Therefore, it is determined that this proposed improvement is consistent with the approved State Implementation Plan. The MPCA concurs with this determination in their letter of May 11, 1976 included in the Appendix of this Statement.

*These figures reflect the predicted CO concentration plus the background (ambient) concentration.

NOISE

The I-94 proposal has been analyzed for potential noise impacts and a separate "Noise Analysis Report" has been prepared. The following information is a summary of the information in the noise analysis report.

Methodology

The noise prediction model used in the impact analysis is an FHWA-approved form of the model of NCHRP Report 117, as modified by NCHRP 144. The parameters of this model include projected traffic volumes and the physical characteristics of the roadway and the surrounding area. Traffic projections were obtained by computer analysis by the MHD Office of System Planning. These volumes were then used to calculate predicted noise levels for the noisiest hour of the day. Traffic volumes used included truck volumes as might be expected during the peak truck-traffic hour of the day along with auto volumes anticipated during roadway operation at service level "C".

The project area was divided into homogeneous sub-areas, dependent on predominant land use. These areas are shown on the maps on pages 71 through 77.

Anticipated Impacts

Anticipated noise levels within the sub-areas are shown in the tables on pages 67-70. The operation of proposed I-94 will tend to increase noise levels within the highway corridor due to increased traffic concentrations. In general, the traffic attracted to I-94 will be drawn from paralleling local streets, resulting in reduced noise levels in neighborhoods outside of the immediate highway corridor.

Throughout most of the project length, highway generated noise in excess of standards will be abated as discussed under Planned Mitigation Measures. However, there are locations in the industrial and commercial areas where noise walls would be of little benefit as well as being costly to build and exceptions to FHWA design noise levels will be requested. Either most human activity in the area takes place indoors or the buildings are several stories high and shielding would require walls as high as the building. These locations include areas 9, 24, 25, 26, 27 and 28 in Table 6 and in the Noise Analysis maps which follow.

In other areas, abatement is not possible either because of access requirements or because the noise levels are due primarily to the operation of nearby streets. Noise levels in area 2 (with noise barriers) will be between 60 and 70 dBA in 1995 except one spot in the extreme northwestern part. Here, stop-and-go traffic on nearby minor arterial streets and the short distance from traffic to the residences limit the effectiveness of noise abatement. In area 4, providing frontage access for the dwellings along 3rd Street North causes a situation where the noise coming from the frontage road cannot be shielded from the residences. In area 10, the noise will be coming from 49th and Lyndale Avenues, not the mainline of I-94.

In general, the areas in which noise levels above established standards are anticipated are industrial in usage or are scattered residential usages which are slated for change to industrial usage within the near future. This housing will be removed, before I-94 is completed, by the Housing and Redevelopment Authority and the Minneapolis Industrial Development Commission.

Design Noise Levels

Permitted noise levels vary with the type of land use predominating within an area. Both the FHWA and the State of Minnesota have adopted reguations aimed at controlling noise pollution. The FHWA design noise levels are based on the following:

TABLE 4 DESIGN NOISE LEVEL/LAND USE RELATIONSHIPS--- FHWA

Land Use Category	Design Noise Level - L_{10}	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 preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces 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, picnic areas, recreation areas, playgrounds, active sports areas and parks.
C	75 dBA (exterior)	Developed lands, properties or activities not included in categories A and B above.
D	n/a	Undeveloped lands
E	55 dBA (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

The Minnesota Pollution Control Agency's (MPCA) goals for noise level control are:

TABLE 5 NOISE LEVEL GOALS---MPCA

Land Use	Daytime Noise Level	Nighttime Noise Level (10 PM to 7 AM)
Residential	L_{10} of 65 dBA	L_{10} of 55 dBA
Commercial	L_{10} of 70 dBA	n/a
Industrial	L_{10} of 80 dBA	n/a

The State goals were not addressed at the time the Noise Analysis Report was made. Based on technical feasibility and the cost of compliance, all reasonable efforts will be made to attain the MPCA goals.

Planned Mitigation Measures

Mitigation of highway-generated noise will be accomplished in two ways. First, the highway has been planned to be depressed below the surrounding ground level wherever possible. In addition, approximately 45,000 linear feet of noise barriers is proposed. The barriers proposed vary from walls, to combinations of walls with earthen mounds, to earthen mounds alone. Details of noise abatement design are being worked out with the municipalities of Minneapolis and Brooklyn Center.

Impact of No-Build

Not building the segment of I-94 between the Hawthorne Interchange and existing I-94/ I-694 would have little impact on either present or anticipated noise levels near Lyndale and Washington Avenues. However, these routes are operating at or near capacity at present, and increases in traffic could result in the diversion of traffic to paralleling residential streets. This could raise the noise levels in surrounding areas. The ambient noise levels shown on Table 6 can be used as an estimation of what noise levels might be along other through streets if I-94 is not constructed. Overall, 1995 traffic on the no-build alternative would result in an increase in noise levels of 0 to 3 decibels.

TABLE 6 SUMMARY OF NOISE ANALYSIS

Hawthorne Interchange to TH 152							
AREA NUMBER	CHARACTER OF LAND USE	Applicable FHWA Noise Level	Ambient Noise Level	Predicted Noise Level in 1995 Without Abatement	Noise Treatment Planned	Predicted Noise Level in 1995 With Abatement	Exception to be Requested
1	Industrial-manufacturing, railroad yards	75	72-78	89	No	n/a	Yes
2	Residential-multiple family low-income housing	70	59-72	76-82	Yes	64-80	Yes
3	Residential-MHRA Franklin Hall redevelopment, mixed housing-some commercial	70	54	66-75	Yes	65-70	No
4	Residential-mixed housing with commercial use on West Broadway	70	72	74-77	No	n/a	Yes
5	Residential-predominately single family dwellings	70	54-65	71-91	Yes	64-68	No
6	Residential-single family dwellings-two businesses	70	57-63	66-69	No	n/a	No
7	Commercial-small businesses	75	58	60	No	n/a	No
8	Webber Park	70	67	75	Yes	65	No
9	Industrial and commercial	75	57-59	80	No	n/a	Yes
10	Residential-single and double family dwellings	70	50	70-79	No	n/a	Yes
11	Vacant land	none	57-59	79	No	n/a	No
12	Residential-single family dwellings	70	49-70	70-84	Yes	65-70	No
13	Industrial and commercial	75	61	61-69	No	n/a	No
14	Park land-Central Park	70	65-81	72-80	Yes	67	No

TABLE 6 SUMMARY OF NOISE ANALYSIS (continued)

Hawthorne Interchange to TH 152							
AREA NUMBER	CHARACTER OF LAND USE	Applicable FHWA Noise Level	Ambient Noise Level	Predicted Noise Level in 1995 Without Abatement	Noise Treatment Planned	Predicted Noise Level in 1995 With Abatement	Exception to be Requested
15	Residential-single family dwellings	70	59-81	74-78	Yes	66-69	No
16	Residential-single family dwellings	70	71	78	Yes	70	No
17	Park land-single family residential in background	70	69-71	77-78	Yes	67	No
18	Residential-single family dwellings	70	71	77-78	Yes	67	No
19	Industrial	75	61-73	69	No	n/a	No
20	Residential-single and multiple family dwellings	70	62-75	73-75	Yes	62-66	No
21	Vacant land-MHD right of way	none	-	-	No	-	No
22	Residential-two family dwellings	70	59-73	71-78	Yes	62-69	No
23	Park land-North Mississippi Park	70	51-59	71-82	Yes	65-68	No
24	Industrial and commercial-a few single family dwellings	70	69-77	69-79	No	n/a	Yes
25	Industrial-commercial	75	72-84	66-95	No	n/a	Yes
26	Industrial-commercial	75	54-75	73-80	No	n/a	Yes
27	Industrial-warehousing, some commercial	75	71	89	No	n/a	Yes
28	Industrial-produce market, manufacturing, railroad yards	75	63-65	75-83	No	n/a	Yes

PROJECT LIMITS

94

12

394

55

NOISE ANALYSIS

LEGEND

00	AREA BOUNDARIES and IDENTIFYING NUMBERS
00 ↓ ×	AMBIENT L_{10} NOISE LEVELS (dBA) and LOCATION TAKEN
00 ↓ ×	PREDICTED L_{10} NOISE LEVELS (dBA) for 1995 at SPECIFIC LOCATIONS
.....	PROPOSED NOISE BARRIERS

NOISE ANALYSIS

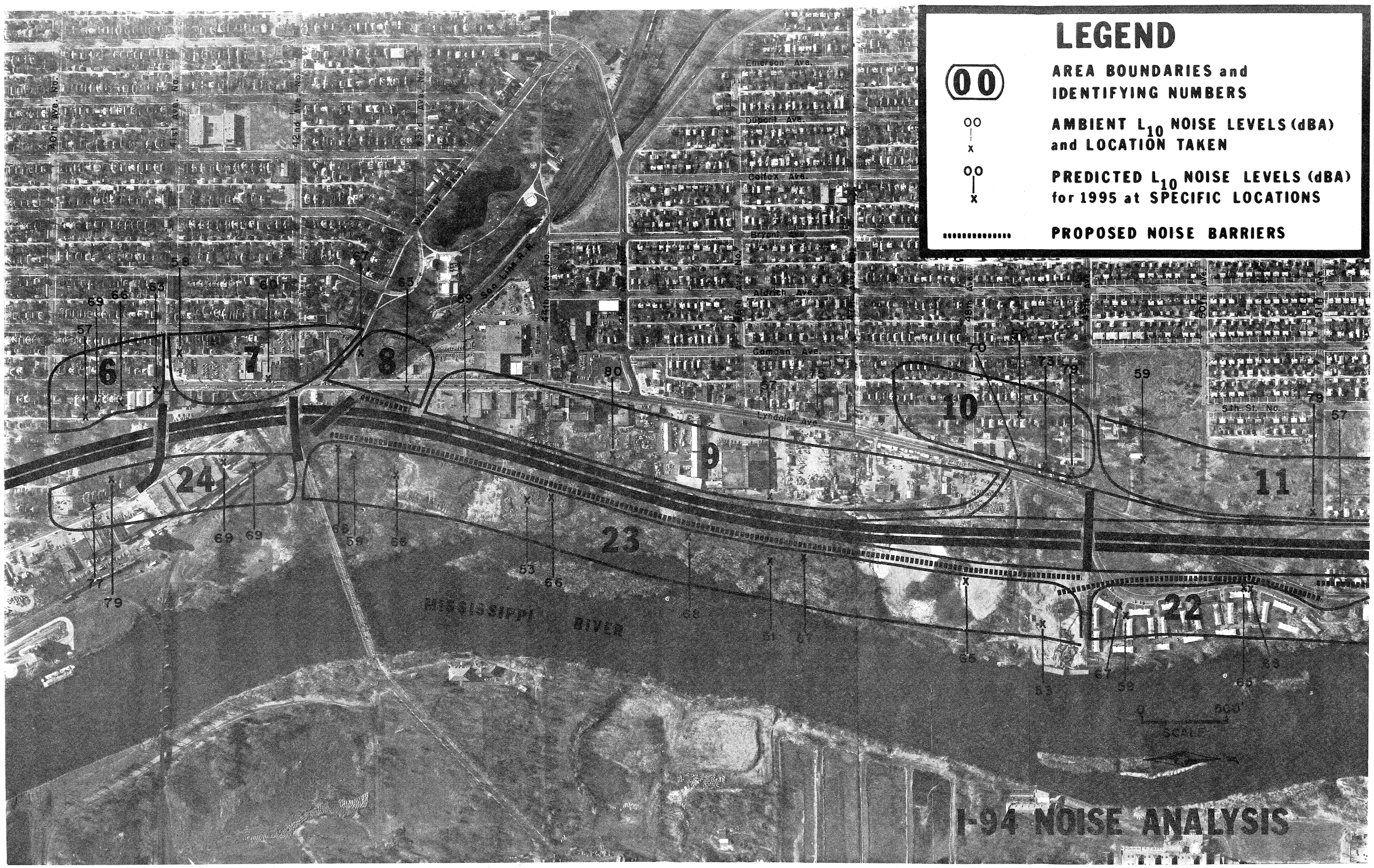
LEGEND

00	AREA BOUNDARIES and IDENTIFYING NUMBERS
00 ↓ ×	AMBIENT L_{10} NOISE LEVELS (dBA) and LOCATION TAKEN
00 ↓ ×	PREDICTED L_{10} NOISE LEVELS (dBA) for 1995 at SPECIFIC LOCATIONS
▪▪▪▪▪▪▪▪▪▪▪▪▪	PROPOSED NOISE BARRIERS

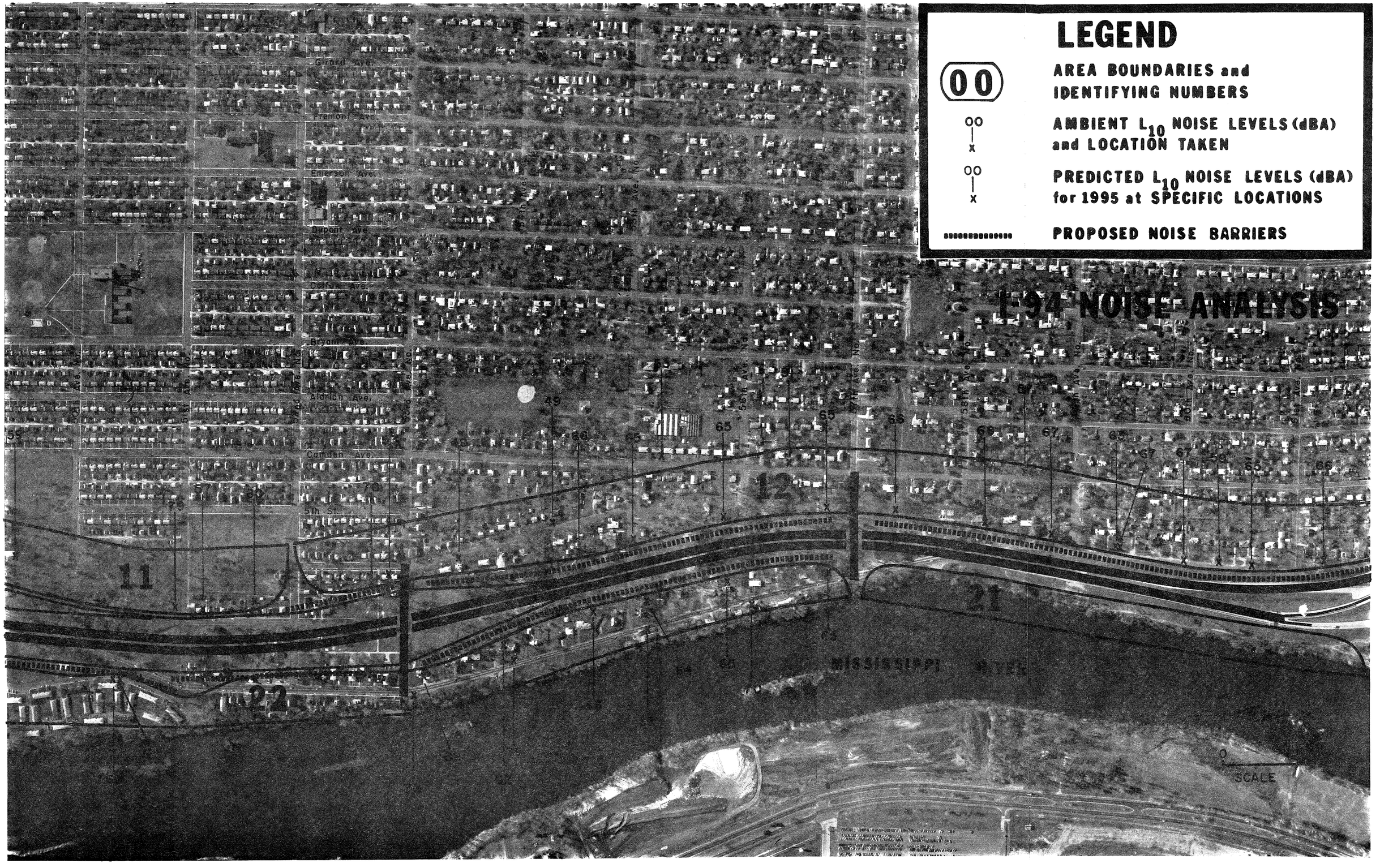
11th Ave. N.
Girard Ave. N.
Fremont Ave.
Emerson Ave. N.
Dupont Ave. N.
Bryant Ave. N.
Aldrich Ave. N.
Lyndale Ave.
N. 7th St.
4th St. N.
Washington Ave.
INTERSTATE 94
SCALE

LEGEND

00	AREA BOUNDARIES and IDENTIFYING NUMBERS
00 ↓ *	AMBIENT L_{10} NOISE LEVELS (dBA) and LOCATION TAKEN
00 ↓ *	PREDICTED L_{10} NOISE LEVELS (dBA) for 1995 at SPECIFIC LOCATIONS
.....	PROPOSED NOISE BARRIERS



I-94 NOISE ANALYSIS


LEGEND
AREA BOUNDARIES and IDENTIFYING NUMBERS
AMBIENT L_{10} NOISE LEVELS (dBA) and LOCATION TAKEN
PREDICTED L_{10} NOISE LEVELS (dBA) for 1995 at SPECIFIC LOCATIONS
PROPOSED NOISE BARRIERS
I-94 NOISE ANALYSIS
Girard Ave.
Fremont Ave.
Emerson Ave.
Dupont Ave.
Colfax Ave.
Bryant Ave.
Aldrich Ave.
Camden Ave.
5th St.
11
12
21
22
MISSISSIPPI RIVER
SCALE

LEGEND
00
AREA BOUNDARIES and IDENTIFYING NUMBERS
00
AMBIENT L_{10} NOISE LEVELS (dBA) and LOCATION TAKEN
00
PREDICTED L_{10} NOISE LEVELS (dBA) for 1995 at SPECIFIC LOCATIONS
PROPOSED NOISE BARRIERS
19
14
20
69
61
67
79
65
T.H. 100
Shingle Creek Pkwy
85th Ave. No.
82nd Ave.
Humboldt Ave.
Girard Ave.
Fremont Ave.
Emerson Ave.
Dupont Ave.
Colfax Ave.
Bryant Ave.
Aldrich Ave.
Lyndale Ave.

I-94 NOISE ANALYSIS

LEGEND

00	AREA BOUNDARIES and IDENTIFYING NUMBERS
00 x	AMBIENT L_{10} NOISE LEVELS (dBA) and LOCATION TAKEN
00 x	PREDICTED L_{10} NOISE LEVELS (dBA) for 1995 at SPECIFIC LOCATIONS
.....	PROPOSED NOISE BARRIERS

WATER QUALITY

Existing Water Quality

There are three water systems which could be affected by the proposed action: Bassett Creek, Shingle Creek, and the Mississippi River. The MPCA has classified these streams by use with the following classifications and permitted pollutant concentrations governing:

TABLE 7 WATER QUALITY STANDARDS

	Bassett Creek	Shingle Creek	Mississippi River
Classification	2B	2B	1C, 2B, and 3B, with the most stringent governing
Uses	Propagation of cool or warm water fish, recreation including swimming.	Propagation of cool or warm water fish, recreation including swimming.	Public water supplies for drinking and food processing; industrial processing and cooling; navigation, pleasure boating, fishing, swimming, and other recreation.
Most probable number of fecal coliform organisms per 100 milliliters	200	200	200
Turbidity in Jackson units	25	25	25
Chloride concentration in milligrams per liter	not specified	not specified	100

Sampling of water quality in the three streams has yielded data as shown on the following table:

TABLE 8 EXISTING WATER QUALITY

Location	Fecal coliform count per 100 milliliters	Turbidity in Jackson Units	Chloride Concentrations in parts per million
Bassett Creek at the Mississippi River*	2,300 to 490,000	11 to 100	19 to 31
Shingle Creek at I-94 crossing in Brooklyn Center**	not sampled	8 to 10	32 to 74
Shingle Creek at the Mississippi River +	less than 200 to 16,000,000	5 to 85	1.8 to 120
Mississippi River north of I-94/I-694 (St. Paul water intake station) ++	20 to 1,300	1.1 to 5.3	5 to 13

*Sampling period 3/65 to 10/65, data from the DEIS on the Bassett Creek Flood Control Plan by the Army Corps of Engineers.
**Samples of 3/18/76 and 4/9/76. Data from US Geological Survey.
+Water Quality Sampling Program, 1960-1963, Minnesota Department of Health.
++Sampling period 1/75 to 2/76, by the MPCA.

Potential Impacts

An assessment of potential impacts of I-94 on water quality has been made.* Several potential sources of water quality degradation have been identified. Briefly, these are as follows:

Erosion and degradation due to construction

This type of pollution can be controlled by judicious use of the numerous temporary erosion control measures available. The need for some can be identified in time for their incorporation into the construction plans, while others will require identification and correction at the project site. This is the responsibility of the construction engineer. See Construction Impacts for further discussion.

Degradation due to operation of the finished roadway

Pollutants found in roadway runoff consist of salt and sand from deicing operations and the chemicals deposited on the roadways by vehicles during operation. Contamination by deicing chemicals can be minimized by control over the amount of chemicals used, but cannot be entirely eliminated. Winters in this area dictate the use of some means of removing ice from heavily-traveled roadways. Use of chemicals is currently the least expensive, most effective method. Once the salt washes off the roadway, however, it is not possible to remove it from the runoff without extraordinary measures. The majority of the salt is carried off during spring runoff, and multiple drainage outlets in combination with high flows in the streams and rivers should ensure rapid mixing and dilution.

Chemicals deposited on the roadway by vehicles include grease and oil, leads, zinc, copper, nickel, chromium, and asbestos. Design measures to reduce the concentrations of these chemicals entering streams are being investigated.

*Preliminary Hydraulic Analysis and Water Impacts Assessment, MHD Hydraulics Unit November, 1975.

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STATE OF MINNESOTA

Periodic sampling is planned at selected sites before, during, and after construction of the project. Among the sites under consideration for sampling are the two crossings of Shingle Creek in Brooklyn Center and Minneapolis.

Chemical and petroleum spills

Spills on the roadway are another potential source of water quality degradation. The likelihood of a spill is expected to be minimal because of the free-flowing alignment and safety clearances incorporated into the design of the project. However, the accident potential cannot be completely eliminated and, therefore, a procedure to control and contain spills on I-94 is being developed. Information is being gathered at this time to be used in the development of such a plan, which will be ready by the time I-94 is open to traffic. The procedures include notification of appropriate state and local officials.

The traffic surveillance system, which is proposed to include closed circuit television is expected to aid in early detection and coordination of the cleanup of spills. The proposed changeable message signs will aid in detouring traffic from the site, in the event of a major spill.

WETLANDS

One wetland area has been identified within the project area. This is the two-acre marsh within North Mississippi Park.

The marsh within North Mississippi Park has been classified as a Type 7 wetland, a wooded swamp*. The source of water for the marsh is street runoff from the area west of Lyndale Avenue. This runoff is collected in a storm sewer which outlets into North Mississippi Park in the area of the marsh. This drainage to the marsh will be perpetuated. The quality of water into this marsh will not change as a result of I-94, as it will not contain runoff from I-94.

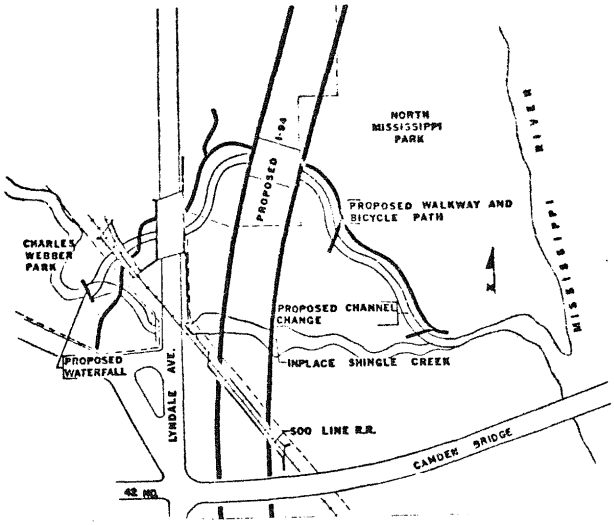
The area surrounding Shingle Creek in Brooklyn Center has been inventoried to determine its wetlands characteristics. Because this area has been disturbed by creek rerouting and other construction, it is not considered to possess natural wetlands characteristics. The area probably receives some runoff from I-94, although most roadway runoff is presently collected in ditches and discharged into Shingle Creek. Proposed drainage after upgrading will not alter the quantity of water entering the creek. A much larger source of runoff to Shingle Creek is Shingle Creek Parkway and the industrial area and local streets north of I-94. When the Shingle Creek Parkway interchange is constructed, existing drainage patterns will be perpetuated.

*This classification was made by the MHD Office of Environmental Services in consultation with the MDNR.

STREAM MODIFICATIONS

The construction of I-94 will not alter the flow of the Mississippi River. Changes will be made, however, to Shingle Creek and Bassett Creek.

Shingle Creek



A realignment of the Shingle Creek channel is proposed as part of I-94 construction. This channel change will begin about 1200 feet upstream of the outlet of the creek into the Mississippi and would end about 300 feet upstream of the outlet. A thirteen-foot waterfall would be constructed at the upstream end of the channel change. The present creek alignment and the proposed realignment are shown on the inset to the left. This creek alignment has been selected because it permits a combination pedestrian-walkway/bicycle-path to be constructed alongside the relocated creek. This path would link North Mississippi Park with Charles Webber Park, separated from North Mississippi Park by Lyndale Avenue, the Soo Line railroad tracks, and proposed I-94.

This walkway/bicycle-path is much desired by the Minneapolis Park and Recreation Board (MPRB), and a concept plan depicting the channel change, approximate walkway alignment, and other proposed changes to North Mississippi Park was approved by the MPRB on July 14, 1975. A thirteen-foot height is planned for the proposed waterfall to serve as a barrier to the upstream migration of rough fish from the Mississippi. This height is in accordance with recommendations of the Minnesota Department of Natural Resources (MDNR), which wishes to prevent rough fish from spawning in the chain of lakes upstream of Shingle Creek. This is discussed in more detail in Section VIII.

The preliminary hydraulic analysis and water impact assessment* made for this project has identified several areas of potential effect relating to the proposed channel change. In addition to the increased erosion potential of such an undertaking, which is discussed in Water Quality Impacts, these concerns are:

*MHD, Hydraulics Unit, op. cit.

Concern	Discussion
Effect of the channel change on the hydraulic characteristics of this portion of the stream.	The realigned channel will have a flatter gradient than the original channel. This will result in a decrease in velocity, which may increase the amount of sediment deposited in this segment of the channel. It is anticipated, however, that spring high flows will flush out this sediment.
Alteration of the aquatic environment of the creek.	Design measures have been recommended to increase habitat for aquatic organisms in the new channel. The channel is planned to be lined with random riprap, blended into the existing topography. The banks will be planted with trees and shrubs to restore the natural character of the stream.
Other considerations.	Shingle Creek is crossed by existing I-94 in Brooklyn Center. The proposed upgrading will include considerable construction in the vicinity of the creek, although it will not be necessary to alter the creek in any way due to the highway proposal. Shingle Creek in Brooklyn Center has been modified several times to suit development, resulting in a straight, ditch-like alignment in the area of I-94. Brooklyn Center plans to realign Shingle Creek to a more natural-appearing alignment south of I-94, where the creek passes through Central Park. This creek realignment is tentatively planned to take place about a year before the I-94 upgrading, presently scheduled for letting in late 1978. This channel change is not dependent on the I-94 proposal.

Bassett Creek

The deep tunnel storm sewer will be built with additional capacity to ultimately carry the Bassett Creek flow. The relocation of the Bassett Creek conduit, however, is not proposed as part of the I-94 proposal. The Corps of Engineers addressed the impact on the creek in the DEIS on the Bassett Creek Flood Control Plan, circulated for comments and sent to the CEQ on September 8, 1975.

The plan includes relocating the lower portion of the creek in the I-94 study area. It is proposed that Bassett Creek flow will enter the deep tunnel storm sewer about a mile from the proposed outfall into the river. From that point to the river, the tunnel will carry Bassett Creek flow and intermittent storm water runoff from portions of I-94 and future I-394. The Corps of Engineers DEIS on the flood control project concludes that the route followed by the proposed conduit is through an area of existing commercial and industrial development, is forty feet below the surface, will not distrub the surface, and therefore, the impacts on the natural environment are not expected to be significant.

As with the Shingle Creek change, the migration of rough fish from the river to the creek will be barred by a steep slope or drop inlet structure. The MDNR wishes to preserve the upper stretch for more desirable fish.

FLOODPLAIN ENCROACHMENT

Proposed I-94 will encroach onto the Mississippi River flood-plain for a short distance near 47th Avenue North. This encroachment will consist of an earth fill necessary to construct the I-94 mainline, the northbound off-ramp, and the access road to North Mississippi Park.

Erosion Potential

I-94 will be depressed below existing ground level throughout much of its length. This will require excavation exposing cut-slopes along the route during construction. Since the roadways are depressed, it will be easier to contain erosion and sedimentation within the excavated area during construction. Some of the excess cut material will be suitable for the earth noise mounds proposed at various locations. Also, a channel change is proposed for the I-94 crossing of Shingle Creek in Minneapolis. On the upgrading segment, construction is proposed at the crossing of existing I-94 over Shingle Creek in Brooklyn Center. In both areas, degradation of water quality due to erosion is greater than in other areas.

Proposed Mitigation

Precautionary measures will be utilized during construction for control of air, water and noise pollution. The present controls over the contractor's methods are contained in the MHD Standard Specifications for Highway Construction. Additional special provisions will be included in the contract. These include limiting the amount of surface area of erodible earth exposed by clearing, excavation, borrow and embankment operations in progress commensurate with the grading, paving, and revegetation work. Once the side slopes are shaped, turf establishment by seeding and/or sodding the side slopes provides for green areas and permanent erosion and sedimentation control.

Erosion and sedimentation will be minimized in all phases of construction either as specified in the construction plans or as unforseen problems occur. Some examples of temporary erosion control devices are mulches, slope drains, dikes, sediment basins, and restoration of vegetation on all disturbed areas as soon as possible. During construction, materials such as gasoline and oil will be stored in areas out of the river floodplain to prevent any spills from reaching the streams and the river.

Localized Disruptions

Localized disruptions during construction will include noise and dust during earth-moving operations, erosion, and traffic detouring. This disruption will be kept to the minimum necessary to permit construction.

Deep Tunnel Construction

Precautionary measures will be used in the construction of the deep tunnel to prevent spillage of excavated material into the river. Prior to construction, the contractor will specify the tunneling method to be used and methods for the removal and disposition of the material so that all work will be done in an approved manner.

Should any remains of early flour and lumber mills be discovered during the construction of the tunnel outfall in the St. Anthony Falls Historic District, the State Historic Preservation Officer will be notified so that the significance can be determined.

Vibration Sensitive Areas

At about 40th Avenue North, there is some limestone that cannot be removed by bulldozing. There is about a 2 block area where it might be necessary to use explosives. There is one business in the vicinity whose delicate film processing operations might be sensitive to vibrations and dust during this work. This is still under study, but possible precautions include blasting during the weekend (the business operates only during weekdays) and monitoring vibrations. The contractor doing this work will be required to comply with the state blasting permit issued through the Minneapolis Fire Department. Minneapolis does not have a blasting ordinance. Others in the vicinity will be notified prior to the work.

Air Reduction Company Disposal Lagoon

Included on one of the parcels proposed as replacement land is a lagoon filled with by-products from the processing of industrial gases. Samples of this material have been analyzed by the Minnesota Department of Health and have been determined to be composed primarily of calcium hydroxide (67 to 76 percent) and calcium carbonate (17.5 to 30.4 percent). This material will have to be removed to make the parcel suitable for park replacement land. The material is located within the Mississippi River floodplain, requiring permits from the Corps of Engineers and possibly the MPCA before excavation and removal can be undertaken.

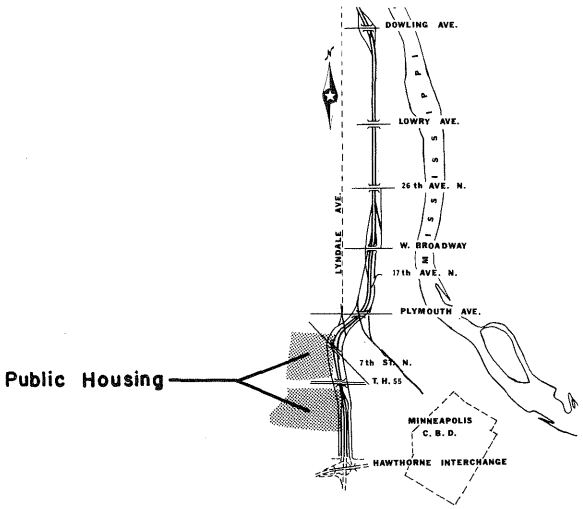
Potential methods of disposing and utilizing the material from the disposal lagoon are: burial within the highway construction or an approved sanitary landfill, use of the material as a soil-sweetener during the final landscaping operations, or use of the material by the Metropolitan Sewer Board as a coagulant for the thickening of sludge prior to drying and incineration. Because the material is chemically stable and presents no contamination hazards, all methods appear feasible and safe. Because of the quantity of material to be removed, estimated at approximately 100,000 cubic yards it is likely that a combination of methods will be used.

LAND-USE

The completion of this segment of I-94 is not expected to change the anticipated area land-use and growth. The overall regional land-use plans and local land-use plans have been developed on the basis that the project will be completed.

Over the past years, every effort has been made to coordinate freeway development with city plans including urban renewal projects in North Minneapolis. These efforts have resulted in joint acquisition and construction activities in the renewal area and design revisions to make the freeway more compatible with the emerging neighborhood objectives. This joint planning and cooperation has resulted in benefits to all involved agencies.

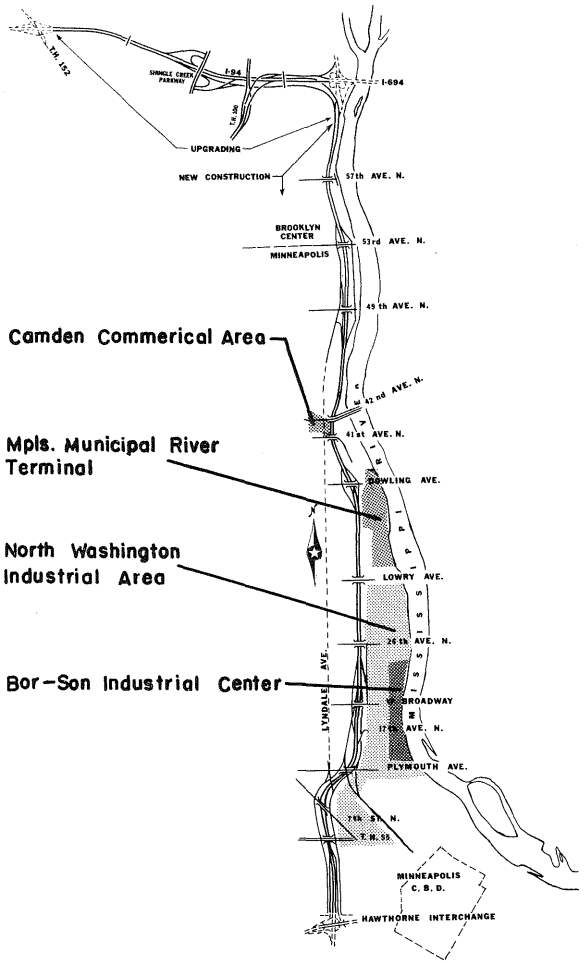
In December of 1960, the City Planning Commission and the MHRA jointly prepared an urban renewal plan for improvement of the near north side of Minneapolis. This plan proposed the improvement of some 750 acres of land within the area bounded by Olson Memorial Highway (TH 55), Washington Avenue, Broadway Avenue, and Penn Avenue. The first stage of the project, the Grant Urban Renewal Plan, is now well into the developmental stages. Other areas, such as the Glenwood and Harrison urban renewal projects and the Franklin/Hall neighborhood are in various stages of development.



A proposal has been developed in cooperation with the MHRA concerning the existing low-income multiple-unit public housing in the TH 55 area. An earth berm topped by a wall is being considered to shield highway noise. This method involves more disruption and displacement of residents than does a wall alone, but it solves certain problems and satisfies certain goals of urban renewal and freeway development. With a wall there would be problems with poor access to the remaining housing units fronting on the wall as well as the undesirable enclosing effect of a wall. The berm and wall combination achieves the MHRA goal of reducing the housing density in the neighborhood. Indications are that replacement housing at scattered sites would be available.

Highway/street separations are provided at major streets to preserve continuity of existing traffic patterns. Access is provided to integrate the area street pattern with the Interstate system and to offer vitally important access to and from the many commercial-industrial concerns in the area including the warehouse district in the west part of the CBD.

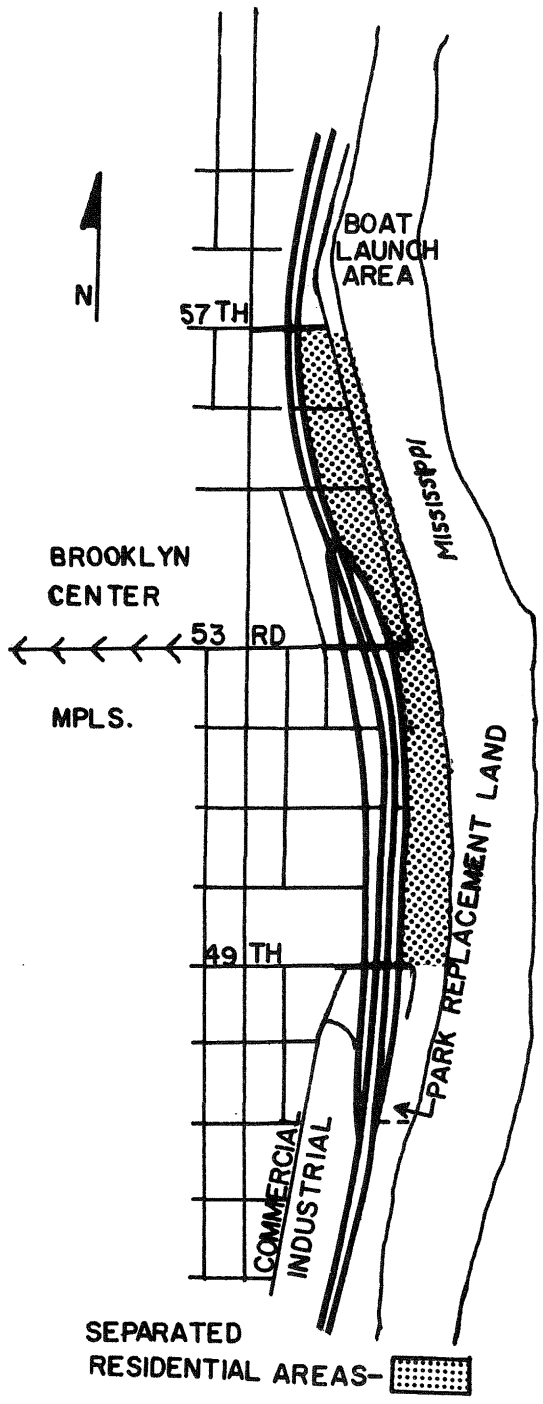
Recently the West Broadway Business Association announced plans for a major face lifting, redevelopment, and revitalizing of West Broadway. West Broadway (US 52) is one of two major shopping avenues to be traversed by I-94 on this segment and the substantial renovation and redevelopment of this area has been spurred, in part, by the proposed construction of the Interstate facility. The proposed interchange at West Broadway will provide better access in and out of the shopping areas and reduce the congestion at the intersection of Broadway Avenue with Lyndale Avenue North.



The Camden commercial area is the cluster of approximately seventy-five retail businesses and services centered on the intersection of Washington and Lyndale Avenues North. Approximately twenty-five of these businesses have been acquired for I-94 right-of-way; some have been relocated within the immediate area and several that have been acquired are presently leasing their operating sites from the state.

The Camden area will remain an important commercial and service area after I-94 is completed. Access to the area from I-94 will be via the Dowling Avenue (approximately 37th Avenue North) interchange and the 49th-53rd Avenue North split-diamond. Through traffic will be removed from Lyndale and Washington Avenues by I-94, reducing congestion in this commercial area.

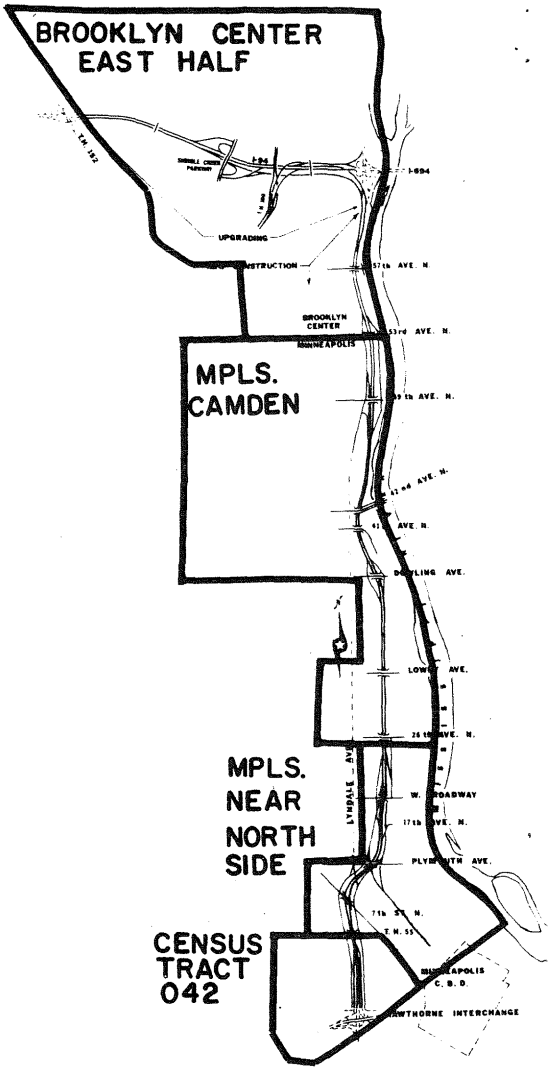
Development between the proposed freeway and the river consists predominantly of industrial and commercial establishments (retail, scrap and recycling yards, limited and heavy manufacturing) with scatterings of old, minimum-standard housing. Because of the M 2-3 and M 3-3 zoning (Limited and Heavy Manufacturing), this area is destined to become exclusively industrial and commercially developed as the proposed North Washington Industrial Area, the Bor-Son Industrial Center and, within a few blocks, the Minneapolis Municipal River Terminal. The completed freeway will separate the industrial-commercial corridor along the river from the existing and new residential development to the west.



The project has been designed to restore accessibility and mobility for the homes and businesses remaining after construction. It has been aligned to separate differing land uses without creating isolated pockets of residences separated from the services and facilities necessary to them. There is, however, one area where such a separation is unavoidable. This area extends from 49th to 57th Avenue North and will contain approximately 160 dwelling units plus a motel after I-94 is constructed. Access to the area will be via the 49th-53rd Avenue North split-diamond plus the structure over I-94 at 57th Avenue North. Existing streets within this area will be perpetuated to facilitate internal circulation. This area is presently zoned for duplexes and multiple-family residences. The part of this area that is in Brooklyn Center (53rd to 57th Avenue North) does not have municipal water, and the city does not, at present, plan to expand service to this area.

Inventory of Potentially Sensitive Groups

The project study area was inventoried to determine the presence of any groups highly sensitive to disruption by a highway improvement. The general social and economic characteristics of study area residents were determined to be prime indicators of sensitivity to disruption and are presented below:



General Characteristics .

FACTOR	Mpls. - St. Paul SMSA	Mpls. - Census Tract 042	Mpls. - Near North Side	Mpls. - Camden Neighbor-Hood	Brooklyn Center-East Half
% non-white	2.8	43.9	23.5	1.9	1.1
% 65 & older	8.7	7.2	17.9	14.2	3.0
% under 16	32.6	48.7	31.1	28.2	34.2
% employed	40.9	22.0	25.0	40.7	42.3
% work trips by auto	80.5	56.4	55.4	72.8	69.9
% work trips by bus	8.9	25.8	17.2	19.4	4.7
% walk to work	6.7	11.4	12.7	4.9	2.6
% work in Mpls. CBD	7.3	13.3	9.3	14.6	8.7
Median Family Income	$11,682	$4,075	$4,946	$10,415	$12,328
% Households below poverty level	8.8	50.1	17.8	6.9	1.5
% Households with no auto	14.2	57.1	63.7	19.3	1.6
Mean school years completed	12.4	11.0	9.4	11.5	12.5
% in same house in 1970 as in 1965	52.5	22.5	36.6	60.5	59.7
Median rent/per month	$121	$60	$59	$ 102	$160

Potentially Sensitive Groups

The potentially most sensitive areas identified are Census Tract 042 in Minneapolis, and the Minneapolis Near North Side. Both areas have high percentages of non-whites, poverty-level households, and households with no access to an auto. These same neighborhoods have very low percentages of employed residents, and low housing values, family incomes, and educational levels.

Both the Near North Side and the Camden neighborhood have unusually high percentages of elderly persons. Brooklyn Center and Census Tract 042 both have high percentages of residents under 16 years of age.

Significance of Findings

No problems are anticipated in the location and construction of I-94 past the identified neighborhoods. I-94 has been planned to skirt the edges of the identified neighborhoods and will disrupt the minimum number of potentially-sensitive persons.

For those persons who must be relocated due to I-94 construction, relocation services are available to assist in finding adequate replacement housing and in resolving other relocation difficulties such as locating suitable schools and churches. In the case of I-94, sufficient replacement housing is available within the immediate neighborhood of the homes to be taken. Those persons wishing to remain in the same neighborhood because of personal and social ties will be able to do so. Thus, it is not anticipated that there will be any major social impacts due to I-94.

Proposed I-94 will not adversely affect transportation patterns for any identified transportation-sensitive groups. Transit service to the low-income areas in Census Tract 042 and the Near North Side, will be unaffected by the proposal. The Camden neighborhood, with a high percentage of elderly persons, will be served by express buses, making the medical and commercial services of the Minneapolis CBD more accessible. Brooklyn Center, with a high percentage of young persons who are presumably more dependent on public transportation, will also receive improved transit service. Transit service to and within these neighborhoods will be improved also by several of the measures recommended by the MTC in their North Hennepin Route-Ridership Improvement Project report, of May 1976.

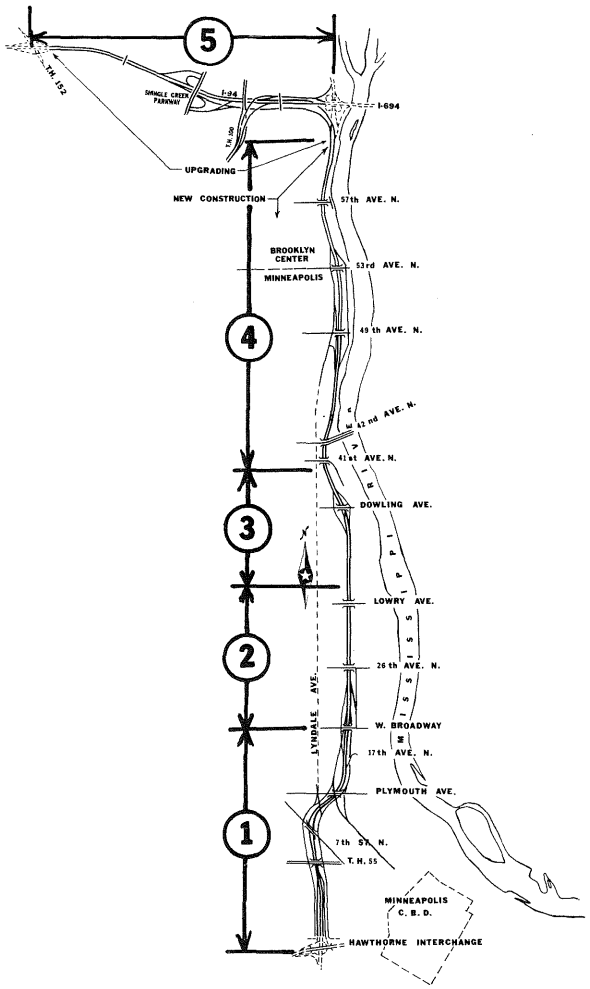
Internal circulation within neighborhoods will be perpetuated, ensuring that access to schools, parks, churches, and local shopping areas by pedestrians will not be made more difficult. Access to regional emergency facilities, such as medical services located in other areas of the Twin Cities, will be improved as a result of the proposed action.

RELOCATION OF RESIDENTS AND BUSINESSES

It is estimated that 90 percent of the residental and 70 percent of the commercial relocations have been completed in the segment from US 12 to 40th Avenue North. North of 40th Avenue North, 55 percent of the residential and 75 percent of the commercial acquisitions have been completed.

Residential Relocation Completed

Much of the residential relocation has been completed. Characteristics of those displaced are discussed by neighborhoods as follows:



(1) US 12 to West Broadway Information on this area is sketchy because acquisition was completed in the early 1960's. The majority of structures were duplexes and converted-use multi-unit buildings. This reflected the depressed economic circumstances of the immediate area. Many of the buildings were in a dilapidated condition. Occupants of these predominantly rental units were primarily white, lower-income families and individuals. Approximately 15-20% were of minority races.

(2) Broadway to 34th Avenue North In this area, the condition of the buildings improved. Occupancy was generally limited to 1 or 2 dwelling units per building with scattered multi-unit buildings. Occupants of these buildings were generally lower-to-middle-income-bracket home owners, white, and late-middle-age to elderly families.

(3) 34th Avenue to 40th Avenue North This is the McKinley Grade School and Henry Junior-Senior High School area and consists primarily of well-maintained-single family homes. Occupants of this area were white, middle-income, middle-aged residents, who generally owned their homes.

(4) 40th Avenue North to I-694 This area consists of the Camden neighborhood (40th Avenue North to 53rd Avenue North) in Minneapolis and the portion of Brooklyn Center south of I-694. Again, much of this relocation was completed in the early 1960's. Residences acquired were primarily well-maintained, owner-occupied, single-family dwellings housing white, middle-aged, middle-income families.

(5) I-694 to TH 152 No relocations have been made for this section.

General Relocation Patterns

In general, those persons displaced south of 40th Avenue North due to I-94 have been relocated in the following manner:

In the immediate area (neighborhood)	40%
Elsewhere within the city	35%
Surrounding suburbs	15%
Rural or out of locale	7%
Out of state	3%

Those displaced between 40th Avenue North and I-694:

In the immediate area (neighborhood)	50%
Elsewhere within the city	42%
Surrounding suburbs	5%
Rural or out of locale	2%
Out of state	1%

Residential Relocation Remaining

Remaining residential acquisition for the entire project involves taking about 135 dwelling units in 112 structures, 93 units of which are owner-occupied. Twelve other residential units that were acquired are being leased back from the state.

The majority of the remaining owner-occupied units required are single family dwellings in the $18-$25,000 value range. In general, the units increase in value with increasing distance north from the CBD. Characteristics of replacement housing needed are summarized on Table 9.

The actual number of persons displaced may change in the detail design stage. For instance, the type of noise abatement decided upon in the area of the public housing at TH 55 (see page 89 for more information), will determine whether 44 additional public housing units will be needed or not. This is being coordinated closely with the MHRA to find a mutually acceptable noise abatement treatment and to determine if adequate

TABLE 9 REPLACEMENT HOUSING NEEDED

Characteristics of Units Needed to Provide Replacement Housing for Owner Occupants (Total remaining = 93 units)

Estimated Market Value of Subject	Persons / Bedroom	Bedroom Size Needed 1 / 0	2 / 1	3-4 / 2	5-6 / 3	7-8 / 4	9-10 / 5	Number of Families Elderly	Number of Families Non-Elderly	Number of Individuals Elderly	Number of Individuals Non-Elderly	Total By E.M.V.***
Below $15,000			4	7	1			2	7	2	1	12
$15-$20,000		1	1	17	5	1		4	18	2	1	25
$20-$25,000				12	7	1	1	2	19			21
$25-$30,000				9	6				15			15
Over $30,000				11	8	1		1	19			20
Totals		1	5	56	27	3	1	9	78	4	2	93

Characteristics of Units Needed to Provide Replacement Housing for Tenant Occupants (Total remaining = 57 units)

Yearly Income Level	Persons / Bedroom	Bedroom Size Needed 1 / 0	2 / 1	3-4 / 2	5-6 / 3	7-8 / 4	9-10 / 5	Number of Families Elderly	Number of Families Non-Elderly	Number of Individuals Elderly	Number of Individuals Non-Elderly	Total By Income Level
0-$3,500			2		1				1	2		3
$3,500-$5,000			4	3					3	2	2	7
$5,000-$7,500		1	4	12				1	12*		4	17
$7,500-$10,000			3	19	2			1	21		2	24
Over $10,000			1	5					6**			6
Totals		1	14	39	3			2	43	4	8	57

*Two Minority Families
**One Minority Family
***Estimated Market Value

single-family housing will be available in Minneapolis as replacement housing. The MHRA has indicated that their current practice is to provide replacement housing with single-family units at scattered sites. This practice is in accordance with existing City building codes, laws, and zoning regulations.

The bulk of the remaining residential relocation is in four areas. One extends from Plymouth Avenue North to 40th Avenue North. This area borders on and follows Washington Avenue to the north, approximately 2 blocks from the Mississippi River. Another possible area is the multi-unit public housing at TH 55 and Lyndale Avenue. The last areas remaining are between 51st and 56th Avenues North and from US 169 to TH 152 in Brooklyn Center. These areas will remain residential in zoning after I-94 is completed.

Current and continuing replacement housing studies of the area indicate that an adequate supply of decent, safe and sanitary housing within the financial means of the displacees is and will be available during the displacement period. Monthly reports, as well as periodic and annual reports, are submitted to the MHRA and constant and continuing exchange of information does exist.

Data from previous relocation studies indicate that relocated persons often are able to upgrade the quality of their housing due to the relocation process. Supplemental benefits enable many relocatees to either rent or buy housing that is substantially improved over the previous conditions. This effect is more pronounced for those at lower income levels and allows some lower income renters to become home owners.

Business Relocation Completed

US 12 to 40th Avenue North Approximately 105 businesses employing 625 full-time and 75 part-time employees have been taken so far. About 80% of these have relocated in the following manner:

In the immediate area (neighborhood)	29%
Elsewhere within the City	36%
Surrounding suburbs	22%
Rural or out of locale	3%
Out of State	1%
Out of business	9%

An additional 26 businesses (2 non-profit) have been acquired and are leasing back from the state.

40th Avenue to I-694 Approximately 25 businesses have been acquired. The number of employees is not available. These have relocated in the following manner:

In the immediate area (neighborhood)	40%
Elsewhere within the City	50%
Surrounding suburbs	7%
Rural or out of locale	2%
Out of state	<1%
Out of business	<1%

An additional 6 businesses have been acquired and are leasing back from the state.

Business Relocation Remaining

The remaining number of businesses to be relocated is estimated at 64, employing an estimated 425 full-time and 70 part time employees. Currently, about 32 of these businesses (2 non-profit) are leasing their quarters back from the state and expect to move to new quarters. About 32 businesses remain to be acquired and most expect to relocate.

Difficult businesses to relocate will be scrap yards and liquor establishments, and a number of them may discontinue operation because of zoning regulations. In the case of the scrap yards, a move to the rural area may be a possible alternative.

Two businesses will probably not relocate as a result of I-94. They are a beer parlor and a corner grocery. Both are neighborhood type operations, dependent on their location for their operation.* The estimated yearly tax loss due to the closing of these two businesses is $895.00, $508.00 of which would be borne by Minneapolis and $387.00 to be borne by Brooklyn Center. The businesses will receive discontinued business payments to help offset the loss to the owners, but the closings will result in a loss of three full-time and three part-time jobs.

Close contact and liaison is being maintained with the City of Minneapolis Industrial Development and Planning Commissions and the Federal Small Business Administration to provide maximum assistance to business displacees.

*Because of zoning regulations, these businesses will probably not be able to relocate within the same neighborhood.

USE OF PARKLANDS

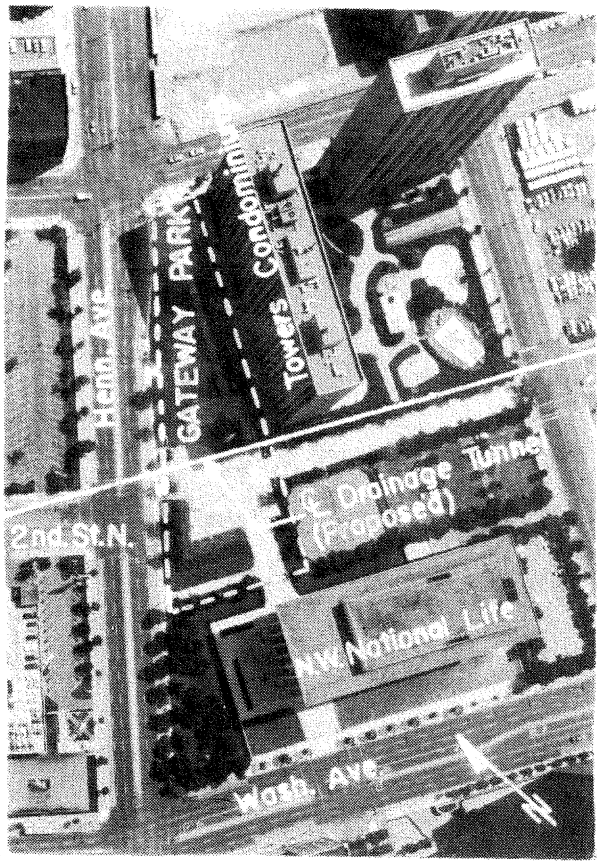
It is necessary to use parklands for I-94 construction and upgrading. Total permanent proposed highway use is 12.61 acres while temporary easements are necessary on an additional 12.55 acres. Proceeding from south to north (new construction segment) and from east to west (upgrading) the I-94 proposal requires the following:

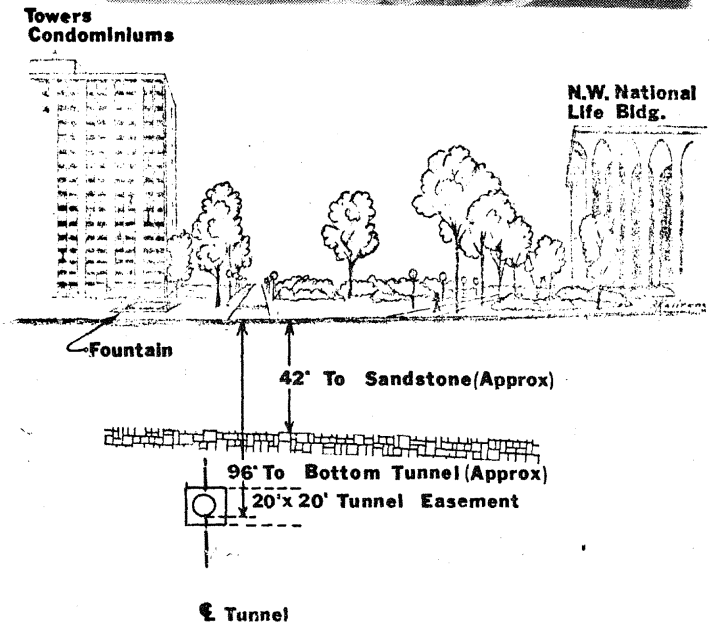
TABLE 10 USE OF PARKLANDS

Park and Size	Municipality	I-94 Uses	Comments
Perkins Hill 4.45 acres (prior to 1968)	Minneapolis	1.46 acres of permanent highway R/W. No construction easements necessary.	On June 14, 1968 the MPRB was paid $73,260 for the R/W. All improvements and equipment have been removed from the lands purchased. Mitigation measures include improvements made to the existing park by the MPRB with the funds received in 1968, and proposed noise abatement.
North Mississippi 40.3 acres	Minneapolis	8.13 acres of permanent highway right-of-way required plus 9.3 acres of temporary construction easement.	Planned mitigation measures include direct access between North Mississippi and Charles C. Webber Parks, improved landscaping, removal of debris, reshaping of man-made earth forms to more natural configurations, noise abatement, improved access for pedestrians, bicyclists, and motorists, and the addition of replacement land.
Charles C. Webber 24.9 acres	Minneapolis	1.4 acres of temporary construction easement needed to construct channel change in Shingle Creek and for stage construction of I-94.	Involvement in Webber Park is due solely to mitigation measures for North Mississippi Park. These measures result in temporary use of 1.4 acres of parklands and a channel change in Shingle Creek.

TABLE 10 USE OF PARKLANDS - Continued

Park and Size	Municipality	I-94 Uses	Comments
Freeway Park 5.75 acres	Brooklyn Center	0.3 acres for permanent right-of-way, 0.6 acres for slope easements.	This land is required to accommodate earth mounds for noise abatement. If noise abatement walls are used instead of mounds, no park-land use is necessary.
Central Park 40 acres	Brooklyn Center	0.9 acres for permanent right-of-way, 1.23 acres for slope easements, and 0.6 acres of permanent drainage easement.	If highway noise is abated with walls instead of mounds, permanent highway right-of-way required could be reduced to 0.2 acres, with no slope easements required. The permanent drainage easement is proposed with either noise abatement alternative.
Shingle Creek Greenstrip 26 acres	Brooklyn Center	1.82 acres for permanent right-of-way, 0.02 acres of slope easements.	The permanent right-of-way is required to construct an interchange between I-94 and Shingle Creek Parkway, a local collector street serving an industrial park. The slope easement is needed for noise abatement.





CROSS-SECTIONAL VIEW FROM HENNEPIN AVENUE OF DRAINAGE TUNNEL UNDER GATEWAY PARK

Mitigation measures include payment for parkland used (the MPRB was paid $73,260 for land from Perkins Hill Park), provision of replacement lands (a total of 14.8 acres of replacement land is proposed for addition to Minneapolis parks, with a total of 6.1 acres of replacement lands to be added to Brooklyn Center parks), special design features to reduce the effect of I-94 on parklands (such as special noise abatement design past North Mississippi Park), improved access, additional landscaping, and continued coordination with involved agencies.

Draft Section 4(f) Statements discussing parklands in both Minneapolis and Brooklyn Center have been prepared and were circulated for comments on February 8, 1976. The Final Section 4(f) Statements are Section VIII of this FEIS.

Permanent subsurface drainage easements will need to be obtained for all properties above the proposed deep tunnel. One property is Gateway Park, a 1.4 acre park in the Minneapolis CBD. The easement from Gateway Park will be 20 feet by 20 feet, about 96 feet deep and will not extend to the surface. For the purpose of applying Section 4(f), the MPRB concurs with the MHD and FHWA determination* that the present and future use of Gateway Park will not be affected or disturbed in any way during or after construction, as depicted on the sketch to the left.

HISTORIC AND CULTURAL SITES

The impact of the proposal on the cultural, historical and archaeological sites is discussed in Section I, page 48.

*By letter of April 1, 1970 MPRB to MHD.

SECTION III

ALTERNATIVES

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SECTION III ALTERNATIVES

PART I - CONSIDERATIONS

The major considerations in the development of the I-94 proposal through northern Minneapolis and Brooklyn Center were systems planning, physical and cultural restraints, and traffic patterns and demands. These factors are discussed further below:

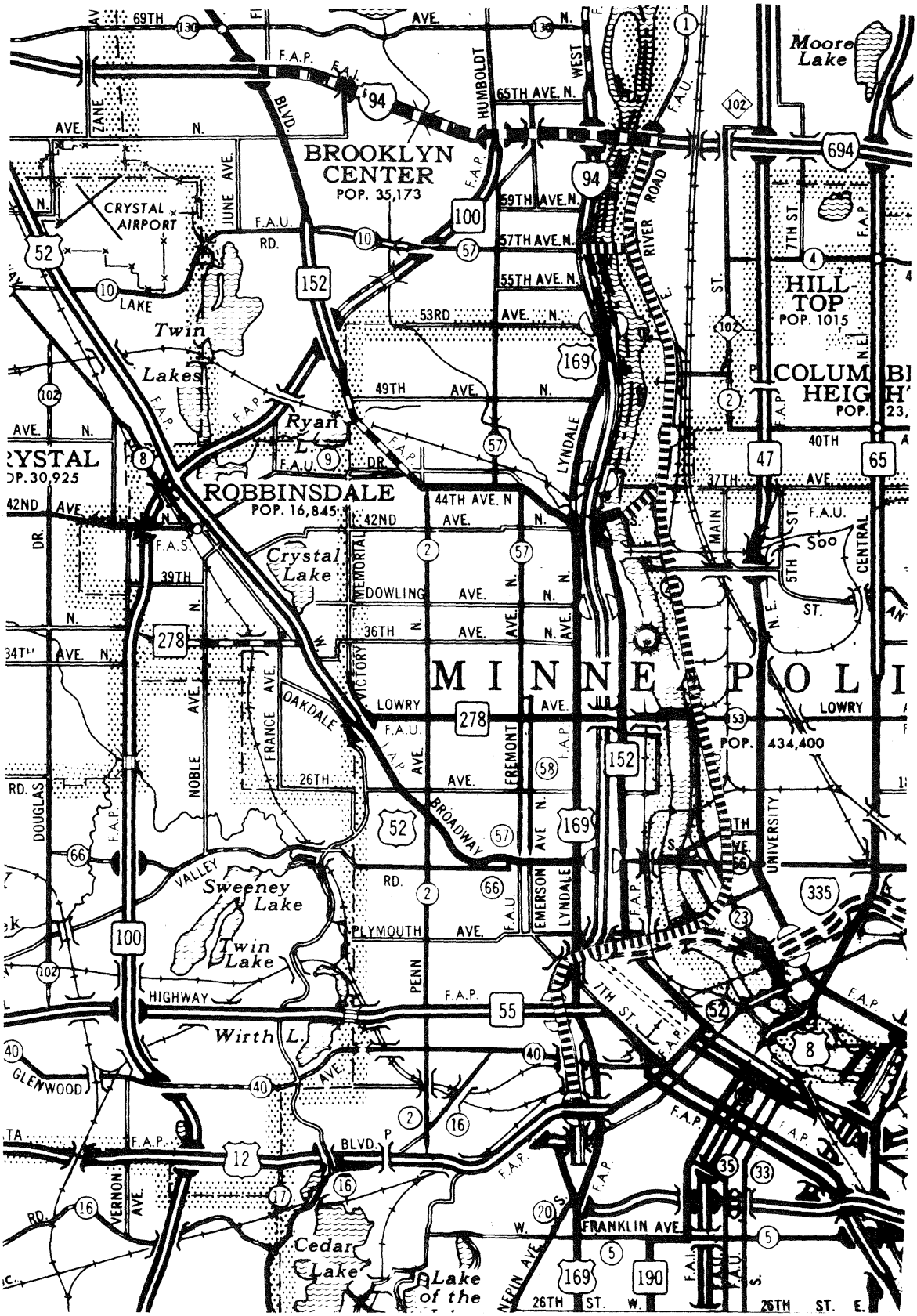
Systems Planning All proposed alternatives must be consistent with the Metropolitan Council's recommended planning if a well-balanced transportation system is to be provided. Among the Council's recommendations is the completion of a principal-arterial-level facility within the proposed I-94 corridor.

Physical and Cultural Restraints The primary physical restraints leading to the selection of the preferred alternative were: the completed construction at both the northern and southern ends of the proposed construction; the presence of the Mississippi River, with its steep banks and concomitant erosion potential; the railroad tracks which parallel the Mississippi on both banks and which require that certain clearances and other geometric standards be met; and the local street network, which requires interchanges at key locations and a workable system of continuity for streets not interchanging with I-94.

A major fiscal restraint was the financial capabilities of the MHD, which necessitated the spreading of construction over a period of years.

Cultural restraints included the need to avoid disrupting established neighborhoods; the avoidance of sensitive land uses, such as parklands, schools, and historical sites; and the need to avoid damaging the economy of the area. In addition, it is desirable to utilize an existing transportation corridor, if at all possible, to minimize community disruption. Finally, a proposed facility should satisfy the most critical transportation needs in an economical manner.

Transportation Demand The existing Lyndale and Washington Avenue corridors are high-usage corridors. There are few alternative routes available to those who must travel this corridor, and the demand for use of this corridor is expected to increase substantially whether or not I-94 is constructed as proposed.


BROOKLYN CENTER
POP. 35,173
CRYSTAL AIRPORT
ROBBINSDALE
POP. 16,845
HILL-TOP
POP. 1015
MINNEAPOLIS
POP. 434,400
Moore Lake
Twin Lakes
Ryan L.
Crystal Lake
Sweeney Lake
Twin Lake
Wirth L.
Cedar Lake
Lake of the
69TH AVE.
65TH AVE. N.
59TH AVE. N.
57TH AVE. N.
55TH AVE. N.
53RD AVE. N.
49TH AVE. N.
44TH AVE. N
42ND AVE. N.
40TH AVE.
37TH AVE.
36TH AVE. N.
34TH AVE. N.
LOWRY AVE.
PLYMOUTH AVE.
HIGHWAY 55
FRANKLIN AVE.
26TH ST. W.
26TH ST. E.
BROADWAY
OAKDALE
DOWLING AVE. N.
HUMBOLDT AVE. N.
WEST RIVER ROAD
LYNDALE AVE. N.
FREMONT AVE. N.
EMERSON AVE. N.
PENN AVE. S.
UNIVERSITY
MAIN ST. S.E.
CENTRAL
7TH ST.
5TH ST. N.E.
BLVD.
JUNE AVE.
ZANE AVE. N.
NOBLE AVE.
FRANCE AVE.
VERNON AVE.
DOUGLAS RD.
GLENWOOD
VALLEY
MEMORIAL
VICTORY
DR.
F.A.P.
F.A.U.
F.A.S.
Alt. I-94 route
Upgrading
N

Thus, the proposed corridor for I-94 was aligned to skirt the edges of established neighborhoods as much as feasible while avoiding the destruction of tax-important industrial properties. At the same time, the I-94 preferred alternative was aligned close to the existing Lyndale Avenue and Washington Avenue transportation corridor to minimize impact on sensitive land uses.

PART II - ALTERNATIVES

Various alternatives have been considered for an upgraded transportation corridor in the northern Minneapolis area. These possibilities have included alternative highway locations, alternative design features to minimize impacts to the surrounding area, substitution of alternatives requiring changes in statuatory authority, and a no-build alternative.

ALTERNATIVE HIGHWAY LOCATIONS

Alternative highway locations were considered in two ways: alignments of I-94 completely outside of the proposed corridor, and deviations from the preferred alternative only within specified areas, such as parklands or commercial areas.

Alternatives Outside of the Proposed Corridor

One of the early studies made in developing a route to serve the northern suburbs was the Northwest Diagonal. This is discussed on page 38. Other studies have been made of the potential for routing proposed I-94 on the east bank of the Mississippi River. These were initially made to determine the feasibility of constructing I-94 without the use of parklands while providing adequate service to the communities within the project area. This corridor is shown on the map to the left.

Corridors developed throughout these studies were determined to be unacceptable for several reasons. These are explained below:

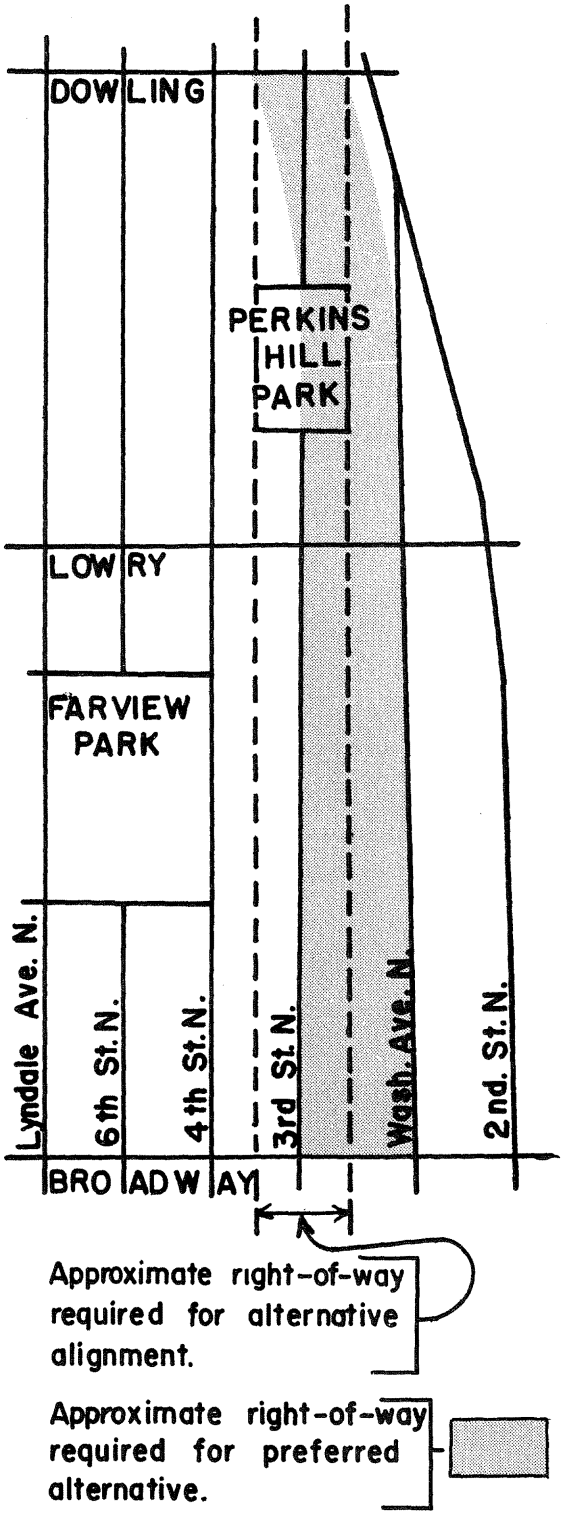
Inconsistency with established planning goals and inadequate community service. The Metropolitan Council has determined that an improved transportation corridor is needed from the Minneapolis CBD to the north along the west bank of the Mississippi River. A corridor along the east bank does not fill what has been determined to be a critical transportation need: improved access to the northern part of Minneapolis and the northwestern suburbs.

Anticipated construction costs. It has been estimated that a corridor along the east bank of the Mississippi would cost approximately $30 million more than would an alternative along the west bank. This increase in cost is due to the necessity of constructing additional river crossings to provide access to the west bank, to anticipated increased right-of-way costs to acquire right-of-way for a completely new corridor, and to the necessity of upgrading several existing routes on the west bank to handle traffic problems which would be perpetuated by an east bank alternative.

Environmental consequences. An alternative located entirely along the east bank of the Mississippi has potentially greater environmental consequences as it would require the construction of additional bridges across the Mississippi River. Construction across rivers poses a much greater chance for water quality degradation and disruption of wildlife habitat.

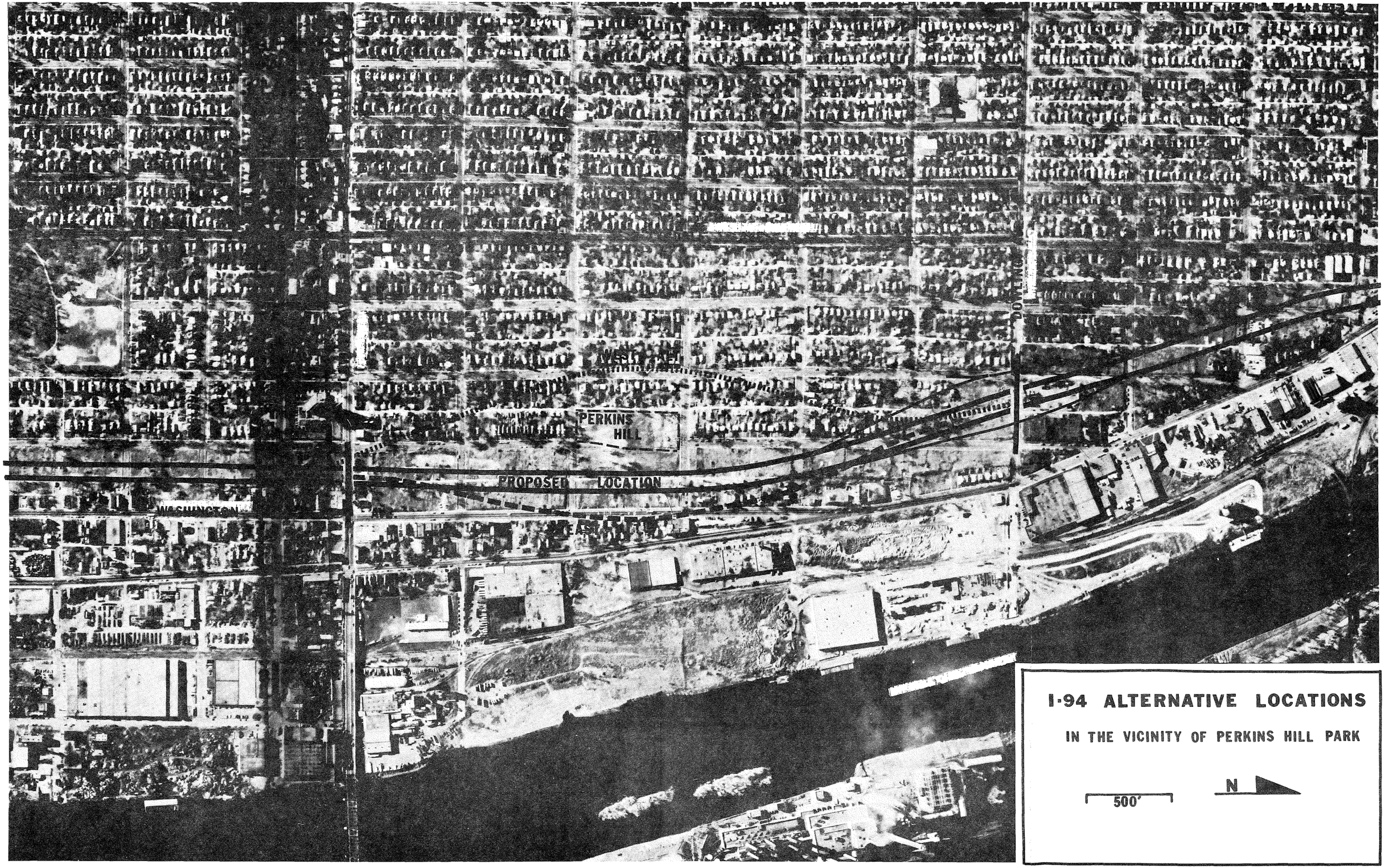
Community disruption. A major consequence of an alternative along the east bank of the Mississippi is the community disruption which would result. Firstly, the right-of-way on the west bank has been substantially acquired and the displacement of people and businesses has already taken place. If a route is selected on the east bank, the right-of-way acquisition and relocation process must begin again. Secondly, because of the spacing of the major interchange of existing TH 100 with inplace I-94 (west of the Mississippi) and an interchange of an east-bank I-94 with I-94/I-694, the existing interchange of US 169 with I-94 would have to be eliminated. It would be proposed, then, to replace the deleted interchange with a local access interchange at approximately 57th Avenue North. This interchange, along with 57th Avenue North between Shingle Creek Parkway and Lyndale Avenue, would provide access to the west for north Minneapolis residents. 57th Avenue North is presently a residential street, and the introduction of large numbers of through traffic would result in an unacceptable level of community disruption.

Alternatives Within the Proposed Corridor



One significant alternative to the preferred alternative proposed that I-94 be aligned approximately along 3rd Street North between Broadway and Dowling Avenues North. This alternative was not selected because of potentially greater community disruption due to required acquisition of the two half-blocks of residences which front on 3rd Street North, and all of Perkins Hill Park. This alternative would also have required the payment of damages, because of partial acquisition of property, to many of the businesses which are located along the west side of Washington Avenue North. Consequently, it was considered more prudent to confine the right-of-way impact area to a strip one block wide by aligning proposed I-94 midway between Washington Avenue and 3rd Street North. The inset to the left shows the relative impact of both alternatives within this sub-area.

Another area where a shift in alignment was studied was in the vicinity of 7th Street North. In response to comments voiced at the design public hearing and in an effort to make I-94 as visually and acoustically unobtrusive as possible, studies were made resulting in a depressed mainline in this area.



I-94 ALTERNATIVE LOCATIONS

IN THE VICINITY OF PERKINS HILL PARK

500'

N

Alternatives near Perkins Hill Park

In the immediate area of Perkins Hill Park, an east and a west alternative, each by-passing the park, have been studied to determine the feasibility of avoiding the use of parklands for I-94 construction. Considerations of the impacts of these alternatives, shown on the map to the left, include the following factors and also additional information in Section VIII:

Alternative	Comments
West of Perkins Hill Park	No parkland usage required. 230 additional residences required. I-94 would isolate the park from the residences it serves. This alternative would cost an estimated 7.5 million dollars in additional right-of-way.
East of Perkins Hill Park	No parkland usage required. 7 additional residences required and 11 businesses employing about 200 people. This alternative would cost about three million dollars in additional right-of-way.
Preferred Alternative	1.46 acres of parkland required. No additional residences required and no additional businesses required. No anticipated additional right-of-way expenses necessary.

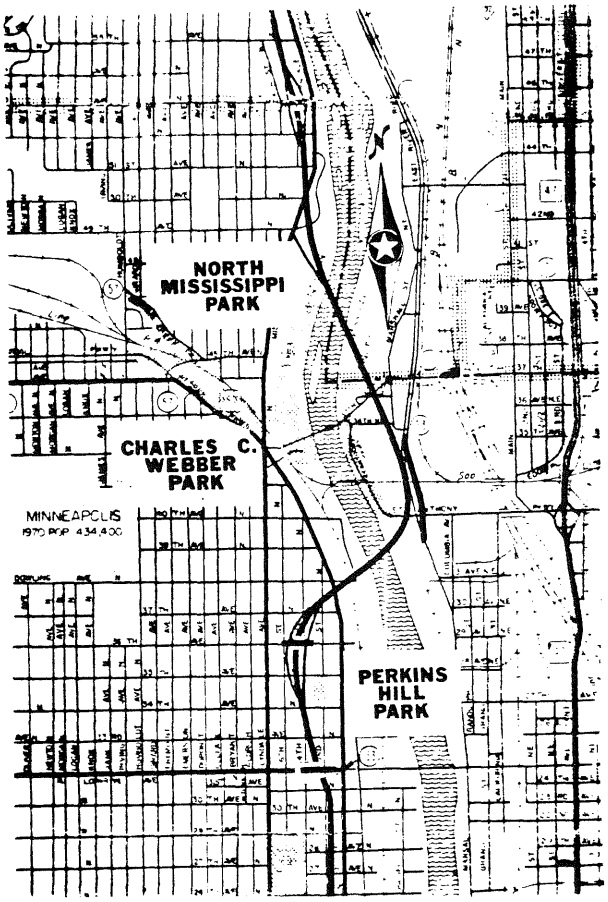
I-94 ALTERNATE LOCATIONS

IN THE VICINITY OF CHARLES C. WEBBER AND NORTH MISSISSIPPI PARKS

LEGEND

PARKLANDS	
PARK LIMIT	
SCALE	500'

Segment past North Mississippi Park



Alternatives studied for I-94 past North Mississippi Park have included one alternative entirely on the east bank of the Mississippi River and three alternatives on the west bank, requiring varying amounts of parkland usage. These alternatives are shown on the inset to the left (alternative on the east bank) and on the map to the right (all other alternatives). Major considerations inherent in each of these alternatives are summarized below:

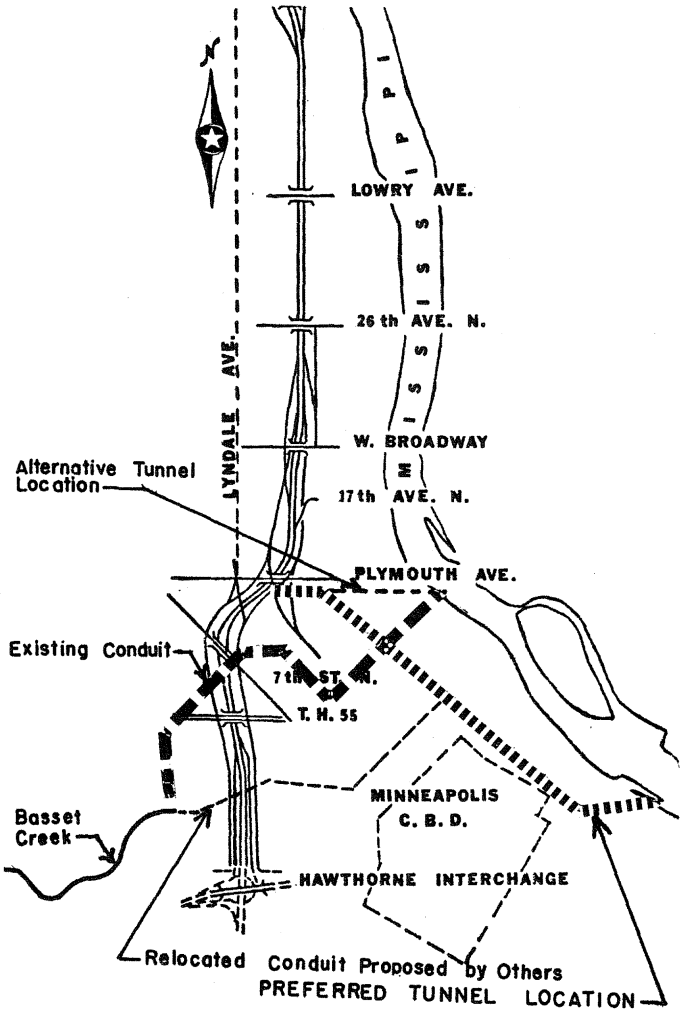
Study	Comments
East bank study	This alternative is considered not prudent, for adding the necessary two river bridges would increase estimated costs by 40 to 50 million dollars--an additional expenditure of roughly 65% of the estimated project cost. This alternative would also require the relocation of the proposed Dowling Avenue interchange. This interchange is the local land-use interchange proposed for the Camden area.
Study 5	216 residences required plus 2 nursing homes with a total of 100 residents; 0.44 acres of parkland required. 53 businesses required employing 401 persons full-time and 53 part-time.
Study 9	24 residences needed plus 2.4 acres of parks. 49 businesses required involving 393 full-time and 124 part-time jobs.
Study 10 (preferred)	24 residences required; 8.13 acres of parkland. 27 businesses required with 290 full-time and 55 part-time jobs.

DESIGN ALTERNATIVES

Alternative designs considered for the I-94 proposal are: drainage alternatives, a choice between walls and mounds for noise abatement, and variations in roadway profile and cross-section.

Drainage Alternatives

There are two major alternatives for draining proposed I-94. The first alternative proposes a storm drain tunnel beginning near 4th Street and 11th Avenue North. The system would follow 12th Avenue North, parallel to proposed future I-335, and would discharge into the Mississippi River downstream of the Plymouth Avenue bridge over the Mississippi. This alternative is not preferred because of the potential for flooding proposed I-94 when the Mississippi River is at highwater stage and is discussed in more detail in the Section 4(f) Statement on the St. Anthony Falls Historic District in Section VIII.

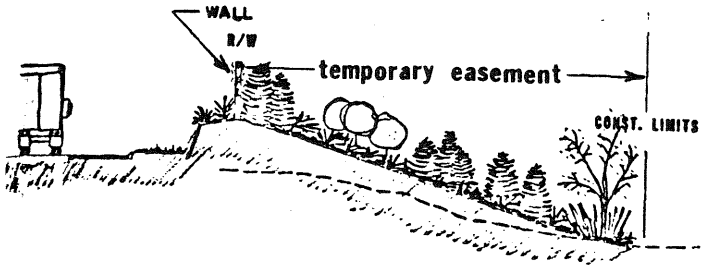


The 2nd Street tunnel or "deep tunnel", the preferred alternative, proposes a cooperatively-constructed deep tunnel carrying both I-94 drainage and Bassett Creek. The deep tunnel relocation of Bassett Creek is proposed by the Bassett Creek Flood Control Commission as a means of reducing the flooding hazard of Bassett Creek. The creek is presently carried underground for about one-and-a-half miles prior to its outlet into the Mississippi; however, the capacity of the exsiting tunnel is insufficient when Bassett Creek is at flood stage, a situation which occurs regularly in the spring and autumn.

The Corps of Engineers, in cooperation with the Bassett Creek Flood Control Commission, has studied potential flood control measures. The Corps has tentatively selected the deep tunnel alternative as a part of a flood control plan. Other alternatives studied included: repairing the existing conduit, replacing the existing conduit, relocating the conduit along one of several potential alignments, and an open channel alternative. Since 1973, studies have been made to determine if I-94 drainage and Bassett Creek flow could be combined to utilize one outfall to the river.

Among the features in the flood control plan preferred by the Corps are relocation of the conduit and a stretch of deep tunnel from the intersection of 3rd Avenue North and Washington Avenue along 2nd Street to the outfall into the Mississippi River. Studies show that a substantial monetary savings could be effected if the I-94 drainage and the Bassett Creek flood control plan are constructed as a cooperative project. In August, 1975, the US Army Corps of Engineers circulated a Draft EIS on the flood control project.

Noise Abatement Alternatives



A combination of walls and mounds will be used to abate highway-generated noise. Decisions as to exact design of abatement devices has been based on several factors, including the necessity to restrict right-of-way takings, aesthetics, and the wishes of the local community. In Brooklyn Center for example, the city staff has requested that abatement be provided by earthen mounds wherever possible, particularly past parklands. In Minneapolis, on the other hand, walls are proposed for much of the planned noise abatement in an effort to restrict right-of-way takings. Past North Mississippi Park, a combination of walls and mounds will be used (see inset, left) in order to restrict parkland usage while maintaining natural appearances within the park.

Roadway Profile and Cross-section Alternatives

This category of design decisions includes such factors as the choice of an urban cross-section, with restricted median widths and extensive use of retaining walls; a proposed depressed profile to reduce the impact of the highway on aesthetics and noise levels; and choices made relative to the number of lanes and other features to be provided. All such decisions on the proposed I-94 facility have been made considering both the potential environmental impact and the minimum standards necessary to adequately serve the anticipated traffic demand.

ALTERNATIVE REQUIRING A CHANGE IN STATUATORY AUTHORITY

Mass Transit Alternative

An alternative to the proposed action that has been considered would be substitution of a mass transit fixed-guideway system for the freeway facility. This alternative is beyond the statuatory authority and funding capabilities of the MHD and is not considered acceptable for the following reasons:

Substitution of a fixed-guideway mass transit system for the I-94 freeway is not consistent with the Metropolitan Council's Transportation Development Guide-Policy Plan. This alternative would require a change in the plans and goals that the Council has established for the metropolitan area.

A fixed-guideway, as used in this discussion, is a permanent fast-link facility incorporating vehicle guidance devices. Examples are railroad tracks, monorails and other devices which physically contact and guide the vehicle.* Such a system would require extension beyond the immediate I-94 corridor and require an ambitious and costly program of expanding, improving and constructing a mass transit system in conjunction with existing streets and highways. Such a system would require careful study to accommodate both regional and local travel demands. This is beyond the capabilities of the MHD. The Metropolitan Council has also said, "the cost of constructing and operating this system is clearly far beyond the capabilities of the Metro Area."**

*Definition by the MTC in their Development of Performance Specifications for the Regional Fixed Guideway System, prepared January, 1974.

**Metropolitan Transportation Development Guide-Policy Plan, final draft approved by the Metropolitan Council on January 8, 1976, page 63.

The Council has also said that the need to provide for express transit beyond a reserved lane with freeway monitoring and special access ramps is not forseen for any freeway within the metropolitan area. The proposed policy plan recommends express transit on a metered freeway with special access ramps to I-94.* Even though the Metropolitan Transit Commission (MTC) has a policy goal of gaining authorization and funding for a major new mass transit system, the MTC endorses the completion of I-94. And, the MTC"...does not feel that a fixed-guideway would eliminate the need for an improved highway facility in the I-94 corridor."**

If the transit plans for the metropolitan area were revised to include a fixed guide-way, construction of I-94 does not preclude the construction of a guideway system serving the North Minneapolis area. Studies by the MTC indicate that the I-94 corridor would not be selected as a primary mass transit corridor due to the topographic characteristics of the area. The Mississippi River and the industrial-commercial district between the river and Washington Avenue act as natural barriers to transit riders from the east side of the river.

The travel demand requires improved accessibility for both people and goods in the I-94 corridor. Little of this demand would be satisfied by the substitution of transit as the majority of daily trips are not destined for the Minneapolis CBD. Transit does not provide for the pick-up and delivery of goods and services to the commercial and industrial concerns in the area. The proposed freeway with preferential treatment of express buses incorporated is deemed to be the most efficient, low-cost means of satisfying the travel demand. Mass transit, therefore, is not viewed as an alternative to the development of I-94, but as another consideration to be included in its development.

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*Letter dated December 5, 1975 to the Assistant Commissioner of the MHD from the Chairman of the Metropolitan Council.

**Letter dated April 21, 1975, to the Assistant Commissioner of the MHD from the Chairman of the MTC.

THE NO-BUILD ALTERNATIVE

The no-build alternative consists of two options: utilizing existing routes without upgrading and without constructing proposed I-94, and widening and upgrading existing routes as necessitated by traffic demand.

New Construction Portion

The existing streets vary in capacity, but, in general, are overloaded. If proposed I-94 is not constructed, the 1990 ADT demands for Washington and Lyndale Avenues, for example, are expected to be about 48,000 and 25,000 vehicles, respectively. There are numerous intersections and entrances along all the existing routes, along with at-grade railroad crossings on most routes, such as those on Lyndale Avenue which are used a minimum of twenty-five times a day. All of these factors result in an anticipated 1995 service level of "E" (unstable flow) or worse.

The consequence of utilizing existing streets, rather than constructing I-94 as planned, is an extraordinary increase in the level of community disruption, including:

overloading existing arterial streets,

traffic seeking less congested routes through residential areas,

increasing accident potential,

increasing traffic noise levels,

increasing levels of air pollution, and

reduced ease of access to local commercial, residential, employment, and recreational destinations.

To avoid these problems and still handle the traffic demand would require upgrading of existing routes. This, in turn, would require the acquisition of additional homes and businesses for right-of-way and is unacceptable to the local communities.

Upgrading portion

The segment of I-94 on which upgrading is proposed is currently showing signs of severe operational and safety problems. The facility was designed to handle lower volumes of traffic than are now being experienced. Unanticipated land-use changes have occurred since this facility was constructed and modifications to the overall highway system, such as the deletion of a once-proposed northwest corridor, were not anticipated when traffic volumes were originally projected.

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The safety benefits anticipated from the proposed upgrading of I-94 have been discussed in Section I of this statement. There are additional considerations which must be resolved if a no-build alternative is selected. These considerations relate to regional and community planning and investment. The Shingle Creek Parkway interchange, for example, has been coordinated with the development of the Brooklyn Center industrial park; to not build the interchange would divert much of the industrial park traffic to local streets through residential areas. This would cause community disruption, as these streets were not constructed to carry heavy commercial traffic, and as the movement of large trucks through residential areas is not consistent with accepted local planning.

SECTION IV

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

SECTION IV PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

WATER QUALITY

There could be some minor problems with the quality of the surface waters associated with the proposed action which cannot be eliminated. Erosion during construction will be minimized by temporary control measures. Presently, there is no economical method to remove deicing chemicals from runoff; however, the impact on Bassett Creek, Shingle Creek and the Mississippi River is expected to be minimal. The MHD is strictly controlling the use of chemicals to the minimum necessary to keep the roads safe for winter driving conditions. Present street-cleaning techniques cannot effectively remove all the fine sediments and contaminants deposited by vehicles, the surrounding land-use activities and varying weather conditions. Multiple drainage outlets will insure rapid mixing and dilution with the river and streams. The potential for chemical spills will be reduced by the smooth, free-flowing design but the potential cannot be entirely eliminated. Therefore, procedures to handle hazardous chemical spills will be developed for I-94 before it is open to traffic.

NOISE

Traffic related noise levels adjacent to the proposal are expected to increase because of the proposed action. Noise abatement along most of the proposal's length will reduce the noise to acceptable levels. Exceptions will be requested only in those areas where the major source of noise is not the project or where land uses are planned to change from noise sensitive usage to a usage which can tolerate anticipated noise levels. These areas are identified in the Summary of Noise Analysis in Section II, Impacts.

USE OF PARKLANDS

The use of parklands is unavoidable for the construction and upgrading of I-94. Total permanent proposed use is 12.6 acres, and temporary easements are needed on an additional 12.6 acres.

RIGHT-OF-WAY NEEDS AND DISPLACEMENT OF PEOPLE AND BUSINESSES

Approximately 380 acres of land are needed for right-of-way. Of this, 140 acres remain to be acquired and includes the taking of about 150 dwelling units. Also remaining to be acquired are about 34 businesses employing 195 persons full-time and 33 persons part-time.

NATURAL HABITAT

Construction of the proposed highway will necessitate disruption of vegetation and small animal habitat within the highway corridor. This habitat is found primarily in the parklands along the highway corridor. Included in this disruption is the relocation of a segment of Shingle Creek. It is anticipated, for the most part, that this disruption will be shortrange in impact, occuring only during the construction process. However, a part of the highway right-of-way will be permanently committed to uses non-supportive of native habitat.

EXPENDITURE OF PUBLIC FUNDS

Implementation of the proposal will require an expenditure of 123 million dollars of public funds that theoretically could be used for other purposes.

CONSTRUCTION DISRUPTIONS

During the 5-year construction period there will be unavoidable disruption of existing traffic patterns resulting in delays and detouring of traffic along with dust and noise due to construction.

SECTION V

THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE HUMAN ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

SECTION V

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

With a major construction project such as proposed I-94, trade-offs will be made between short-term disruptions of the environment for long term benefits. Most of the costs and inconveniences of this proposed project would be borne within the near future, while the benefits of a fast, safe and efficient facility would be shared by both present and future generations. On the other hand, future generations and their economy could be burdened with the environmental consequences and the costs of a project that provides only for short-term benefits. Some of these tradeoffs are listed below:

TABLE 11 TRADE-OFFS

LOSSES	GAINS
Short-term disruptions during construction. Commitment of land for transportation which was previously used for residential, business and local street uses. Commitment of public funds for the cost of planning, construction, and right-of-way and periodic maintenance. Long term noise levels exceeding the standards in a few locations where reasonable noise abatement cannot be provided.	Improved transportation facility (highway augmented with transit provisions). User benefits such as reduced travel time, savings in operating costs and reduction in accident rate. Reduced congestion on local business and residential streets. Reducing highway noise levels over a large area.
Rerouting of some local travel patterns.	Improved highway safety for the traveling public. Improved regional accessibility to the area for public transit and private vehicles. Completion of 6.3 mile gap in Interstate Route 94--one of 2 remaining gaps in Minnesota. Improved statewide access to the area. Proposed development and urban redevelopment (residential and business) in accordance with land-use plans of Minneapolis, Brooklyn Center, and the Metropolitan Council.

TABLE 11 TRADE-OFFS (continued)

LOSSES	GAINS
Relocation of residents.	The relocation program provides assistance to place all displacees in housing equal to or better than that from which they came.
Relocation of businesses, loss of jobs.	New tax base created by the expected enhancement in business activity, bringing in additional revenue and jobs offsetting the short-term losses from right-of-way acquisition.
Vegetation and small-animal habitat disturbed.	The corridor will be landscaped to blend into the urban setting to be pleasing to both the driver and the residents.
Use of parklands and a channel change in Shingle Creek.	Mitigation measures include replacement land, a pedestrian/bicycle path along the creek crossing as an added link in a long chain of parks, a waterfall in the creek, as well as other features.
Short-term disruption of less than 2 acres of land in a historical district.	The cooperative deep tunnel drainage alternative will save public funds, lessen the seasonal flooding potential of Bassett Creek, and essentially eliminate potential flooding of I-94 from high water on the river.

SECTION VI

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

SECTION VI IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Except for the physical resources to be committed to the construction of the proposed I-94 facility, it is not anticipated that the proposal will lead to any changes in land development patterns beyond development planned for and endorsed by the Metropolitan Council, nor will the proposal curtail any other proposed usage of the area.

The I-94 proposal has been planned for construction within the proposed corridor for approximately twenty years. Land development which has occured during the past twenty years and which is proposed for the future has been based on the assumption that the I-94 facility within the Minneapolis-St. Paul metropolitan area will be completed as originally proposed. Many resources have been committed to the construction of the residential and industrial/commercial areas which will use I-94 as one of their primary access routes. The facility is already completed on both the southern and northern ends and the lack of a continuous Interstate route is at present contributing to a less-than-optimal use of time and resources.

The proposed project requires a commitment of physical resources, including:

1. Land required for right-of-way including the freeway, interchanges and separations.
2. Displacement of residences, businesses, jobs, utilities and other public facilities.
3. Materials for construction, such as steel, cement, aggregate, soil and energy resources etc.
4. Effort for the design, construction, and maintenance of the freeway.
5. Funds to design, construct and maintain the freeway.

SECTION VII

COMMENTS AND COORDINATION

PAGE

COMMENTS RECEIVED ON THE DEIS 134
FROM US 12/I-394
TO 40th AVENUE NORTH

COMMENTS RECEIVED ON THE DEIS 177
FROM 40th AVENUE NORTH
TO TH 152

SUMMARY OF COMMENTS RECEIVED AT THE 199
DESIGN PUBLIC HEARINGS

MINNESOTA HISTORICAL SOCIETY CONCURRENCE 201

SECTION VII COMMENTS AND COORDINATION

This section of the FEIS contains reproductions of letters received commenting on the two Draft Environmental Impact Statements. A summary of comments received at public hearings is also included in this section.

Because the DEIS's were circulated at separate times, the comments received on each are grouped separately. Comments recieved on the Draft EIS from the Hawthorne interchange (I-394/US 12) to 40th Avenue North are on pages 134 through 175. Comments on the Draft EIS from 40th Avenue North to T H 152 are on pages 177 through 198. Substantive comments have been assigned letter designations which also appear in the subsequent discussion of their disposition.

INDEX TO COMMENTS RECEIVED ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FROM US 12/I-394 TO 40th AVENUE NORTH, (FHWA-Mn-EIS-75-01-D)

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UNITED STATES
ENVIRONMENTAL PROTECTION AGENCY
REGION V
230 SOUTH DEARBORN ST.
CHICAGO, ILLINOIS 60604

Mr. Paul G. Velz
Road Design Engineer
Department of Highways
State of Minnesota
St. Paul, Minnesota 55155

JUL 14 1975

Dear Mr. Velz:

As requested in your letter dated March 14, 1975, we have completed our review of the Draft Environmental Impact Statement (EIS) for I-94 in the City of Minneapolis, Hennepin County, Minnesota. As indicated in our June 23, 1975 meeting with the Minnesota Department of Highways regarding I-94, we have serious concerns about the proposed project's potential impact on the air and noise quality of the adjacent urban environment and believe there is insufficient information in the Draft EIS to permit adequate evaluation of the total project impact. We offer the following comments:

AIR

There are two main aspects of the potential air quality impact resulting from the proposed roadway with which we are concerned: i.e., the project's potential violation of air quality standards and compatibility with the Federally approved Minnesota Transportation Control Plan (TCP) for Minneapolis (Federal Register, July 9, 1974, Vol. 39, No. 132).

A The State Transportation Control Plan established two main strategies for the Minneapolis - St. Paul area to achieve the necessary reductions in carbon monoxide (40 percent of the 1971 CO levels) and meet 1975 standards. The first strategy, completion of I-35W, is expected to remove traffic from the Minneapolis Central Business District (CBD) and reduce cordon crossings by 20 percent within the CBD area. The resulting decrease in vehicle miles traveled (VMT) would have a considerable effect on carbon monoxide concentrations in the affected area. A computerized traffic-management system, the second strategy, will increase the average vehicle speed in the CBD by approximately 25 percent. Construction of a north-south, eight lane freeway leading directly into Minneapolis will possibly generate increased amounts of traffic, congestion, and cordon crossings; factors which contradict the TCP strategy for CO reduction in the CBD. Therefore, the EIS should address the effects of I-94 on traffic in the Minneapolis CBD and the compatibility of I-94 with the existing Minneapolis TCP.

RESPONSE

Item A

The air quality discussion in this FEIS has been revised subsequent to the completion of the completely revised Air Quality Report in April of 1976. As a part of the study, ambient air quality was monitored, background CO concentrations were determined, calculations of future air quality both with and without proposed I-94 were made, and the effect of I-94 on air quality in the CBD was studied. The Air Quality Report contains more detailed information than the summary in this FEIS.

The revised Air Quality Report was recently sent to Region V of the EPA and to the MPCA for review and comment. (See Appendix for copies of these comments.) Both agencies are in agreement with this report.

JUL 14 1975

Information presented in both the Draft EIS and the Air Quality Report indicates that the proposed roadway may exceed the eight-hour primary ambient air quality standard for carbon monoxide.

The arithmetic mean of the consecutive eight-hour CO concentrations listed on page 16 of the Air Quality Report is 8.9 ppm; this concentration plus any ambient background concentration in excess of 0.1 ppm would exceed the eight-hour air quality standards for CO. We believe this presents a situation for probable standard violation and, therefore, some aspects of the air quality analysis need further evaluation or clarification.

Data concerning the cross section of the highway (lane width, median width, cut section) in addition to the distance from the roadway edge to the nearest receptor locations, e.g., residences, should be stated. Design data should also be supplied for all freeway interchanges.

Section VIII of the Air Quality Report regarding the "Relationship to State and Federal Air Quality Standards" is misleading. We have not evidenced any supportive data for assuming that eight-hour CO concentrations are approximately one-half the one-hour CO concentration; this generalization should be substantiated in the EIS or eliminated in the discussion regarding compliance with air quality standards.

A

It should be explained why a background CO concentration of 1.75 ppm was selected for the air quality analysis (EIS p. 14). Considering that the Minneapolis CBD is currently experiencing high concentrations of CO, the 1.75 figure appears underestimated. As explained at the previously mentioned meeting, data should be collected on a continuous basis for background CO concentrations and the second highest value should be added to the worst case projections for the project to determine if the facility will meet ambient air quality standards. The statement on page 16 of Air Quality Report as well as the statement on page 28 of the EIS that State and Federal standards will not be exceeded should be deleted or revised to reflect the potential for violation.

As average vehicle speed of 50 mph is not representative of a worst case traffic situation; therefore, the air quality analysis should include CO predictions using a lower traffic speed (e.g. 15 - 20 mph) as well as a stalled, bumper to bumper type situation. Also, CO predictions should be provided for an interim year, 1982 or 1985, between project completion and the design year. Receptor locations for air analysis should include the other interchange areas exhibited on page 6 and 7 of the EIS in addition to the Plymouth Avenue Interchange.

JUL 14 1975

A The air quality analysis for the proposed freeway must be consistent with State and Federal Indirect Source Review requirements. Federal Indirect Source Review will apply for any new highway section with an anticipated average annual daily traffic volume of 20,000 or more vehicles per day within ten years of construction and for which project construction begins after January 1, 1976 (Federal Register, February 25, 1975, Vol. 39, No. 38). The indirect source permit may be applied for after July 1, 1975. Data required for the review is explained in the Federal Register cited above.

NOISE

B We believe that the adverse noise generated by the proposed urban freeway represents a significant impact on the adjacent land uses; therefore, every reasonable effort should be made to reduce the predicted noise levels. The recommended Federal Highway Administration (FHWA) design noise levels should be considered a maximum limit. We commend the incorporation of noise barriers into the project design to mitigate adverse noise. However, in areas where the FHWA standard will still not be met, we believe additional measures should be evaluated to achieve compliance with the FHWA standards. Noise barriers in combination with other mitigation measures - soundproofing, housing set back, bituminous surfacing, etc. - should be considered. Alternative noise mitigation measures should also be developed for residences, including the Fire Station, where construction of noise barriers is not feasible (e.g. area 7, 9, 11). Subjecting citizens to the significant impact of urban freeway noise is extremely undesirable. If mitigation measures do not appear satisfactory, residences as well as noise sensitive areas such as the Farmers Market should be provided the opportunity to relocate. An appropriate letter of intent by the Minneapolis Industrial Development Commission to relocate residences in area 9 should be included in the Final EIS. Predicted noise levels should be provided for residences between 36th Avenue N, Dowling Avenue N, 4th Street N and the proposed roadway which are not included in the area 8 outline (EIS page 35).

From the June 23rd meeting on I-94, we are aware that other noise mitigation measures in addition to those described in the Draft EIS are being proposed for I-94. The final plans for these measures should be documented in the Final EIS.

GENERAL

C We encourage the Department of Highways to consider and design a drainage system and monitoring program for the proposed highway. This drainage system could alleviate any adverse effects to the water quality of

Item B

In some cases where walls would sufficiently abate freeway noise, noise mounds may be constructed thereby increasing the setback of the remaining structures.

Fire Station #4 plans to install air conditioning in the living quarters in 1976. This will also serve as abatement to future I-94 noise by limiting the need for open windows. Also, the City of Minneapolis plans to relocate the fire station to a location where it can better serve the community after redevelopment is completed by MHRA.

The Farmers Market is owned by the City of Minneapolis and is used at no cost by metropolitan area farmers for the sale of their produce. The City Coordinator indicated in his letter dated September 23, 1974, that the city is aware of the impact from proposed I-94 on the market but that it would be of no consequence to its operation.

The noise discussion of this FEIS has been expanded to cover the other concerns. The MHD is still working with agencies such as MHRA, MPRB, and the City of Brooklyn Center on coordinating acceptable noise abatement treatments.

JUL 14 1975

C Bassett Creek and the Mississippi River due to roadway runoff. The Final EIS should specify plans for highway drainage and monitoring and should provide assurance that applicable water quality standards will be met. Specific plans should be formulated in advance of construction to contain any spillage of oils and other pollutants. These plans should include equipment and materials to contain and remove hazardous material spillages. Section 311 of the Federal Water Pollution Control Act Amendments of 1972 prohibits the discharge of oil or hazardous materials into or upon waters of the United States.

D Due to the fact that the highway will be depressed for most of its length, the location of spoil dump areas and the effects that the spoils will have on local terrestrial and aquatic ecosystems should be addressed.

E The EIS should address not only the primary effects on air and noise pollution directly attributable to highway traffic, but also the direct and indirect sources of pollution that are likely to follow as a result of growth induced by I-94. This discussion should include the project's relationship to suburban sprawl in the North Minneapolis area. The remaining portion of I-94 from 40th Avenue North to 59th Avenue North traverses an area controlled by the Minneapolis Park Board and designated as the North Mississippi Park. It should be noted that the construction of this segment of I-94 induces construction of the 40th Avenue North to 59th Avenue North segment and the synergistic environmental effects of both sections should be addressed. Similarly, the combined environmental effects of I-335 and I-94 in the Minneapolis CBD should be discussed.

F Finally, we believe that mass transit should be evaluated more thoroughly first as an alternative to the project itself and then also as an integrated aspect of the proposed roadway. In both regards, the EIS should specify the types of mass transit systems that could be or were considered, the expected traffic reduction and cost of each. It was indicated that 67.5 percent of all workers in the study area work in Minneapolis; therefore, the potential for increased use of mass transit for downtown commuting appears especially warranted.

As indicated in the above discussion and in accordance with EPA procedures, we have classified this Draft EIS as Category 3, i.e. the EIS contains insufficient information to permit a complete evaluation of the projects potential air and noise impacts. The above comments are submitted with the understanding that a revised air quality report will be made available for our review before the Final EIS on proposed I-94 is prepared. In accordance with our responsibility under Section 309 of the Clean Air Act, the classification and date of our comments will be published in the Federal Register. If you or your staff have any questions regarding our

Item C

A procedure to control spills on I-94 is being developed and will be operational when the freeway is opened to traffic. Periodic monitoring, before, during and after construction, is planned for Shingle Creek to determine the effect of the project on the Creek. Additional information is provided in the discussion of Water Quality.

Item D

At this stage of project development, the final design work in many cases has not progressed beyond preliminary work. Detailed information about disposal amounts and sites is not available. However, it appears that the excess cut material from about Plymouth Avenue North will be suitable for the earthen noise mounds proposed for much of the project length. The muck excavation and other excess material left over will be disposed of by the contractor outside of the right-of-way in accordance with applicable regulations. Upon completion of the project, these sites will be left neat and as near natural conditions as possible.

Item E

I-94 is not expected to induce any growth not already anticipated for the metropolitan area (see the discussion of secondary impacts).

This FEIS covers the entire uncompleted section of I-94 from US 12/I-394 to 59th Avenue North as well as the induced upgrading of I-94/ I-694 west to TH 152.

- 5 - JUL 14 1975

comments, please contact Mr. Gary A. Williams at 312-353-5756. We appreciate the opportunity to review this Draft EIS and the efforts of Mr. A. Hultine and other members of your staff in coordinating the June 23rd meeting to discuss our concerns. Please send us five copies of the Final EIS when it is filed with the Council on Environmental Quality.

Sincerely yours,

Francis T. Mayo

Francis T. Mayo
Regional Administrator

A Section 4(f) Statement which discusses the relationship between North Mississippi Park and I-94 is included in Section VIII.

Item F

The material referring to transit, including transit planning, transit features proposed, and the alternative of substituting a fixed-guideway mass transit system for the freeway has all been rewritten.

Only 14% of the project area workers work in the CBD; so the potential is not that great. (See Section II, Social Impacts.) The 67.5% refers to project area workers who work in all of Minneapolis.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
NORTHEASTERN AREA, STATE AND PRIVATE FORESTRY
6816 MARKET STREET, UPPER DARBY, PA. 19082
215-597-3772

8400
April 24, 1975

Mr. Paul G. Velz
Road Design Engineer
Minnesota Dept. of Highways
St. Paul, Minnesota 55155

Re: 330-FHWA-Mn.-EIS-75-01-D, Draft Environmental Statement I-94 from I-394 to 40th Ave. N., Minneapolis

Dear Mr. Velz:

The above statement was referred to us for review and comment by the Office of the Secretary, U.S. Department of Agriculture.

This project will not have a significant effect on forested land. Landscaping of side slopes in consultation with a landscape architect could include planting of shrubs as well as turf to hold the soil, and for visual effect. We will not need a copy of the final statement.

We appreciate the opportunity to comment on this statement.

Sincerely,

for DALE O. VANDENBURG
Group Leader
Environmental Improvement
Environmental Protection & Improvement

No Response Necessary

Form DOT F 1325.1 (1-67)

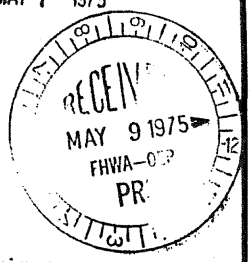
UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

DATE: MAY 7 1975

In reply refer to:



SUBJECT: Draft Environmental Statement, Minnesota - 75-01-D, Hennepin County (I-94)

FROM: Assistant Secretary for Environment, Safety, and Consumer Affairs

TO: Chief, Environmental Programs Division FHWA

This office has completed review of the draft environmental impact statement (EIS) for I-94 in Hennepin County, Minnesota. We have the following comments on the draft EIS:

A 1. Relationship to I-335

The Plymouth interchange construction should be described in such a way that it is clear what portion of the proposed project (I-94) will be utilized should I-335 be built and which portion will be used if only the proposed project is constructed.

B 2. Air Quality

The Minnesota Pollution Control Agency has indicated verbally that this project is consistent with the State Implementation Plan. This position should be presented formally in the final EIS.

C 3. Noise

For each land area shown in Table 2, p. 38, that is listed as "no noise treatments planned" and with an "exemption to be requested," the infeasibility of noise treatment should be clearly documented (areas 5, 7, 12, 13, 14). Also where the proposed barrier still results in the noise level remaining above standard, the limitations of the proposed noise treatment should be presented.

D 4. Bus Lanes

The draft EIS points out that there will be adequate capacity for exclusive bus lanes, should that be desired. What special design considerations are needed to accommodate exclusive bus lanes? Also, it would be helpful in the

RESPONSE

Item A

The sketch of the Plymouth interchange on page 30 now shows the portion of the interchange which would not be constructed unless I-335 is built. This is shown with dashed lines on the graphic.

Item B

A revised Air Quality Report was recently submitted to the MPCA. In their letter of May 11, 1976, (see Appendix) they state that the project is consistent with the State Implementation Plan.

Item C

The Noise Analysis Report for I-94 has been revised since the DEIS was circulated. It discusses each area in more detail than does the section on Noise Impacts in this FEIS which contains a summary of the noise report. The numbers of the areas referred to have been changed but the areas are discussed on pages 69 and 70. The limitations of the noise abatement are also discussed.

Item D

Since the DEIS was circulated, meetings have been held with the MHD, MTC, Metropolitan Council, and the City of Minneapolis regarding transit on I-94. These agencies have concluded that the number of buses expected (77 in 1990 peak hour) will operate well in mixed traffic flow on the mainline. (Refer to the comment received from the Metropolitan Council on this DEIS.)

D final EIS to have some elaboration of the commitment of the Metropolitan Council and the Metropolitan Transit Commission to the use of I-94 for exclusive bus lanes.

5. Energy

E The commitment of energy as a resource should be noted in Section VI. Also, the energy use impacts should be noted for the alternatives presented.

6. Historical Surveys

F In addition to requiring the contractor to stop work should paleontological or archeological artifacts be discovered, it is suggested that a pre-construction survey be performed by a competent professional.

We appreciate the opportunity of reviewing the draft EIS, and we look forward to receiving the final EIS, including comments received on the draft.

Benjamin O. Davis, Jr.

cc:
Regional Federal Highway Administrator

Item D Continued

In another letter from the Metropolitan Council dated December 5, 1975, the Council states "The Metropolitan Council's Transportation Policy Plan...does not envision the need for an exclusive transit-way in the I-94 corridor." Exclusive bus lanes are not part of the current proposal.

Item E

An analysis was made of energy consumption comparing the proposed project and the do-nothing (traffic on existing streets in 1990). The results indicate a minor increase in fuel consumption with the project when compared to the no-build. This increase is due primarily to increased operating speeds on the build alternative as contrasted with the no-build.

Item F

The project area was surveyed in 1971 by the Minnesota Historic Society under the Trunk Highway Archaeological Reconnaissance Program. No archaeological sites were found (see page 48 .

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
SECOND COAST GUARD DISTRICT
FEDERAL BLDG
1520 MARKET ST
ST. LOUIS, MO. 63103
Tel. 314-425-4607

3270/
19 March 1975

Mr. Paul G. Velz
Road Design Engineer
State of Minnesota
Department of Highways
St. Paul, Minnesota 55155

Re: 330 FHWA-MN-EIS-75-01-D; Draft Environmental Statement for Interstate Route 94, Minnesota Project I 094-3( )
State Project 2731 from U.S. 12/I-394 to 40th Avenue,
North City of Minneapolis, Hennepin County

Dear Mr. Velz:

Thank you for your letter of 6 March 1975 forwarding a copy of the Draft Environmental Statement for the referenced project.

This project will not cross a navigable waterway of the United States; therefore the Coast Guard has no interest in the work that you propose.

Your consideration in keeping us informed of projects in the State of Minnesota is appreciated.

Sincerely,

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

No Response Necessary

United States Department of the Interior

OFFICE OF THE SECRETARY
NORTH CENTRAL REGION
230 S DEARBORN STREET, 32nd FLOOR
CHICAGO, ILLINOIS 60604

ER 75/227
RE: Minn. I 094-3( )
State Project 2781

April 29, 1975

Mr. Paul G. Velz
Road Design Engineer
Minnesota Department of Highways
St. Paul, Minnesota 55155

Dear Mr. Velz:

This is in reply to your letter of March 5 requesting Department of the Interior comments on the draft environmental impact statement (EIS) for the construction of I-94 from U.S. 12/I-394 to 40th Avenue North in Minneapolis, Hennepin County, Minnesota.

This segment of I-94 is an integral part of the overall I-94 project in the Minneapolis area. It is located immediately south of and contiguous to another segment of I-94 for which a draft EIS was prepared in 1972. The Department of the Interior commented on the EIS in 1972 and recommended that for review purposes the entire project (1972 and present I-94 proposal) should be included in one EIS. It was also determined that, because of possible encroachment upon Minneapolis' North Mississippi City Park, a Section 4(f) statement would be necessary. It was additionally recommended that the final EIS should include the following:

1. Choice of an alignment.

2. Park replacement land proposal.

3. The written position of the Minneapolis Park and Recreation Board relative to the choice of alignment, adequacy of any replacement land proposal or compensation, maintenance of pedestrian and vehicular access to North Mississippi Park, safety fencing, noise control, lighting, and landscaping.

4. Suggestions for potential multiple use and joint development along the proposed highway.

We have been informed by a State Highway Department representative that the final Section 4(f) statement for the 1972 project is being prepared, and that an additional 4(f) statement will be required as a result of a request by the City of Brooklyn Center for construction of a noise control structure which will encroach upon a city park. We understand that it is the State Highway Department's intention to circulate the two Section 4(f) statements for formal review in one package. Field offices of the appropriate Interior agencies will also informally receive background information regarding the Section 4(f) statements. We concur with this approach in that it should provide the various Interior agencies with an opportunity to resolve any unforeseen problems prior to final review of the subject documents.

At this time our comments will be limited to the following items:

SEGMENTATION

A Insufficient information is provided in the draft EIS to determine the present status of the proposed I-335 highway and its relationship to the current proposal. The final statement should provide assurances that construction of the proposed project will not preclude the opportunity to select other alternative alignments for I-335 if the need should ever arise.

II. PROBABLE IMPACT OF THE PROPOSED IMPROVEMENT ON THE ENVIRONMENT

M. Archeological and Historic

B We are pleased to note the extensive consideration that has been given to cultural resources. However, we suggest this subsection could be strengthened by inclusion of a statement that the National Register of Historic Places (and supplements) has been consulted and mentioning that there also will be no project effects on any eligible properties within the St. Anthony Falls Historic District.

The extent of the survey conducted by the Minnesota Historical Society is not clearly defined. If it did not cover the drainage alternatives mentioned on page 78, it will be necessary to consult the Minnesota Historical Society with regard to the need for further survey.

We will hold further comments in abeyance until we receive the Section 4(f) package for review. At that time final Department of the Interior comments will be made for the entire section of I-94 within the metropolitan area.

Sincerely yours,

Madonna F. McGrath
Acting Special Assistant
to the Secretary

RESPONSE

Item A

As discussed on page 30, the issue of I-335 has yet to be resolved. The I-94/ Plymouth interchange does not, however, preclude alternate alignments for I-335.

Item B

These recommendations have been followed. Copies of letters from the State Historic Preservation Officer and the Advisory Council on Historic Preservation are included in Section VII of this FEIS.

A Section 4(f) Statement discussing the St. Anthony Falls Historic District and the drainage alternatives is included in Section VIII.

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

REGION V
300 South Wacker Drive
Chicago, Illinois 60606

MAY - 6 1975

IN REPLY REFER TO: 5.6CPD

Paul G. Velz
Road Design Engineer
State of Minnesota
Department of Highways
St. Paul, Minnesota 55155

Dear Mr. Velz:

Subject: FHWA-MN-EIS-75-01-D
Draft Environmental Statement For
Interstate Highway I-94
Minnesota Project I 094-3
State Project 2781
From U.S. 12/I-394 to 40th Ave. N.
City of Minneapolis
Hennepin County

We have reviewed the subject EIS and determined that, in our area of special expertise, no adverse comment is required.

The proposed project will enhance transportation service for this area.

Sincerely,

Madeline Hastings

FOR Thomas T. Feeney
Area Director

No Response Necessary

DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
1135 U. S. POST OFFICE & CUSTOM HOUSE
ST. PAUL, MINNESOTA 55101

IN REPLY REFER TO

NCSED-ER

3 April 1975

Mr. Paul G. Velz
Road Design Engineer
State of Minnesota
Department of Highways
St. Paul, Minnesota 55155

Dear Mr. Velz:

SUBJECT: 330 FHWA-Mn-EIS-75-01-D
Draft Environmental Statement for
Interstate Highway I-94
Minnesota Project I 094-3( )
State Project No. 2781
From US/I-394
To 40th Avenue North
City of Minneapolis
Hennepin County

The Corps of Engineers has no comments on the subject report.

Sincerely yours,

MAX W. NOAH
Colonel, Corps of Engineers
District Engineer

Copy furnished:
Mr. Timothy Atkeson
Council on Environmental Quality
Executive Office of the President
722 Jackson Place, N.W.
Washington, D. C. 20506

No Response Necessary

UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Science and Technology
Washington, D.C. 20230

March 21, 1975

Mr. Paul G. Velz
Road Design Engineer
Department of Highways
State of Minnesota
St. Paul, Minn. 55155

Dear Mr. Velz:

The draft environmental impact statement "Interstate Highway 94 (I-94), City of Minneapolis, Hennepin County, Minnesota," which accompanied your letter of March 6, 1975, has been received by the Department of Commerce for review and comment.

The statement has been reviewed and the following comments are offered for your consideration.

Bench marks, triangulation stations, and traverse stations have been established by the National Geodetic Survey in the vicinity of the proposed project. Construction required for the project could result in destruction or damage to some of these monuments.

The National Geodetic Survey requires sufficient advance notification of impending disturbance or destruction of monuments so that plans can be made for their relocation. It is recommended that provision be made in the project funding to cover costs of monument relocation.

Thank you for giving us an opportunity to provide these comments, which we hope will be of assistance to you. We would appreciate receiving a copy of the final statement.

Sincerely,

Sidney P. Galler, Jr.
Sidney R. Galler
Deputy Assistant Secretary
for Environmental Affairs

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

RESPONSE

The Highway Department's Geodetic Section has reviewed the proposed I-94 construction for the possible need of monument relocation and finds that there are two National Geodetic Survey bench marks that could possibly be affected.

Careful attention will be given to all monuments during construction and any which must be relocated will be handled as suggested.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE
REGION V
300 SOUTH WACKER DRIVE
CHICAGO, ILLINOIS 60606

OFFICE OF
THE REGIONAL DIRECTOR

April 10, 1975

No Response Necessary

Paul G. Velz
Road Design Engineer
Department of Highways
St. Paul, Minn. 55155

RE: Draft Environmental Impact Statement
Interstate Highway, Hennepin County, Minnesota

Dear Mr. Velz:

We have reviewed the Draft Environmental Impact Statement for the above project. To our knowledge, and based upon the information provided, this project will not impact to any significant degree on the health, education or welfare of the population.

Sincerely yours,

Robert A. Ford
Regional Environmental Officer

cc: Charles Custard
Chief Environmental Officer
Office of Environmental Affairs
Department of Health, Education and Welfare
330 Independence Avenue, S.W., Room 4740
Washington, D. C. 20201

Warren Muir
Council on Environmental Quality
722 Jackson Place
Washington, D. C. 20006

Advisory Council
On Historic Preservation

April 8, 1975

Mr. Paul G. Velz
Road Design Engineer
State of Minnesota
Department of Highways
St. Paul, Minnesota 55155

Dear Mr. Velz:

This is in response to your request of March 6, 1975, for comments on the draft environmental statement for Interstate Highway 94(I-94), from U.S./I-394 to 40th Ave. N., Hennepin County, Minnesota. Pursuant to its responsibilities under Section 102(2)(C) of the National Environmental Policy Act of 1969 and the "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R. Part 800), the Advisory Council on Historic Preservation has determined that your draft environmental statement appears procedurally adequate. However, we have the following additional comments to make:

1. By copy of this letter, the Advisory Council acknowledges receipt of the Federal Highway Administration, U.S. Department of Transportation's (FHWA/DOT) determination of no effect for Interstate Highway 94, from U.S./I-394 to 40th Ave. N., made in accordance with Section 800.4(b) of the Council's procedures.

2. The Advisory Council suggests that the final environmental statement for this undertaking be expanded to include written evidence of contact with the Minnesota State Historic Preservation Officer.

The Advisory Council appreciates your thorough investigation of the possible effects of the proposed undertaking upon the area's cultural resources and requests that it be furnished with a copy of the final environmental statement when available.

Sincerely yours,

John D. McDermott
Director, Office of Review
and Compliance

The Council is an independent unit of the Executive Branch of the Federal Government charged by the Act of October 15, 1966 to advise the President and Congress in the field of Historic Preservation.

RESPONSE

Copies of the letters containing the determinations of the State Historic Preservation Officer are included in Section VII of this FEIS.

Minnesota Pollution Control Agency

May 29, 1975

Mr. Paul G. Velz
Road Design Engineer
Minn. Department of Highways
St. Paul, Minneosta 55155

Re: Draft Environmental Statement
Interstate Highway 94 (I-94)
City of Minneapolis

Dear Mr. Velz:

We have reviewed the above referenced project and in addition to the comments on air quality sent to Mr. William Crawford, District Engineer, on April 11, 1975, we have the following:

1) Generally the consideration of runoff and drainage is insufficient in this statement.

2) There should be a discussion of present amounts of salt or chemicals used on streets in the I-94 corridor as compared to that likely to be used on the proposed freeway.

3) There should be a discussion of concentration of other runoff carried materials such as oil residues, lead, chlorides, etc.

If you have any questions on these comments, please let us know.

Yours very truly,

LYLE H. SMITH
Chief Pollution Control
Engineer

LHS:jac

1935 West County Road 82, Roseville, Minnesota 55113
Regional Offices • Duluth / Brainerd / Fergus Falls / Marshall / Rochester / Roseville
Equal Opportunity Employer

RESPONSE

In response to comments received on the DEIS, a more extensive water quality study has been made. This study, summarized in this FEIS, contains additional information on potential effects of the construction and operation of I-94 on the water bodies in the project area.

LEGISLATIVE REFERENCE LIBRARY
STATE OF MINNESOTA

MINNESOTA POLLUTION CONTROL AGENCY
1935 W. County [illegible] Roseville Minnesota 55113

Mr. William Crawford
District Engineer
Minnesota Highway Department
District 5
Golden Valley, Minnesota

Dear Mr. Crawford:

As you may know, the draft environmental impact statement for the proposed I-94 project in Minneapolis incorrectly states that the Minnesota Pollution Control Agency has determined that the project is "consistent with the State Implementation Plan" to achieve air quality standards. It is my understanding that the Agency's air quality staff has discussed this matter with Bob Paine of your office. There was agreement that a memorandum should be mailed immediately to all persons and organizations that have received the draft environmental impact statement so that the erroneous statement could be corrected. Therefore, I ask that the enclosed memorandum be mailed in accordance with the agreement and that the memo be attached to all draft statements prior to their distribution.

Thank you very much.

Sincerely,

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

EMW:RW:es

encl

APR 1975 RECEIVED CONST. DIST. 5 GOLDEN VALLEY

AN EQUAL OPPORTUNITY EMPLOYER

STATE OF MINNESOTA

DEPARTMENT MPCA-DAQ

Office Memorandum

TO : All Agencies and persons reading and reviewing the Draft Environmental Impact Statement for Interstate Highway 94 (I-94) in Minneapolis, Minnesota, State Project 2781.

DATE: April 11, 1975

FROM : Minnesota Pollution Control Agency
Division of Air Quality

SUBJECT:

Page 28 of the Draft Environmental Impact Statement for I-94 in North Minneapolis incorrectly states that "The MPCA has verbally concurred that the proposed I-94 is consistent with the State Implementation Plan."

The MPCA has not concurred, either verbally or in writing, as to the consistency of this project. The MPCA is currently awaiting submission of the necessary data to make a determination of consistency.

EMW:es

RESPONSE

The MPCA indicated in their letter to Mr. Crawford on February 11, 1975, their preliminary determination that "it appears that the proposed project is not inconsistent with the State Implementation Plan...." Their final determination could be made after several additional issues were addressed. This is the basis for the subject statement in the DEIS and for that reason the subject memo was not sent. The revised Air Quality Report was recently submitted to the MPCA and the EPA for review. In their letter of May 11, 1976, (see Appendix) the MPCA states that the project is consistent with the State Implementation Plan based on the revised Air Quality Report.

However, the statement from the DEIS has been reworded in this FEIS to refer to the determination of consistency made by the FHWA and the MHD.

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

May 22, 1975

Paul C. Velz
Road Design Engineer
Department of Highways
John Ireland Boulevard
St. Paul, Minnesota 55155.

Re: 330 Draft EIS, S.P. 2781, I-94 from U.S. 12 to 40th Avenue, North Minneapolis.

Dear Mr. Velz:

The Department of Natural Resources has reviewed the Draft EIS on I-94 in North Minneapolis and offers the following comments.

A 1. In the discussion of the depression of the I-94 mainline in the vicinity of 7th Street N. (p.76), it is mentioned that one of the constraints to doing so was the high water table. Since it has been decided to depress the freeway, what will be the effect on the high water table? We would appreciate receiving additional information on this matter, including data on the water table itself, problems which may be encountered, and how these will be solved. This information should also be included in the Final EIS.

B 2. The section on drainage (p.78) is very brief and is inadequate to properly evaluate the alternatives presented. We would appreciate receiving more detailed, specific information on the alternatives, including maps. Concerning the tunnel construction, how deep will the tunnel be and in what formation? Are any problems expected, and how will they be solved? Will holding basins be provided for roadway runoff? This information should also be included in the Final EIS.

C 3. In the Air Quality section (p.27-28), the freeway air pollution estimates are given for receptors 100 feet downwind whereas the estimates for alternate routes on the Do-Nothing alternative are given for receptors 50 feet from the roadway. This makes comparison rather difficult.

RESPONSE

Item A

Further studies have been made since the DEIS was circulated.

The I-94 mainline can be depressed satisfactorily to an elevation above the surrounding watertable and, therefore, it will not be affected.

Item B

The section on alternative drainage designs has been rewritten (see page 112). More detailed information and maps are included in the Section 4(f) Statement on the St. Anthony Falls Historic District included in Section VIII.

Item C

In response to comments on the DEIS the Air Quality Report has been completely revised to reflect new methodologies. A description of receptors is given in the discussion on air quality.

Page 2
Paul G. Vels
May 22, 1975

D 4. The discussion of upgrading arterial streets as an alternate to building the freeway (p.75) states that this would be more expensive and would be "relatively inefficient." Are these statements substantiated with facts and figures? Have studies been done to evaluate the possibility of upgrading existing streets? How is "efficiency" measured?

E 5. It would have been desirable in many respects to be able to evaluate projects S.P. 2781 and 2786 together, since they are so closely related.

Sincerely,

Jerome H. Kuehn
Planning Administrator

cc: Archie D. Chelseth
Don Carlson
Division Directors
PERT Members

RESPONSE

Item D

The discussion of the no-build alternative has further information on upgrading existing arterials.

Item E

This recommendation has been followed and resulted in this combined FEIS.

TWIN CITIES AREA METROPOLITAN TRANSIT COMMISSION
330 Metro Square Building, Saint Paul, Minnesota 55101 Phone 612/227-7343

April 21, 1975

Mr. Charles E. Burrill
Assistant Commissioner, Metropolitan Region
Minnesota Highway Department
St. Paul, Minnesota 55155

Re: Draft Environmental Statement for Interstate Highway 94 (I-94) from U.S. 12/I-394 to 40th Avenue North in Minneapolis

Dear Mr. Burrill:

We have reviewed the Draft Environmental Statement for I-94 from U.S. 12 north to 40th Avenue North and offer the following comments for consideration in preparation of the Final Environmental Impact Statement, which we understand will be circulated with the one for the section of I-94 north of 40th Avenue North.

Our principal interest is in the provision of facilities for use of this section of freeway by buses, which has been the subject of special study and earlier communications between MTC and MHD. The most relevant are John Jamieson's letters of November 5, 1974, and December 3, 1974, to William Crawford, copies of which are attached. These letters are concerned with MTC analysis of the MHD "Transit Potential" report and the layouts for I-94.

A We note a number of references to transit in this document with emphasis on the accommodation of transit vehicles by preferential treatment in mixed traffic. Our analysis of this highway facility was in terms of "joint bus and automobile usage" as identified in the last sentence of paragraph 4 on page 25. The meaning of the reference in the first sentence of this paragraph to "preferential treatment of buses or other transit vehicles" is not clear, since MTC studies have been concerned with buses and fixed guideway vehicles and the latter would not operate in mixed traffic. Perhaps it was intended to refer to buses and "para-transit vehicles" (such as employer vans, car pools, and taxis), but it does not appear that there has been any analysis of preferential treatment for all such vehicles and the MTC request for consideration of preferential treatment was limited to buses.

B There is an error in the first sentence of paragraph 5 on page 25 (continuing on to page 26), which states that "transit volumes from the north do not currently warrant express buses". This is not true, since the MTC now operates express and limited stop buses from the north on both sides of the river. What we have said is that

RESPONSE

Item A

The discussion of transit features, transit planning, and the alternative of substitution with fixed-guideway mass transit have been rewritten and these comments have been incorporated. The MTC is in agreement with the transit provisions proposed.

Item B

The freeway metering and special bus access ramps will be included in the proposed construction.

B current bus volumes do not warrant immediate implementation of preferential treatment for buses, but we would expect to have some express buses operating on I-94 shortly after completion. And the MHD and MTC have agreed that, if the number of express buses on I-94 increases sufficiently, consideration should be given to preferential treatment of buses through provision of special bus entry ramps in combination with freeway metering. We do agree with subsequent sentences in this paragraph regarding the limited usefulness of the I-94 alignment as a prime corridor for mass transit because of its proximity to the river and non-residential character of much of the land along the river.

C We must take strong exception to the statement in the fourth sentence of the first paragraph under "F. Transit" on page 78, which implies that "mass transit" is not feasible in Minneapolis because it is "sparsely populated". First of all, this metropolitan area now has "mass transit", in the form of an extensive bus system which is being improved and expanded. Perhaps the intent was to refer to "fixed guideway transit", although we do not agree that it is "more feasible" in other cities, or that Minneapolis is "sparsely populated". Questions on density which have been raised by others relate to the population density of the Urbanized Area of over 700 square miles; the density of the two central cities is higher than that of a number of other cities now building or planning fixed guideway systems. Even while planning a fixed guideway system, the MTC has endorsed the completion of I-94 as part of "System 16", and does not feel that a fixed guideway would eliminate the need for an improved highway facility in the I-94 corridor. It is suggested that the last three sentences of this paragraph be revised to read:

> It is very likely that dependence on the private automobile will diminish but it is assumed that the automobile will remain the principal mode of transportation in the near future.

D We must also question reference to the Transportation Chapter of the Metropolitan Development Guide without identifying the date of adoption. The Metropolitan Council is currently revising the transportation policy plan, and may have adopted a new one by the time the Final Environmental Impact Statement is published. In addition, if the statement on page 79 regarding the advantages of a transit line located in the I-94 corridor are taken from the Guide, it should be so identified. It now reads as if MHD has concluded this is the best corridor for fixed guideway transit, with which we do not agree.

E There are a few other items which we wish to call to your attention in the interest of improving the Final Statement:

1. The Minneapolis population given on page 9 is in error (see page 12).
2. The Minneapolis Land Use Plan shown on page 13 is out of date with respect to the freeway system.
3. In the section on "Government" on page 21, the reference should be to the new Hennepin County Government Center, not a new City-County Building.

To avoid any problems with the wording of the Final Environmental Impact Statement, we would appreciate an opportunity to review the revisions of the sections identified above in time for further modification before publication, if necessary.

Sincerely,

Doug Kelm
Chairman

DK/khf

cc: William Crawford

Item C

Reference to the sparsely populated area has been deleted. See the discussion of the Mass Transit Alternative on page 114.

Item D

Reference to the Metropolitan Transportation Development Guide-Policy Plan has been clarified throughout the FEIS.

Item E

These corrections were made.

The revised sections concerning transit were submitted to the MTC for review prior to circulation of the FEIS.

Metropolitan Council of the Twin Cities Area

300 Metro Square Building, 7th Street and Robert Street, Saint Paul, Minnesota 55101 Area 612, 227-9421

May 14, 1975

Mr. C. E. Burrill, Assistant Commissioner
Metropolitan Region
Department of Highways
St. Paul, Minnesota 55155

RE: Interstate Highway 94 (I-94) from U.S. 12/I-394
to 40th Ave. N. in Minneapolis
Draft Environmental Statement
Metropolitan Council Referral File No. 2610

Dear Mr. Burrill:

At its meeting on May 8, 1975, the Metropolitan Council considered and adopted the attached Report of the Environmental & Transportation Committee, Referral Report 75-33. This report contains comments and recommendations on the Draft Environmental Statement submitted by you on March 6, 1975.

You will note that the Committee changed recommendation #7 from that suggested by the staff on page 6 of the report.

Sincerely,

METROPOLITAN COUNCIL

John Boland
Chairman

JB:emp
Attachment
cc: Connie Kozlak
Clayton Sorenson, Minneapolis City Engineer
A. J. Lee, Hennepin County Public Works
John Jamieson, MTC
E. Peter Gillette, District 5

Business Item 7-1
For Release 5.6.75 4:00 P.M.

METROPOLITAN COUNCIL
Suite 300 Metro Square Building, Saint Paul, Minnesota 55101

REPORT OF THE ENVIRONMENTAL AND TRANSPORTATION COMMITTEE

TO: Metropolitan Council

SUBJECT: Review of the Draft EIS for I-94 through North Minneapolis
Referral Report 75-33

At its meeting on April 28, 1975, the Environmental and Transportation Committee considered the attached report on the Draft Environmental Impact Statement for I-94 through North Minneapolis. This document was received from the Minnesota Highway Department on March 7, 1975, for review and comment by April 30. A one month extension of this review period is currently in effect.

Copies of the staff review were sent to the Minnesota Highway Department, Metropolitan Transit Commission and the City of Minneapolis. The Highway Department did not reply prior to the meeting but representatives attended the committee meeting and answered questions. The Metropolitan Transit Commission and the City of Minneapolis made no comments on the review.

Staff proposed a change in wording for recommendation 7 to more clearly indicate that the final EIS's and final design layout would be reviewed for project approval under provisions of the Metropolitan Reorganization Act. The committee concurred and the recommendation was reworded as follows:

7) A That the Minnesota Highway Department provide copies of the final environmental impact statements and the final design layout of I-94 to the Metropolitan Council for review and project approval as required by the Metropolitan Reorganization Act of 1974.

RECOMMENDATION:

That the attached comments and recommendations as revised be forwarded to the Minnesota Highway Department as the official comments and recommendations of the Metropolitan Council on the Draft Environmental Impact Statement for I-94 through North Minneapolis.

Respectfully submitted,

Stanley Kegler
Todd Lefko
Charles Rafferty
E. Peter Gillette
Gladys Brooks
Marcia Bennett
Alton Gasper

Attachment
/vv

RESPONSE

Item A

The Metropolitan Council will be furnished with a copy of the FEIS and design issues will be coordinated with the Council.

METROPOLITAN COUNCIL
Suite 300 Metro Square Building, Saint Paul, Minnesota 55101
227-9421

MEMORANDUM April 22, 1975

TO: Environmental and Transportation Committee

FROM: Staff

SUBJECT: Draft EIS on I-94 through North Minneapolis, Referral #2610

INTRODUCTION AND PROJECT DESCRIPTION

The passage of the National Environmental Protection Act in 1969 established the requirement that an environmental impact statement (EIS) be written for all major federally-funded projects, including highways. In addition, the Act required that a Section 4(f) Statement be prepared for any project which imposes on public park land. In 1971 the Federal Highway Administration issued guidelines for preparation of highway EIS's. Either an EIS or a negative declaration statement must be prepared on any major highway project which did not have FHWA location approval prior to February,1971. The draft EIS must be circulated to federal, state, regional and local agencies with jurisdiction by law or special expertise with respect to any environmental impact involved, and these agencies must be given at least 45 days to return their comments. All submitted comments on the draft EIS must then be taken into account in the preparation of the final EIS.

In accordance with these guidelines, the Minnesota Highway Department has submitted to the Metropolitan Council for review the draft environmental impact statement for I-94 through North Minneapolis. The link is 3.7 miles long running from U.S. 12/I-394 (the Hawthorne Interchange) to 40th Avenue North in Minneapolis. Interstate 94 within this area would be an eight lane freeway with auxiliary lanes. Interchanges would be provided with I-394/U.S.12 (Hawthorne Interchange); I-335 (Plymouth Interchange); Washington Avenue and West Broadway (Broadway Interchange); and Dowling Avenue (Dowling Interchange). Right of way widths vary from 300 to 400 feet. The alignment generally runs north and south and roughly parallels Washington and Lyndale Avenues.

Background

The original route location hearing was held on March 12, 1957. Federal location approvals were subsequently granted by the Bureau of Public Roads in 1958, 1959, 1960 and 1961. The Minneapolis City Council gave its approval in 1962 and again in 1973. City and federal approvals were given for some minor improvements (a section of frontage road, a pumping station, and some street improvements) in the vicinity of T.H.55. These facilities have since been constructed. The Federal Highway Administration approved the designs in 1964, 1967 and 1969 but rescinded approval pending preperation of an environmental impact statement. The design public hearing was held on April 21, 1971.

Metropolitan Council (continued)

The Metropolitan Council first reviewed the design layout for this link of I-94 in the Fall of 1969. Problems with alignment and interchanges became apparent and the Highway Department chose to undertake further studies (including preparation of environmental impact statements). They made a request to withdraw the referral in December of 1969.

In March of 1972 and EIS on the northern portion of this link from 40th Avenue North to I-694 was distributed to federal, state and local agencies. The Metropolitan Council made its comments during the review of the design layout.

In July of 1972 the design layout was again submitted for Metropolitan Council review. Modifications had been made which addressed many of the earlier problems; however, transit and North Mississippi Park emerged as major issues. The Metropolitan Council recommended that transit considerations be included in the design of I-94, that additional riverfront park space be provided equivalent to that taken for highway purposes, that the Highway Department provide access to the islands of North Mississippi River Park and assure access for pedestrians and bicyclists between North Mississippi River Park and Weber Park, and that the Highway Department further investigate means to reduce the impact on the flow line of Shingle Creek. (North Mississippi River Park, Weber Park and Shingle Creek are not in the area covered by this EIS).

Description of the EIS

The first chapter of the EIS described the proposed highway improvements and the characteristics of the area. Since the area is developed, characteristics of population and economic development receive emphasis. The second chapter, over one-third of the document, considers the probable impact on the social, economic and natural environment. Some of the areas covered are traffic movement, natural features, soil erosion, air quality, noise and land use. Chapter 3 identifies probable adverse environmental effects which cannot be avoided. These are the acquisition of land, the concentration of exhaust emissions and the increase in noise levels within the corridor. Chapter 4 discusses some alternatives including early alignments, the proposed plan and the "do nothing"alternative. The remaining chapters 5, 6, and 7 discuss relationship between short term use of the environment and long term productivity, irreversible and irretrievable commitment of resources, and steps taken to minimize harm respectively. Since this section of I-94 does not impose upon parkland, a Section 4(f) statement is not included or required.

This EIS was prepared for the southern section of I-94. A draft EIS for the section north of 40th Avenue to I-694 was prepared and circulated in March of 1972. Separate draft statements were prepared because of the different characteristics of each. The northern section involved 4(f) lands and their consideration (North Mississippi River Park). The southern section involves considerations arising from the complexity of the Plymouth Interchange. When review of this draft environmental impact statement is complete, final environmental impact statements for the two sections will be circulated together.

Schedule for Completion

The Highway Department hopes to have final environment impact statements for both sections completed for circulation in March of 1976. Following this, detailed designs will be prepared and the remaining land acquired. (Only 17 percent or 34 acres of the right of way remains to be acquired). Finances permitting, the first construction contracts will be let in late 1976 or early 1977 and construction begun. The completion and opening for traffic is estimated to be in 1980.

The Metropolitan Council will receive the final environmental impact statements and have an opportunity to review the final design layout. The Metropolitan Council also has authority under the Metropolitan Reorganization Act to approve or disapprove proposals for limited access roadways (this was effective January 1, 1975). The Metropolitan Council has not yet exercised this authority on I-94 but probably should at the review of the design layout.

Discussion of Issues

Transportation

Since Metropolitan Council review of the design layout, staff has had conversations and meetings with staff of the Minnesota Highway Department, the Metropolitan Transit Commission and the City of Minneapolis regarding the issue of transit in I-94. As a result of a meeting in Minneapolis, the Highway Department prepared and distributed a technical document on transit potential in I-94 corridor. Staff did some analysis of the document and came to the conclusion that the number of buses expected (77 in the peak hour in 1990) could operate quite well in the expected traffic flow of the eight lane facility. The Metropolitan Transit Commission, City of Minneapolis and Minnesota Highway Department have come to similar conclusions.

The draft transportation policy plan is consistent with these findings and indicates express bus transit in the period 1975-1980 and freeway metering and preferential bus access by 1990. The Metropolitan Transit Commission and Minnesota Highway Department are currently discussing modifications to the design layout that would add ramps for preferential bus access similar to those found on I-35W. The Highway Department is also considering freeway metering and has mentioned including the necessary wiring for metering at the time of construction.

B The draft EIS, quite understandably, does not reflect these new developments on transit in I-94 nor does it disucss the recent transportation policy plan. The sections of the final EIS that describe transit should, however, be undated and revised accordingl

Environmental

For our purposes, the EIS provides a fairly satisfactory analysis of the freeway's impact on the environment. However, there are two items which we feel should be given further consideration: The Bassett Creek crossing and the air quality effects.

RESPONSE

Item B

The material referring to transit has been updated and rewritten.

-4-

1 Bassett Creek runs through a tunnel in the area where the freeway will cross it. The tunnel is very old and a cause of upstream flooding. The Bassett Creek Flood Control Commission, in a special flood control feasibility study, has identified several flood control alternatives including rerouting the tunnel along I-94. Two other significant alternatives are rerouting the tunnel along the Third Avenue Distributor, and completely opening the creek and restoring it to natural conditions in a parkway. In regard to the latter, the Metropolitan Regional Recreation Open Space System Plan identifies this portion of the creek as a proposed trail corridor. **C**

The type crossing provided by I-94 will, to a large extent, determine the flood control solution, and whether or not a parkway is built. The Flood Control Commission, the City of Minneapolis, and the Corps of Engineers (sponsors of the flood control project) have the responsibility for selecting the flood control solution for this reach of the creek. We urge the Minnesota Highway Department to continue to coordinate closely with these agencies to select a mutually acceptable solution.

2 We presume that the Minnesota Pollution Control Agency will provide more technical appraisal of the air quality issues and discussion. However, we suggest that assessment also include (a) discussion of HC and NO_x in addition to CO; (b) assessing for an eight hour averaging period for CO and the appropriate time averaging periods for HC and NO_x, and (c) discussion of the effect of the freeway on traffic volume in the Minneapolis Central Business District and corresponding air pollution implications for the CBD. These items will provide a better understanding of the air quality effects. **D**

Housing

Construction and operation of this segment of I-94 through North Minneapolis will increase noise levels in the adjacent residential neighborhoods. The majority of land immediately to the west of the freeway corridor is now being used for housing or is planned to be used for the construction of new housing in the immediate future through redevelopment programs. Most of this existing housing from the Hawthorne Interchange to Broadway is for use by low and moderate income families and thus the impact of the traffic noise on these housing developments is of particular concern since low and moderate income persons typically have less mobility and availability in housing locational choice than do higher income persons.

Much of the adverse environmental impact of the proposed traffic noise has been minimized by depressing the roadway and by using noise barriers along this stretch. This design is a substantial improvement over previous designs. However, two housing locations appear to be adversely affected.

1

RESPONSE

Item C

Since the DEIS was circulated, the cooperative deep tunnel has been investigated more thoroughly.

This has involved meetings with the City of Minneapolis and the Corps of Engineers. The discussion on drainage and the deep tunnel has been updated and rewritten.

Item D

(a) Carbon monoxide is the only transportation related Priority I pollutant in the Minneapolis-St. Paul Air Quality Control Region.

(b) This information is provided for CO in the discussion on air quality.

(c) The DOT computerized emissions program SAPOLLUT indicates a 6% reduction in CO, nitrous oxides and hydrocarbons in the CBD by 1985 when compared to the no-build alternative.

The MPCA has reviewed the Air Quality Report and concurs that the proposal is consistent with the State Implementation Plan. (See MPCA determination in the Appendix.)

1. The public housing development north and south of T.H. 55 immediately west of I-94 is impacted by the noise wall.

2. A Section 236 housing development immediately west of 7th Street North at 12th Avenue North receives noise in excess of FHWA noise standards.

In the case of the public housing near T.H.55, the noise wall itself because it encroaches on property and rises with the elevated T.H.55 bridge is impacting housing. This impact and possible solutions to the problem should be considered.

E In the case of the Section 236 development, the draft EIS indicates that an exception to applicable noise standards will be requested. It is recommended that other solutions to reduce noise levels be considered before seeking an exception for this area.

Although the plans submitted with the draft EIS do not show a pedestrian/bike bridge it is understood that a pedestrian linkage between the residential neighborhood and the industrial area to the east will be provided in the vicinity of 17th Avenue North. This linkage is vital to connect the housing areas with the jobs located across the freeway.

RECOMMENDATIONS

F 1). That the Minnesota Highway Department be commended for their efforts to coordinate with organizations, agencies and governments in assessing the environmental impacts of this project and to minimize those impacts through substantial revisions in design.

2). That the final EIS update the sections pertaining to transit in light of recent developments including the new transportation policy plan.

3). That the Minnesota Highway Department continue to coordinate closely with the Bassett Creek Flood Control Commission, the City of Minneapolis and Corps of Engineers in determining the future of Bassett Creek and the manner in which I-94 should cross the creek.

G 4). That the assessment of air quality include (a) discussion of HC and NO_x in addition to CO; (b) assessing for an eight hour averaging period for CO and the appropriate time averaging periods for HC and NO_x, and (c) discussion of the effect of the freeway on traffic volume in the Minneapolis Central Business District and corresponding air pollution implications for the CBD.

5). That in the case of the public housing development north and south of T.H.55 immediately west of I-94, the Minnesota Highway Department consider the impact of the noise barrier and possible solutions.

RESPONSE

Item E

Noise abatement techniques are being coordinated with the MHRA. This may result in additional acquisition of housing units once acceptable noise abatement is agreed upon.

The limitations of noise abatement in the Section 236 development (northwestern part of area 2) is discussed under Noise Impacts.

Item F

This comment is appreciated.

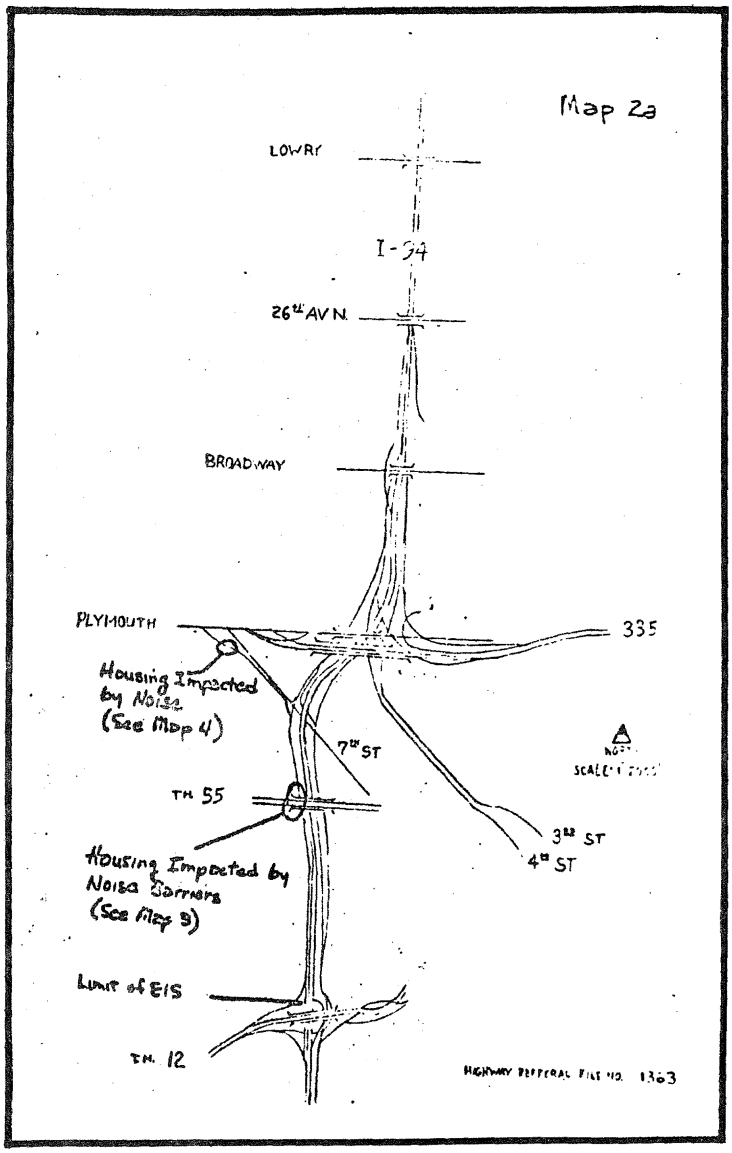
Item G

These have been discussed previously.

G

6). That in the case of the Section 236 housing development immediately west of 7th Street North at 12th Avenue North, the Minnesota Highway Department consider other solutions to the excessive noise before seeking an exception to FHWA noise standards.

7). That the Minnesota Highway Department provide copies of the final environmental statements on I-94 to the Metropolitan Council and submit for review and approval the final design layout.



METROPOLITAN WASTE CONTROL COMMISSION

April 2, 1975

Mr. C. E. Burrill
Assistant Commissioner - Metropolitan Region
Minnesota Department of Highways
St. Paul, MN 55155

Dear Mr. Burrill:

The Metropolitan Waste Control Commission has reviewed the draft environmental statement on the proposed Interstate Highway I-94 from US 12/I-394 to 40th Ave. N. in Minneapolis and offers the following comments.

A The drainage system alternatives for the proposed section of I-94 should be identified in great detail. The report indicates that the proposed alternatives for the drainage will have direct discharge of storm and runoff water to the Mississippi River. However, since the report has no data on the quality and quantity of the proposed discharge, it is not possible to assess the impacts of the effluent to the water quality of the river. This segment of the river is classified as Class 1C, 2B and 3B in WPC-25 and the applicable water quality standards are 100 mg/l for chloride, 0.5 mg/l for oil and 250 mg/l for hardness, respectively. It should also be noted that the quality of this class of water should meet in all respects both the mandatory and recommended requirements of the Public Health Service Drinking Water Standards for Class IV raw water supplies.

B The proposed discharge may well be considered as a point source as defined in the National Pollutants Discharge Elimination System (NPDES) permit program. Since the discharge may have pollutants such as deicing chemicals, oil, lead, sulfate, tar, etc., the effluent should meet the limitations and requirements of the Minnesota Pollution Control Agency.

C The combined sewer system in the area is already overloaded and is currently under process of separation, therefore, the Commission is not in the position to recommend any additional hydraulic load and/or pollutants to the combined system.

D We believe the Highway Department should provide an adequate analysis of the alternative means for the drainage system by assessing the environmental impact of the proposed discharge to the Mississippi River in a greatly elaborated fashion.

350 METRO SQUARE BLDG.
7TH & ROBERT STREETS
SAINT PAUL, MINNESOTA
(612) 222-8423

Mr. C. E. Burrill
Minnesota Department of Highways
April 2, 1975
Page 2 -

The Commission is not in a position to comment favorably upon this project until additional data is provided on the above matters.

Very truly yours,

METROPOLITAN WASTE CONTROL COMMISSION

RJ Dougherty

Richard J. Dougherty
Chief Administrator

RJD:SMK:kla

CC: L.E. Dye, Chief Engineer, MWCC
M.K. Dorton, Director, Governmental Programs, MWCC

RESPONSE

Item A

In response to comments received on the DEIS a more extensive water quality study has been made. This study summarized in this FEIS, contains additional information on potential effects of the construction and operation of I-94 on the water bodies in the project area.

Item B

The MPCA has made no such indication in their comments to the DEIS.

Item C

There is no such proposal as part of I-94.

Item D

As discussed in Section III, Water Quality, the proposed highway drainage will have no significant impact on the Mississippi River water quality.

Bassett Creek Flood Control Commission

7800 Golden Valley Road
Golden Valley, Minnesota 55427

March 26, 1975

Mr. Paul G. Velz
Road Design Engineer
Minnesota Highway Department
St. Paul, Minnesota 55155

Re: 330 FHWA-Mn-EIS-75-01-D Draft Environmental Statement for
Interstate Highway I-94, Minnesota Project I-094-3( )
State Project Number 2781 from US/I-394 to 40th Avenue North,
City of Minneapolis, Hennepin County

Dear Sir:

We have reviewed the draft environmental impact statement for the above referenced project as requested in your letter of March 6, 1975. We wish to make note of the following corrections and comments regarding this environmental impact statement.

It has been noted that throughout the draft environmental impact statement that Bassett Creek is improperly referred to as Bassetts Creek and correspondingly, the Bassett Creek Flood Control Commission is improperly referred to as the Bassetts Creek Flood Control Commission. These corrections should be made throughout the report.

Description of Proposed Highway Improvements and Its Surroundings. On page 10 it is stated that in the area around the proposed Plymouth Interchange lies within the Bassett Creek floodplain which is incorrect. The area around the proposed Plymouth Interchange presently lies within the Bassett Creek Watershed and is drained by Bassett Creek. In the vicinity of the proposed Plymouth Interchange, Bassett Creek flows through an underground conduit. This conduit is discussed on page 11 and it is properly indicated that the proposed highway embankment will cross the existing Bassett Creek conduit structure. It is understood that the proposed crossing has not yet been designed because of the possibility of a flood control project for Bassett Creek which may require the repair or replacement of the existing conduit or an open channel alternative.

Alternates and Their Effects. On page 78 reference is made to the drainage alternatives for the proposed project. Please note that the Bassett Creek Flood Control Commission wishes to be kept advised of the decision-making process regarding these drainage alternatives. Since the selection of the drainage alternative will have an affect on the current flood control studies for Bassett Creek, the Commission feels that

cooperation between the Minnesota Highway Department and the Bassett Creek Flood Control Commission is essential. It would seem to be appropriate to discuss briefly the possibility of a cooperative drainage facility to carry the drainage of the proposed project as well as the drainage from Bassett Creek in terms of the resulting economic benefit to the public and the savings in resources as compared to the separate construction of these facilities.

Please furnish the Commission with a final copy of the environmental statement.

Sincerely,

Richard J. O'Fallon

Richard J. O'Fallon, Chairman
BASSETT CREEK FLOOD CONTROL COMMISSION

RJC/am

RESPONSE

The discussion of the Bassett Creek conduit and the proposed cooperative drainage facility has been rewritten to include corrected and updated information. Refer to pages 35-36.

MINNEAPOLIS HOUSING AND REDEVELOPMENT AUTHORITY
217 SOUTH THIRD STREET MINNEAPOLIS MINNESOTA 55401

RICHARD A. BRUSTAD EXECUTIVE DIRECTOR PHONE 612-348-2511

May 13, 1975

Mr. Paul G. Velz
Road Design Engineer
State of Minnesota
Department of Highways
State Highway Building Room 612
John Ireland Boulevard
St. Paul, Minnesota 55155

Dear Mr. Velz:

SUBJECT: Draft Environmental Impact Statement
Interstate 94
State Project 2781

The Authority has completed its review of the Draft Environmental Impact Statement for the construction of Interstate 94, from the Hawthorne Interchange to 40th Avenue North, and has the following comments which should be considered prior to the preparation of the final statement.

The Authority recognizes the importance of the construction of this primary link in the Twin Cities Metropolitan transportation system, but is of the opinion that predicted noise levels which exceed the established FHWA standards would be detrimental to the environment of the adjacent residential land uses. Therefore, methods of noise abatement such as those depicted in the report must be implemented and fortified to reduce freeway noise levels to FHWA standards.

A The construction of I94 in the vicinity of the Authority's Minn. 2-2, 2-3 and 2-5 housing developments will create a negative environmental impact in that freeway related noise levels are predicted to exceed the FHWA standard by as much as 19 decibels. Due to the location of those residential structures within these housing developments which are immediately adjacent to the proposed freeway, including the most southeasterly structure in the Minn. 2-3 project and those structures adjacent to Olson Highway, acceptable noise barrier techniques cannot be implemented to reduce the adverse environmental impact to tolerable levels. Therefore, the acquisition of these properties is imperative in order that effective noise barriers might be constructed to reduce the impact on the remainder of the development.

Noise levels in the area of the existing residential development in the Grant Urban Renewal area adjacent to 7th Street on the west between 11th and 12th Avenue and in the residential area adjacent to the proposed freeway on the west from 21st to 23rd Avenue North exceed the FHWA standards. The Highway Department is requesting an exception to the federal noise levels in these areas. Modification and extension of the noise barriers in the

COMMISSIONERS RICHARD H. JEFFERSON, CHAIRMAN WALTER F. BOCHNAK EMILY L. PEAKE DONALD F. EARLY
CLIFFORD A. CARLSON LEO A. BERNAT MARY GRACE FLANNERY

A area of these residential land uses should be implemented in an effort to reduce the predicted noise levels to a maximum of 70 decibels without exceptions.

B The detailed design of the proposed interchanges, pedestrian walkways and bridges, vehicular bridges and signalizations will have an impact on the environment which cannot be assessed from the data which is presented within this report. The Authority desires to continue to work with the Highway Department staff to minimize the adverse impact of this proposed construction.

A copy of the Final Environmental Statement is requested.

Sincerely,

Richard A. Brustad
Executive Director

RAB:MS:maf

RESPONSE

Item A

This is the area discussed on page 88–89. At the request of MHRA, it is likely that an additional 44 housing units will be acquired to provide room for a noise mound topped with a wall. Noise levels will be between 60 and 70 dBA in 1995 in this area with a noise barrier at the corner of Emerson Avenue North and 7th Street North. At this location, stop-and-go traffic on local streets a short distance from the residences cause the excessive noise conditions. This traffic is not on I-94. Even with an extended noise barrier, acceptable design noise levels cannot be met and an exception will be requested.

Item B

Design features continue to be coordinated with the MHRA.

MINNESOTA HISTORICAL SOCIETY

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

21 March 1975

Mr. Paul G. Velz, Road Design Engineer
Minnesota Department of Highways
Highway Building
St. Paul, Minnesota 55101

Dear Mr. Velz:

RE: 330
FHWA-Mn-EIS-75-01-D
Draft Environmental Statement for
Interstate Highway 94
Minnesota Project I 094-3( )
State Project 2781
From U.S. 12/I-394
To 40th Avenue North
City of Minneapolis
Hennepin County

The project listed above has been reviewed by the Survey and Planning and Highway Archaeology sections of the Minnesota Historical Society as per your request of 6 March 1975. The reviewers concur with statements and findings expressed on pages 59, 60 and 87 of this Draft regarding designation and disposition of historic and archaeological materials. The Engineer is advised to notify Leslie Peterson, Highway Archaeologist, should any materials of this nature be noted during the construction phase of the above listed project.

Respectfully,

Russell W. Fridley

Russell W. Fridley
State Historic Preservation Officer

RWF/fr

cc: Leslie Peterson, Highway Archaeologist; Minnesota Historical Society; Building 27, Fort Snelling; St. Paul, Minnesota 55111. Phone 726-1630.

Alan R. Woolworth, Chief Archaeologist; Minnesota Historical Society; Building 27, Fort Snelling; St. Paul, Minnesota 55111.

Charles W. Nelson, Supervisor - E.I.S.; Minnesota Historical Society; Building 25, Fort Snelling; St. Paul, Minnesota 55111.

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RESPONSE

The statements and findings referred to are now found on pages 48 and 49 of the FEIS. However, the storm sewer work near the Plymouth Avenue river crossing discussed in the DEIS is no longer the preferred drainage alternative. Further consultation with the MHS regarding the deep tunnel has resulted in the determination of no adverse effect on the St. Anthony Falls Historic District and preparation of the Section 4(f) Statement on the historic district in Section VIII. Letters documenting this determination are included in the Section 4(f) Statement.

City of Minneapolis

March 24, 1975

Mr. Paul G. Velz
Road Design Engineer
State of Minnesota
Department of Highways
St. Paul, MN. 55155

Dear Mr. Velz: Re: 330 FHWA-Mn-EIS-75-01-D
Draft Environmental Statement of Interstate Highway 94, Minnesota Project I 094-3 ( )
State Project 2781, From U.S. 12/I-394 to 40th Ave., North, City of Minneapolis
Hennepin County

The Minneapolis Heritage Preservation Commission has formerly met and discussed two aspects of I-94 with State Highway staff.

(1) One item discussed is the proposed storm drain from proposed I-94 and T.H. 335 to Mississippi River near Bassett's Creek. The storm drain will affect no buildings in the St. Anthony Falls Historic District. The HPC has, therefore, no objections to the construction of this element.

(2) The second matter of concern was St. Joseph's Church in North Minneapolis. This structure is included in a 1969 survey Significant Architecture in the History of Minneapolis and, thus, included in the list of candidates for heritage preservation designation by the City. After a meeting between our Catalogue and Guidelines Committee and Highway Department staff, the Commission determined that St. Joseph's could not be saved.

A

The Heritage Preservation Commission has catalogued no other buildings that would be affected by the construction of I-94 as described in the Draft Environmental Statement.

The Minneapolis Heritage Preservation Commission requests a copy of the Final Environmental Impact Statement.

Sincerely,

Roy N. Thorshov
Chairman

RNT:GE:ad

HPC
Heritage Preservation Commission 888 Pillsbury Bldg Mpls Mn 55402 tele 348-

RESPONSE

Item A

The matter of St. Joseph's Church has been coordinated with the SHPO and is further discussed in Section I, Description of the Surrounding Area.

Public Works Phone 935-3381 320 Washington Av. South, Hopkins, Minnesota 55343

HENNEPIN COUNTY

No Response Necessary

Mr. Paul G. Velz
Post Design Engineer
State of Minnesota
Department of Highways
St. Paul, Minnesota 55155

Dear Mr. Velz:

Re: 330; FHWA-Mn-EIS-75-01-D; Draft Environmental Statement for Interstate Highway I-94; Minnesota Project I 094-3 ( ); State Project No. 2781; From US/I-394 To 40th Avenue North; City of Minneapolis Hennepin County

Hennepin County has no comments on the Draft Environmental Impact Statement for the above referenced project; however we do request a copy of the Final Environmental Impact Statement, when available.

Very truly yours,

Herbert O. Klossner, P.E.
County Engineer

HOK:jfe

cc: D. S. Spielmann
J. M. Wold

Minorities, Women and Other Protected Classes are Encouraged to apply for Employment at Hennepin County

mpirg Minnesota Public Interest Research Group

3036 University Avenue Southeast, Minneapolis, Minnesota 55414 (612) 376-7554

16 June 1975

Mr. Paul G. Velz
Chief Design Engineer
Minnesota Highway Department
Highway Building
St. Paul, Mn. 55155

Dear Mr. Velz:

Thanks very much for the draft copy of the environmental impact statement on I-94 (FHWA-Mn-EIS-75-01-D). Our comments on the draft are enclosed.

Please send us a copy of the final EIS when it is published.

Yours truly,

Tim Mc Keown,
Research Associate

enclosure

Anoka Ramsey Community College • Bemidji State College • Carleton College • College of St. Benedict • College of St. Catherine • College of St. Mary • Concordia College–Moorhead • Concordia College–St. Paul • Gustavus Adolphus College • Hamline University • Macalester College • Mankato State College • Metropolitan Community College • Moorhead State College • St. Cloud State College • St. Olaf College • Southwest Minnesota State College • University of Minnesota–Duluth • University of Minnesota–Minneapolis • University of Minnesota–Morris • University of Minnesota–St. Paul • Winona State College

mpirg Minnesota Public Interest Research Group

3036 University Avenue Southeast, Minneapolis, Minnesota 55414 (612) 376-7554

COMMENTS ON DRAFT EIS I-94

June 13, 1975

A

Traffic

Systems Planning and Analysis Report M-37--November, 1970, is the basis for 1995 traffic volume estimates.

Since this estimate has been performed, the population projections for the seven-county area have been lowered considerably. The capital and operating costs for autos have also increased appreciably, while transit service has improved. Should not these changing conditions be reflected in traffic projections which incorporate these factors?

B

Existing Physical Setting

The discussion fails to deal with the physical setting in the actual project area. Noting for example that "Minneapolis is noted for its many lakes and excellent park system" is not nearly as helpful as knowing exactly how many parks are in the project area; knowing that there are 22 lakes within the city is similarly not as valuable as knowing the number and location of any lakes in the project area.

C

Commenting Agencies

Comments were not requested from Minneapolis Parks and Recreation Board. In view of the close proximity of two parks to the facility, this seems to be a rather strange omission from the list of commenting agencies.

D

Objective of the Proposed Improvement

The section discusses population trends in Minnesota from 1940-1970. The relevance of this information to the evaluation of a highway designed to handle 1995 traffic loads is not apparent. What is needed instead of the 1940-1970 data is a presentation on population projections from 1970-1995. Metropolitan areas (not just core cities) may begin to experience significant out-migration. If this were to occur in the Twin Cities area, it certainly would have an effect on the need for construction of I-94.

Anoka Ramsey Community College • Bemidji State College • Carleton College • College of St. Benedict • College of St. Catherine • College of St. Mary • Concordia College-Moorhead • Concordia College-St. Paul • Gustavus Adolphus College • Hamline University • Macalester College • Mankato State College • Metropolitan Community College • Moorhead State College • St. Cloud State College • St. Olaf College • Southwest Minnesota State College • University of Minnesota-Duluth • University of Minnesota-Minneapolis • University of Minnesota-Morris • University of Minnesota-St. Paul • Winona State College

RESPONSE

Item A

Revised traffic projections are made periodically to reflect changing conditions in population, employment, vehicle registration, land use, and fuel consumption. More recent traffic projections are being used for the design stage where a more detailed level of analysis is needed.

Item B

This discussion has been rewritten and the additional graphics should make this discussion clear.

Item C

The MPRB has participated in the development of the detailed proposal for mitigation measures for the use of parklands for I-94. This is discussed in the Section 4(f) Statement on parklands in Minneapolis which is in Section VIII.

E The report states that I-94 will "provide substantial benefits to both the highway user and non-user," but fails to note that there are also costs to the non-user. Increased noise levels, decreased air quality, possible reduction in property values are all costs that are associated with this project.

Section 4(f) Compliance

F A check with Minneapolis Parks and Recreation revealed that I-94 will utilize land adjacent to Perkins Hill Park that was purchased from the Board around 1968 (the land presumably is still being used for recreational purposes). If this is indeed the case, it would seem that a 4(f) statement on the taking of land from Perkins Hill Park is necessary, since the purchase evidently was subsequent to enactment of 49 U.S.C. § 1653(f).

Air Quality

G The report states that "the MPCA has verbally concurred that proposed I-94 is consistent with the State Air Implementation Plan." A check with Mr. Stephen Madole of MPCA staff revealed that no such verbal agreement has been made by the MPCA.

Noise Analysis

There is no mention of state of Minnesota noise standards and whether proposed I-94 will generate noise levels in violation of these standards.

H The "summary of noise area analysis" on p. 38 fails to take into account the presence of two parks in the study area. Perkins Hill Park and Farview Park should be included in segment 8 (W. of I-94 from 23rd Ave. N. to 40th Ave. N.) but were not considered. The area should be designated as FHWA land use category "a" rather than "b". Noise levels in this area would be in violation of the FHWA standards on p. 37 unless a variance were granted.

Land Use

The discussion of multiple uses of highway right-of-way by using the airspace for urban renewal projects is attractive, but it must also be pointed out that the health impacts of air and noise emissions from the traffic could be significant.

Economic Effects

I The discussion on effects on retail trade fails to note that facilities which promote suburb-to-city shopping trips are inconsistent with a policy of energy conservation, and that more rational public policy would be to encourage sub-regional travel rather than regional movements.

Item D

This discussion has been rewritten and is entitled Need for the Proposed Action. It discusses current and future trends and planning for the metropolitan area. Land use plans for the cities involved, as well as the entire metropolitan area have developed assuming the eventual completion of I-94.

Item E

These impacts are recognized throughout this Statement.

Item F

A section 4(f) Statement on the use of parklands in Minneapolis for I-94, including Perkins Hill Park, is in Section VIII of this FEIS.

Item G

Refer to the response to the MPCA on page 152.

The discussion of economic impact during construction fails to note that the positive effects on the local economy must be weighed against dislocations in business activity caused by relocation from the right-of-way.

Safety

J The discussion on safety fails to note that mass transit modes are far safer than any form of highway.

Discussion of Alternatives

The discussion of the mass transit alternative states that the trend toward more automobiles per family and more and longer trips has continued. We request that precise quantitative data on these trends be presented to substantiate this claim.

The report remarks that "total dependence on the personal automobile will diminish in the future". From an energy policy standpoint, it would be desirable if this dependence were to be lessened. Investing public funds in highways of course does nothing to lessen this dependency. Therefore, the "assumption" that the automobile will
K remain the primary mode of transportation in the foreseeable future is more in the nature of a self-fulfilling prophecy.

The report references the 1973 system development plan of the Twin Cities Metropolitan Transit Commission. To our knowledge this report has never been approved by the Metropolitan Council as the definitive guide to regional transit development in the Twin Cities. It is therefore inappropriate to cite this document as substantiation for the policy decision to limit transit usage in the corridor to express buses in mixed traffic.

In reality, the basic question with regard to the transit alternative is whether, in light of a revised traffic forecast, an ambitious upgrading of bus service combined with some upgrading of arterials would be sufficient to handle area transportation demands. This question is not addressed in the draft impact statement.

Irreversible and Irretrievable Commitment of Resources

L The report discusses the fact that the highway will provide increased accessibility to recreation areas. The report does not mention that I-94 will also increase development pressure on suburban land, and foster the spread of low density residential areas.

Weed Control Along Right-of-Way

M The report does not mention what technique--if any--will be used to control weeds and other vegetation along the right-of-way. If use of herbicides is contemplated, this should be fully discussed in the report.

Item H

The noise impact section of this FEIS has been updated and expanded. See Section II, Noise Impacts.

Item I

Since regional activities and opportunities are located in the St. Paul and Minneapolis CBD's, the Metropolitan Council has determined that there should be express transit service to the CBD's from the subregions as well as travel within the subregions.*

Item J

It is true that mass transit modes are, in general, safer than vehicular modes of travel. However, the I-94 corridor is not proposed as a mass transit corridor by either the Metropolitan Council or the Metropolitan Transit Commission.

Item K

The discussion on mass transit as an alternative to I-94 has been rewritten. The Metropolitan Transportation Development Guide-Policy Plan is the basis for much of the discussion.

*Metropolitan Transportation Development Guide-Policy Plan, Final Draft approved by the Metropolitan Council January 8, 1976, page 17.

Item L

See the response to Item D.

Item M

Herbicides are used in the spot spraying of specific problem areas to control noxious weeds. An anti-drift emulsion is used with an invert sprayer to control wind drift and spraying is not done on days when wind velocity could be troublesome. The operation is supervised by personnel with a license to spray herbicides so that it is done in an acceptable manner.

INDEX TO COMMENTS RECEIVED ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FROM 40th AVENUE NORTH IN MINNEAPOLIS TO TH 152 IN BROOKLYN CENTER
(FHWA-Mn-EIS-72-02-D)

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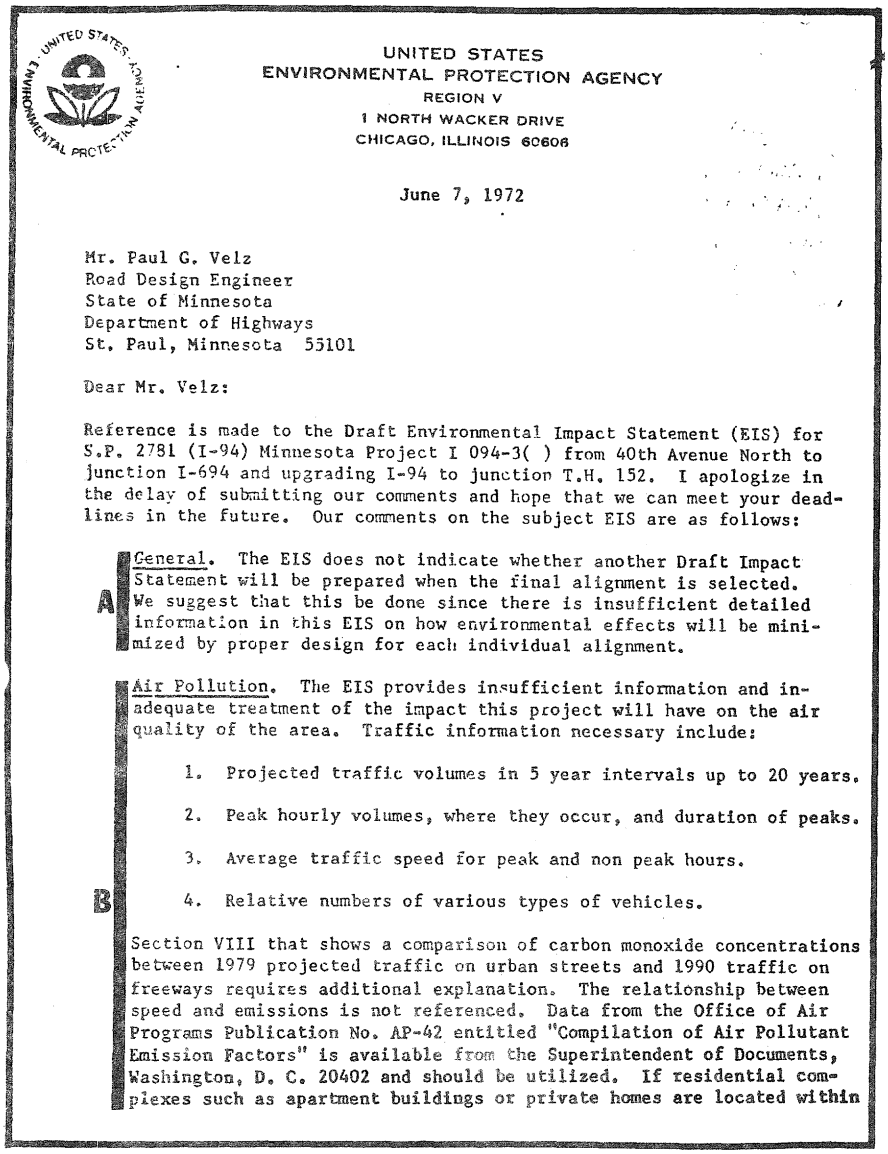


UNITED STATES
ENVIRONMENTAL PROTECTION AGENCY
REGION V
1 NORTH WACKER DRIVE
CHICAGO, ILLINOIS 60606

June 7, 1972

Mr. Paul G. Velz
Road Design Engineer
State of Minnesota
Department of Highways
St. Paul, Minnesota 55101

Dear Mr. Velz:

Reference is made to the Draft Environmental Impact Statement (EIS) for S.P. 2781 (I-94) Minnesota Project I 094-3( ) from 40th Avenue North to junction I-694 and upgrading I-94 to junction T.H. 152. I apologize in the delay of submitting our comments and hope that we can meet your deadlines in the future. Our comments on the subject EIS are as follows:

A General. The EIS does not indicate whether another Draft Impact Statement will be prepared when the final alignment is selected. We suggest that this be done since there is insufficient detailed information in this EIS on how environmental effects will be minimized by proper design for each individual alignment.

B Air Pollution. The EIS provides insufficient information and inadequate treatment of the impact this project will have on the air quality of the area. Traffic information necessary include:

1. Projected traffic volumes in 5 year intervals up to 20 years.
2. Peak hourly volumes, where they occur, and duration of peaks.
3. Average traffic speed for peak and non peak hours.
4. Relative numbers of various types of vehicles.

Section VIII that shows a comparison of carbon monoxide concentrations between 1979 projected traffic on urban streets and 1990 traffic on freeways requires additional explanation. The relationship between speed and emissions is not referenced. Data from the Office of Air Programs Publication No. AP-42 entitled "Compilation of Air Pollutant Emission Factors" is available from the Superintendent of Documents, Washington, D. C. 20402 and should be utilized. If residential complexes such as apartment buildings or private homes are located within

RESPONSE

Item A

One of the functions of this FEIS is to address issues raised during the DEIS process. Through the review and comment process, alternatives were eliminated because of potential adverse impacts that could not feasibly be mitagated. This statement discusses the reasons for the elimination of each of these previous alternatives.

Item B

The section of this statement which discusses air quality has been completely revised and updated subsequent to the completion of an air quality assessment study. As a part of this study, ambient air quality was sampled, and calculations of future air quality both with and without proposed I-94 were made. The report was furnished to EPA for comment and they are in basic agreement with its conclusion.

Item C

Minnesota's specifications for highway construction require that the contractor on any project comply with all applicable air quality maintenance standards. Contractors must also ensure that runoff from construction sites does not pollute streams or other water bodies and that all debris is disposed of in an acceptable manner.

Mr. Paul G. Velz
Department of Highways
St. Paul, Minnesota

the general project area, detailed information should be included to allow for evaluation of vehicular emissions exposure to the residents of the area. Consequently, the choice of 500 meters for diffusion calculations should be reexamined. The effect of continuous exposure to residents cannot be evaluated unless distances from the homes to the freeway are specified.

B Whether or not the freeway-associated pollutants will exceed the concentration levels specified in the National Ambient Air Standards is not the only air quality consideration which should be made. The amount of freeway associated pollutants should also be evaluated with respect to the total pollutant burden of the local atmosphere. Consequently, existing levels of ambient air quality in the vicinity of the roadway should be presented as well as summaries of annual frequency of wind speed and direction and various stability classes.

C The statement should specify the measures to be utilized to limit emission during construction from on-site asphalt and concrete batch plants. Disposal of debris associated with the project should be done by approved means other than open burning.

D Water Pollution. Additional information should be presented on the usefulness and characteristics of Shingle Creek, such as flow data, the terrain adjacent to the creek, and the biota in the affected area. Based on the information presented, the desirability of lowering the flowline appears questionable. However, additional information on existing conditions plus more details on how the stream bed will be reestablished will better enable us to comment on this aspect of the project.

The precautionary measures stated for the control of water pollution are satisfactory, but it is not stated how the water quality of discharges from the project area or receiving streams will be monitored to insure compliance with applicable water quality standards. Compliance with water quality standards should be maintained at all times.

E Noise. Noise is only discussed in general terms. Actual expected noise levels, expressed in decibels, should be shown for each alignment to the extent where noise would no longer be objectionable to persons living or working in the project corridor. Procedures should be in accordance with the Federal Highway Administration's PPM 90-2.

Mr. Paul G. Velz
Department of Highways
St. Paul, Minnesota

In conclusion, we cannot support or oppose any of the proposed alignments at this time because of the lack of information as outlined above. We suggest this information be obtained and evaluated prior to making the final alignment selection and that another Draft Statement be prepared for the final alignment showing design alternatives to minimize environmental effects.

We appreciate the opportunity to review and comment on this Draft Statement.

Sincerely yours,

Donald A. Wallgren
Acting Chief, Federal Activities
Coordination Branch

Item D

In response to comments received on the DEIS, a revised and more extensive water quality study has been made. This study, abstracted in this Final EIS, contains additional information on potential effects, on water bodies within the project area, of the construction and operation of the I-94 proposal. There will be no significant impact on water quality.

Item E

A noise impact study, containing anticipated noise levels for various sections along the I-94 corridor, has been completed. This study is summarized in this FEIS and includes the expected noise reduction due to abatement measures. In general, highway generated noise will be abated to acceptable levels.

UNITED STATES DEPARTMENT OF AGRICULTURE

SOIL CONSERVATION SERVICE

316 North Robert Street, St. Paul, Minnesota 55101

Mr. Paul G. Velz
Road Design Engineer
State of Minnesota
Department of Highways
St. Paul, Minnesota 55101

April 6, 1972

Dear Mr. Velz:

The draft environmental impact statement for S.P. 2781 - (I-94) Minn. Proj. I 094-3 from 40th Avenue North to Junction I-694 and upgrading I-94 to Junction TH 152 in Hennepin County, that was addressed to the U.S. Department of Agriculture on March 14, 1972, was referred to the Soil Conservation Service for review and comment.

A proposed route has not been selected in the statement, but a number of alternatives have been proposed pending the results of public hearings. This makes it difficult to evaluate, but it appears adequate provisions will be made in the final design of the route selected when its location is decided to control sediment and the movement of water.

We have no adverse comments to the proposed project in any of the fields we have expertise.

We appreciate the opportunity to review and comment on this proposed project.

Sincerely,

Harry M. Major
State Conservationist

No Response Necessary

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

Memorandum

DATE: May 2, 1972

SUBJECT: Draft Environmental Impact Statement: Highway Project I-094-3( ), Hennepin County, Minnesota

In reply refer to: TEU-12

FROM: Assistant Secretary for Environment and Urban Systems

TO: W. W. Fryhofer, Division Engineer
St. Paul, Minnesota

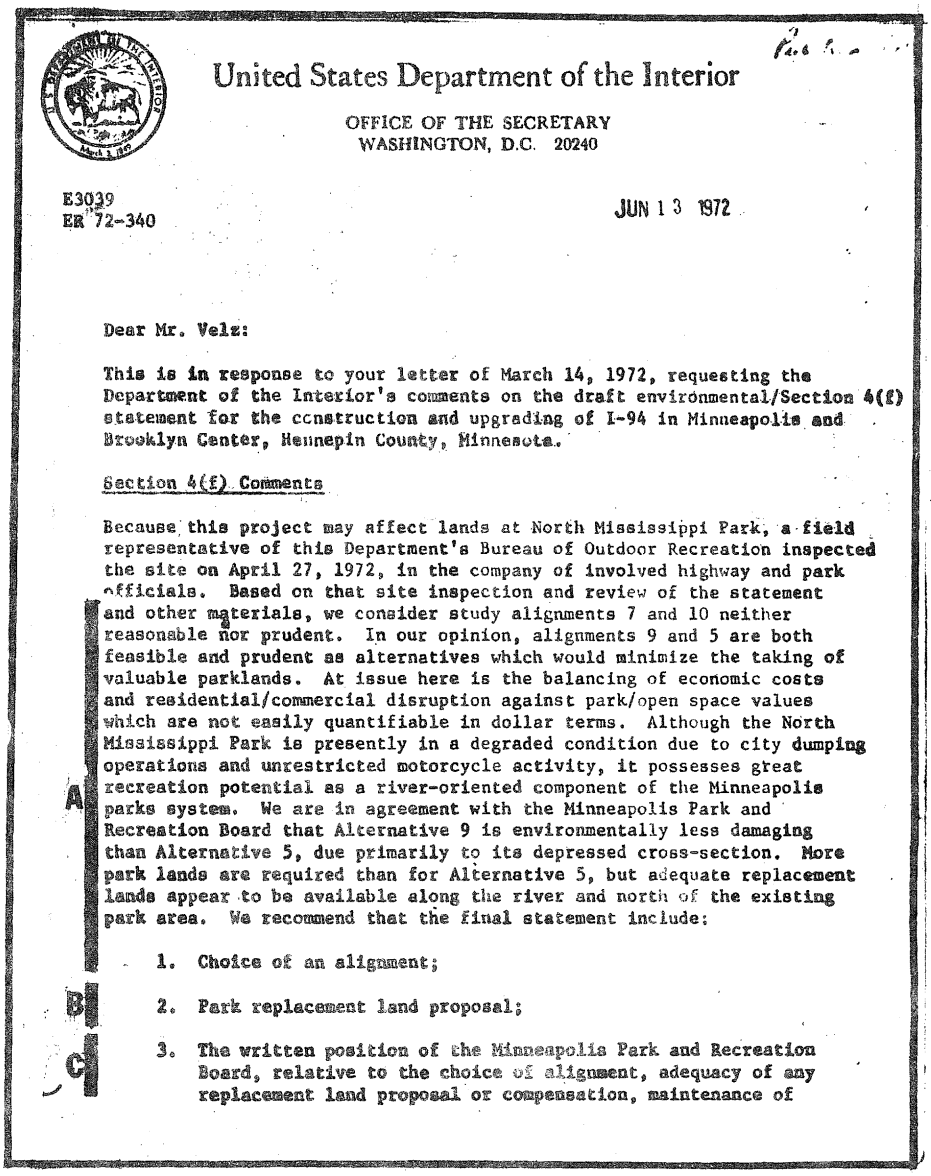
We appreciate the opportunity to review and comment on this draft environmental impact statement. We have no specific comments to offer on the statement.

We look forward to receiving the final environmental impact statement, including the comments received from other public agencies and the general public on the draft statement.

Herbert F. DeSimone
Assistant Secretary

cc:
Regional Federal Highway Administrator
Homewood, Illinois

No Response Necessary



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

E3039
ER 72-340

JUN 13 1972

Dear Mr. Velz:

This is in response to your letter of March 14, 1972, requesting the Department of the Interior's comments on the draft environmental/Section 4(f) statement for the construction and upgrading of I-94 in Minneapolis and Brooklyn Center, Hennepin County, Minnesota.

Section 4(f) Comments

Because this project may affect lands at North Mississippi Park, a field representative of this Department's Bureau of Outdoor Recreation inspected the site on April 27, 1972, in the company of involved highway and park officials. Based on that site inspection and review of the statement and other materials, we consider study alignments 7 and 10 neither reasonable nor prudent. In our opinion, alignments 9 and 5 are both feasible and prudent as alternatives which would minimize the taking of valuable parklands. At issue here is the balancing of economic costs and residential/commercial disruption against park/open space values which are not easily quantifiable in dollar terms. Although the North Mississippi Park is presently in a degraded condition due to city dumping operations and unrestricted motorcycle activity, it possesses great recreation potential as a river-oriented component of the Minneapolis parks system. We are in agreement with the Minneapolis Park and Recreation Board that Alternative 9 is environmentally less damaging than Alternative 5, due primarily to its depressed cross-section. More park lands are required than for Alternative 5, but adequate replacement lands appear to be available along the river and north of the existing park area. We recommend that the final statement include:

A

1. Choice of an alignment;

B

2. Park replacement land proposal;

C

3. The written position of the Minneapolis Park and Recreation Board, relative to the choice of alignment, adequacy of any replacement land proposal or compensation, maintenance of

RESPONSE

Item A

At the time of the circulation of the DEIS for comments, the preferred alternative was labeled as Alignment Study 7. Because of the review process and further coordination with the City of Minneapolis, Study 7 has been modified to minimize parkland use and to enhance the parkland which remains. At the time that the DEIS was circulated, the proposed I-94 profile was elevated throughout much of the length of North Mississippi Park to permit a diamond interchange at 45th Avenue North, near the geographic center of the park. Since 1972, however, the proposed interchange has been moved to the future (after replacement lands are added) north end of the park which will permit I-94 to be constructed below existing ground level for much of the park length. Thus, modified Study 7, now the preferred alternative, minimizes the use of parkland while maintaining the economic viability of the community and makes possible a depressed gradeline past the park. The Department of Interior is now in agreement with the proposal as documented in their letter of 4-5-76 on the Draft Section 4(f) Statement for North Mississippi Park.

Item B

As partial mitigation for highway use of parklands, it is proposed to add approximately 18 acres of replacement land to the parklands of Minneapolis and Brooklyn Center. The proposed replacement land measures are discussed in detail in the Section 4(f) Statements.

pedestrian and vehicular access to North Mississippi Park, safety fencing, noise control, lighting and landscaping; and

4. Suggestions for potential multiple use and joint development along the proposed highway.

Environmental Statement Comments

With respect to the draft environmental statement, we feel that it evaluates a relatively short segment (4.4 miles) of the proposed I-94 with fixed termini that allow little flexibility. To allow more meaningful consideration of environmental aspects and alternatives, we suggest that the entire project segment from the Hawthorne Interchange to I-694 be evaluated in one statement, rather than in a segmented fashion.

The aerial photograph showing the alternative alignments in the vicinity of the parks is helpful, but lacks certain information. We believe that total right-of-way widths should be shown instead of, or in addition to, centerlines, so that the effect of various alternatives is more readily apparent.

The section dealing with the description of the project should be expanded to discuss location of any borrow areas needed for project purposes. Other sections of the statement dealing with the description of the existing environmental setting can describe the borrow area locations under preproject conditions as it relates to flora, fauna, and aesthetics.

There is often the opportunity to design and develop highway fills and borrow areas to the benefit of fishery resources and fishing opportunities. We recommend that this recreation opportunity be explored in coordination with the appropriate State agency, and that the final statement reflect the results of such coordination.

The final environmental statement should show evidence of consultation with the State Liaison Officer for Historic Preservation to make sure that no historic values are threatened by the project. The appropriate State official to contact is the Director, Minnesota Historical Society, 690 Cedar Street, St. Paul, Minnesota 55101. In addition, the environmental statement should recognize the possible effect of the project on archeological resources, indicating a survey has been made and giving the results thereof.

2

Item C

On July 14, 1975, the MPRB concurred with the concept plan showing the alignment and treatment of I-94 past North Mississippi and Charles C. Webber Parks. This concept plan (attached in the Section 4(f) Statement on Minneapolis parklands) showed proposed treatment of noise abatement, pedestrian and bicycle access, landscaping, the proposed channel change, and replacement land location and treatment. Prior to this concurrence, the MPRB signed a Memorandum of Intent in August, 1974. This memorandum outlined the measures to be followed in the design of I-94 past North Mississippi and Webber Parks and specified the parcels to be used for replacement lands. A copy of the memorandum is also in the Section 4(f) Statement.

Item D

Multiple use and/or joint development along proposed I-94 will continue to be a matter of joint coordination in the design of the proposed noise abatement treatment, and the turning over to the MPRB control of all remnant lands available after construction along the proposed pedestrian/bicycle trails.

Item E

The FEIS combines both DEIS's and evaluates the proposal in its entirety.

In our opinion, the section on the relationship between short-term uses of the environment and long-term productivity should consider the open-space value of North Mississippi and Webber Parks as essential to the long-term quality of life, and therefore, the productivity of land and human resources in the Minneapolis area. On this basis, alternatives 7 and 10 appear less desirable, since in the long run local residents must not only travel but live and recreate in the area.

Inasmuch as the proposed highway is located close to the Mississippi River and crosses Shingle Creek some flooding problems may arise. Some diking appears necessary to protect the depressed sections of highway against flooding. We believe the measures proposed for conducting the flow of Shingle Creek through the construction area to the Mississippi River are adequate. Also, it appears that adequate consideration has been given to the removal of other storm runoff. Hydrologic problems which might possibly arise in the future during the time of extreme flood seem to be offset by the more desirable features which are the result of the depressed highway construction. We do not believe that the construction would cause any harmful effects to the ground water system.

No data on the geology of the area of the highway construction are provided in the draft environmental statement. We do not believe, however, that any environmental problems will result from geologic conditions.

The final position on the Section 4(f) determination will be made by the Secretary of the Interior when we are asked by the Department of Transportation to review the final combined statement.

Sincerely yours,

Deputy Assistant Secretary of the Interior

Mr. Paul G. Velz
Road Design Engineer
Department of Highways
State Highway Building
St. Paul, Minnesota 55101

3

Item F

With the exception of the preferred alternatives, none of the alternatives referred to in this letter from the DOI are any longer considered as acceptable alignments for I-94. The requested information is shown on the various exhibits in Section VIII.

Item G

Because the proposed profile of I-94 is depressed below the natural groundline throughout most of its length, it is not anticipated that any borrow areas are needed. Preliminary soils investigations indicate that the soils to be excavated for I-94 are suitable for use in building embankments. In addition, the excess excavation will be used for the construction of noise abatement mounds.

Item H

See the response to comment A in the Department of Interior - National Park Service letter.

The remnants of the shingle mill which once operated along Shingle Creek in Minneapolis have been located and will be avoided during construction. Any other items of potential historical or archaeological significance discovered during construction will be protected from destruction until their significance can be ascertained.

United States Department of the Interior

NATIONAL PARK SERVICE
NORTHEAST REGION
143 SOUTH THIRD STREET
PHILADELPHIA, PA. 19106

IN REPLY REFER TO:

D30
NER(CP)

MAR 31 1972

Mr. Paul G. Velz
Road Design Engineer
State of Minnesota
Department of Highways
St. Paul, Minnesota 55101

Re: Draft Environmental Statement for S.P. 2781 - (1-94) Minn. Proj. I 094-3 ( ) From 40th Avenue North to Junction I 694 and upgrading I-94 to Junction TH 152

Dear Mr. Velz:

We have reviewed the above draft combined Environmental/Section 4(f) Statement and offer the following comments:

1. It appears that no consideration, whatsoever, has been given to any historical or archeological values that may exist in any of the highway alternatives.

2. Should such a site or sites be present and should they be listed on the National Register of Historic Places, a Section 4(f) involvement would exist.

A

3. It is recommended that you consult with the State Liaison Officer for Historic Preservation in order to assert if any historic or archeological values are threatened in your proposals. For our review purposes we must have evidence of this consultation and a statement to the effect or an endorsed letter should appear in the environmental statement.

As far as we can determine, the proposals will not adversely affect any existing or proposed units of the National Park System. There are some historic sites in the City of Minneapolis, and we cannot be sure if these will be affected.

Sincerely yours,

Bruce J. Miller
Deputy Assistant Director, Cooperative Programs

National Parks Centennial 1872-1972

RESPONSE

Item A

This recommendation has been followed. Coordination with the SHPO has been subsequently carried out and is documented in Section VII of this document.

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

AREA OFFICES
Chicago, Illinois
Columbus, Ohio
Detroit, Michigan
Indianapolis, Indiana
Milwaukee, Wisconsin
St. Paul, Minnesota

REGION V
REGIONAL OFFICE
CHICAGO, ILLINOIS

MAY 23 1972

IN REPLY REFER TO:
PP/RCL

Paul G. Velz
Road Design Engineer
Minnesota Department of Highways
St. Paul, Minnesota 55101

Dear Mr. Velz:

Subject: Review of Draft Environmental Statement for Interstate Highway 94 in North Minneapolis and Brooklyn Center. From: 40th Avenue No. in Minneapolis. To: T.H. 152 in Brooklyn Center

Although the draft statement covers interstate proposals for Brooklyn Center as well as Minneapolis, our office wishes to declare specific interest in the portion within Minneapolis. The proposed portion of the project we refer to calls for the construction of an eight-lane freeway through north Minneapolis (north of 40th Avenue) which encroaches upon one and possibly two city parks and runs parallel to the Mississippi River to the northern city limits.

The statement appears to be considerably more comprehensive than the draft submitted earlier this year for I-394 north of the central business district. HUD concerns are noted as follows:

1. Noticeable changes in ambient noise level and increased air pollution.

A An anticipated increase in noise level and air pollution in the corridor area is acknowledged. The fact that the freeway would reduce the severity of these conditions on existing paralleling routes and streets does not appear to be an adequate response to the problem within the corridor area itself. Although a generalized discussion of noise pollution abatement is presented, it is not clear what specific design provisions are proposed for the project under review (e.g., planning, location, spacing, and sizing of noise barrier walls, earth mounds, berms, landscaping, tree planting, shrubs, and other vegetation barriers, or possibly noise easements). It is possible that if traffic speeds are "zoned" and depressed sections are used "wherever feasible", these problems will be minor; however, it would be desirable to have some assurance on this point. Unfortunately, it appears that no noise measurement equipment has been used to detect existing noise or that similar highway and roadside conditions on existing expressways have been examined in

RESPONSE

Item A

The air quality and noise analysis section of the Statement have been completely revised to reflect revised methodologies. Specific abatement proposals are presented.

A order to provide a quantitative estimate of noise impacts or to predict potential problems pertinent to each of the alignment alternatives. Also, it would be helpful if the maps of the alternatives were to indicate which portions are to be depressed, which elevated, and which are to be at surface level.

Attachment
Attached for your information is a copy of the Joint HUD-VA Freeway Noise Statement.

2. Destruction of recreational and open space land covered by Section 4(f) of the DOT Act.

B It is noted that construction of the proposed freeway necessitates encroachment on public land designated as park land, thus requiring Section 4(f) involvement. We further note that the North Mississippi Park is a high priority passive park area with future potential as an open space resource, since it is oriented toward and accessible to the Mississippi River. Generally speaking, there is too little open space orientation and access to the River in north Minneapolis due to competing demands on land use by industry and highways. We are concerned that the alignment alternative proposed in Study 7 may infringe upon and substantially impair such potential value. Development of the highway too close to the river may also be in conflict with the Metropolitan Council's open space plan recommendation for a river recreational trail system along this segment of the Mississippi, which is referred to in the Environmental Statement. In terms of compensation, there appears to be no discussion of specific plans for replacement of quantitatively and qualitatively equivalent land for the park lands taken. It is not clear from the Environmental Statement whether the MHD has found or is ready to make available compensation in the form of reasonably nearby and amenable replacement park lands as required by Section 4(f) of the DOT Act. If "remnant lands" are available, it would be desirable if they were specifically identified and discussed. Otherwise, further studies and efforts in cooperation with the Park Board would be in order.

3. Cutting off of residential and commercial areas from recreational and scenic amenities.

C One important issue related to the taking of park land is the question of adequate access to North Mississippi Park and River by pedestrians and bicyclists from nearby neighborhoods. Although the Environmental Statement indicates that "ample access" will be provided, we are concerned that the freeway interchange at 45th Avenue, the main entry into the Park, is not sufficient except for automobiles. Also, discussion of the southerly access from Soo Avenue is not clear. Apparently these are the only two access points proposed. A separated series of access points for non-motorized vehicles and pedestrians could improve accessibility to a reasonable level.

Item B

Relevant portions of this proposal have the concurrence of both the Minneapolis Parks and Recreation Board and the Brooklyn Center Department of Public Works. This is discussed in Section VIII of this Statement.

Item C

Proposed access to North Mississippi Park has been expanded considerably since the DEIS was circulated. The Section 4(f) Statement on Minneapolis parklands (Section VIII) details the additional proposed access points. In addition, improved pedestrian/bicycle access is also a feature of the upgrading proposal in Brooklyn Center, where a pedestrian/bicycle crossing of I-94 is proposed along Shingle Creek; sidewalks will be constructed on the proposed Shingle Creek Parkway crossing of I-94.

4. Disturbance and possible alteration of a natural waterway.
Another apparent impact is the lowering of the profile of Shingle Creek for approximately nine hundred feet. That the proposed project should completely disrupt the stream bed and adjoining park land seems unacceptable. We feel that further discussion and studies are needed to minimize adverse impacts on the stream and park and to assure adequate re-establishment of the stream and return of the associated vegetation. We concur with MHD that every effort should be made to retain the natural characteristics of the stream. **D**

5. Displacement of significant numbers of people, households, businesses, and jobs.
In addition to Park displacement, there are necessarily a substantial number of people, dwelling units, businesses, or jobs to be displaced regardless of the alternative chosen. Although provisions for assisting displacees are discussed, there appears to be no consideration of housing replacement. The information and maps submitted indicate ample alternative business development sites, but there appears to be no report on relocation feasibility for housing, which is a principle factor in evaluating alternative alignments. Also, there is no indication of coordination with the Minneapolis Housing and Redevelopment Authority or discussion of utilization of the "Housing of Last Resort" Clause of the Uniform Relocation Act of 1970. It might be noted that highway activities have a direct impact on the functions and capabilities of urban renewal and Neighborhood Development Programs in Minneapolis. At this time, it would appear that Minneapolis' housing needs, particularly for low- and moderate-income people and for sales units, is critical. More attention given to this subject would therefore be appropriate. **E**

6. Consideration of alternatives.
The discussion of alternatives relates only to possible highway alignments. Although the affects of noise, traffic, air pollution, and the physical barrier are given considerable attention, there is no indication that alternative grades or grade separations have been considered. Since the highway would pose a formidable physical and visual barrier as well as a source of noise and fumes, it may be asked why it is not depressed the entire length of the park. We note that for alternatives which are nearest the park (7 and 10) the profile is elevated in the vicinity of the 45th Avenue Interchange. In light of the impacts discussed elsewhere in this review, we argue that since the proposed freeway is to be depressed at Shingle Creek it may be environmentally sensible to provide for a fully or partially depressed freeway the entire length of the park. **F**

Item D

It is true that the proposal requires disruption of the stream bed. The ultimate effect, however, of this disruption will be to enhance the parklands affected. The design of the channel change has been developed in consultation with the MDNR, and MPRB resulting in a recommendation that a waterfall be constructed to an adequate height to prevent rough fish from the Mississippi from migrating upstream to spawn. This measure is incorporated in the proposed channel change. Other research has indicated that, with proper design of the relocated stream bed, habitat for aquatic organisms will be quickly re-established. The slopes from natural groundline down to the level of the relocated channel will be terraced with rock and landscaped immediately after construction to minimize erosion potential. Thus, the natural characteristics of the stream will be quickly re-established.

Item E

Section II, Impacts, has been substantially revised since the Draft EIS was circulated. There has been considerable coorcination of the proposal with the MHRA. See Section II, Social and Relocation Impacts.

-4-

7. We note there are other alternatives also not discussed or considered in the Statement. For example, the MHD in cooperation with the City or Park Board could offer some kind of deck, lid or partial cover, or form of air rights development for park land and commercial spaces displaced, or tunnel as they are doing with Highway 55 at Minnehaha Park in response to expressed environmental concerns. It would seem that this alternative should be examined. Another alternative not discussed would be to build up existing roads and increase mass transit service. G

8. Accommodation of provisions for future public transit and busways. In reference to the last alternative, we note there is no discussion of mass transit service which might be accommodated within the proposed corridor. Recent information sources indicate that the Metropolitan Transit Commission in conjunction with the Citizens Transit Council, the Metropolitan Council, the City and County, and MHD are proposing a demonstration express-bus-on-metered-freeway project on I-35W in south Minneapolis, which will monitor automobile traffic and provide busway ramps and substations for improved public transportation. It would seem that this segment of I-94 might be planned to accommodate similar uses in the future. Is space being set aside for a possible bus express lane or some other form of future transit so that an entirely new corridor will not have to be developed at a later date? We note that the list of agencies from which comments on the Environmental Statement have been requested does not include the Metropolitan Transit Commission. H

9. Recommendations.
In view of the above comments and recognition of the limited options available at this stage of I-94, we feel that the alternative posed by Study 10 is the best of those presented. Although it displaces the same number of businesses as alternative 7, it takes only two-thirds as much park space. As the map on industrial-commercial development sites in the Appendix and the study by MHD's consultant suggest, replacement of business and industry is a less difficult task than replacing scarce open space sites. In addition, alternative 10 would provide redevelopment land for industry. And northward expansion of the park is an even more appealing option under alternative 10 than under alternative 7. Essentially the same number of housing units are taken by both alternatives. Although the Vollmer recommendations and Study 9 are considerably more appealing in terms of housing and open space preservation, they require more businesses and jobs than may be acceptable or beneficial to the community. Other alternatives either appear to take too much park land or too many homes. Alternative 10 would appear to be the most reasonable I

Item F

When the comments from HUD were solicited, an interchange was proposed at 45th Avenue North which would have required that I-94 be at ground level or above throughout much of North Mississippi Park. The proposed interchange has since been moved to the north end of the proposed replacement land to be added north of North Mississippi Park. This relocation of the proposed interchange permits I-94 to be depressed below existing ground levels past most of North Mississippi Park.

Item G

These alternatives are discussed in the Section 4(f) Statements included in this FEIS. The MPRB does not appear to be in favor of any sort of lid or deck. The presence of the Mississippi River makes any proposal to tunnel I-94 under the parklands very expensive. A no-build alternative utilizing upgraded existing routes has been investigated, as suggested, but cannot provide sufficient capacity for future traffic demands without extensive acquisition of right-of-way. Because this alternative would remove the commercial/industrial tax base of northern Minneapolis, it is not acceptable to the city. The no-build alternative is also not consistent with the planning of the Metropolitan Council, which proposes that I-94 function as a major north-south route for both private vehicles and mass transit.

I compromise. We would hope that in addition, the highway may be depressed the entire length of the park development, that adequate specific noise abatement techniques and procedures are used in the design and development of the roadway, that adequate compensation in the form of replaced park land is provided, and that flexibility is provided in the design for possible future transit projects which might benefit from the freeway corridor.

J Reference is made to the fact that the Minnesota Highway Department will in the near future be submitting for review a draft environmental statement for Interstate 94 south from 40th Avenue to the Hawthorne interchange. The HUD Area Office in St. Paul is assisting the Minneapolis Housing and Redevelopment Authority on a number of housing and renewal projects in this vicinity and has a number of serious concerns related to this segment of the highway project. It would seem that members of the Minnesota Department of Highways and HUD Area Office staff should meet in the near future in order that activities of mutual concern might be coordinated to the greatest extent possible.

Sincerely,

Thomas T. Feeney
Area Director

Enclosure

ATTACHMENT TO LETTER FROM HUD

April 20, 1972

Joint HUD-VA Freeway Noise Statement

As a result of concern expressed by the real estate boards and other interested parties, the St. Paul Area HUD Office and VA have done extensive additional study with respect to freeway noise. This review has included an in-depth market study.

The results of this study reaffirm our opinion that freeway noise is a serious problem and our market study indicates that it definitely has an effect on real estate values. The amount of loss in value varies greatly and is governed by several factors including the severity of the noise at each specific property, the price range of the property, the elevation in relation to the freeway, and other factors.

The policy of the HUD and VA Offices on existing properties affected by freeway noise will be to judge each property individually and every effort will be made to issue a commitment on these properties reflecting conditions as they exist in the estimate of value. In some extremely bad cases the properties will be considered to be unacceptable. All of the properties recently rejected will be reconsidered and commitments will be issued wherever possible.

The HUD and VA Offices will continue to study freeway and other noise pollution and its effect on residential properties. Any further determinations in this regard will be made at a later date.

Item H

Preferential treatment for buses operating in mixed traffic, in the form of freeway metering and special bus access ramps is one of the features of the proposal. While the MTC did not comment on the DEIS, the proposal has been developed in close coordination with the MTC, and a study made of use of I-94 as a transit corridor indicates that the operation of express buses in mixed traffic will be adequate within the forseeable future.

Item I

Study Number 7 has been modified so that it now requires only 8.13 acres of permanent highway usage of land from North Mississippi Park. This revision makes Study 7 competitive with Study 10 in comparing parkland to be used. At the same time, Study 7, as modified, avoids taking as many jobs as would Study 10. Other suggested improvements--depressing I-94 past the park, providing adequate noise abatement and replacement land, and accommodating transit into the I-94 proposal--have all been incorporated into modified Study 7.

Item J

A number of meetings between the MHD and HUD have been held.

DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
1210 U. S. POST OFFICE & CUSTOM HOUSE
ST. PAUL, MINNESOTA 55101

IN REPLY REFER TO
NCSED-PB

8 May 1972

Mr. Paul G. Velz
Road Design Engineer
Minnesota Department of Highways
St. Paul, Minnesota 55101

Dear Mr. Velz:

Reference is made to your letter of 14 March 1972 inclosing a draft copy of an environmental impact statement for State Project 2781 (I-94), Minnesota Project I 097-3( ).

The statement has been revieved and it appears to cover adequately the aspects of the environment which are affected by the proposal and which fall within our purview.

Sincerely yours,

RODNEY E. COX
LTC, Corps of Engineers
District Engineer

NO RESPONSE NECESSARY

EXECUTIVE OFFICE OF THE PRESIDENT
WASHINGTON, D.C. 20506

OFFICE OF ECONOMIC
OPPORTUNITY

July 13, 1972

Mr. Paul G. Velz
Road Design Engineer
State of Minnesota
Department of Highways
St. Paul, Minnesota 55101

Re: Draft Environmental Statement
S.P. 2781- (I-94) Minn. Project
I o94-3 ( ) From 4oth Avenue
North to Junction I 694 and
Upgrading I-94 to Junction TH 152

Dear Mr. Velz:

Phillip Sanchez, the Director of the Office of Economic Opportunity, has asked me to respond to your letter regarding the draft environmental statement on the above mentioned project.

This office in coordination with our Regional Office, and the affected community action agencies have carefully reviewed this statement. On the basis of information from this review, there are two alternatives. One, build the highway through a residential, industrial and commercial site, thus having to relocate persons and businesses or two, build the highway on park land thereby reducing recreational facilities available to the community.

A If we are to deal with these given alternatives, then we must determine which is the most harmful, or least desirous from a social aspect. It is obvious that number one is. As such, our concern with the statement is that if number one alternative is selected, adequate consideration should be given to relocation assistance provided the residents and businessmen. In view of this possibility, the relocation assistance to be offered should be addressed in more detail in the draft environmental statement.

We appreciate the opportunity to comment on this draft statement.

Sincerely,

Arthur J. Reid, Jr.
Director
Intergovernmental Relations

RESPONSE

Item A

The relocation assistance section of the Final EIS has been substantially updated and expanded to reflect additional information obtained since the Draft EIS was circulated for comments. Information regarding relocation assistance is contained on pages 94 through 98 of this statement.

STATE OF MINNESOTA

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

July 11, 1972

Mr. Paul G. Velz
Road Design Engineer
Department of Highways
St. Paul, Minnesota 55155

RE: S.P. 2781- (I-94)Minn. Proj. I 094-3 ( )
From 40th Avenue North to Junction I 694
and upgrading I-94 to Junction TH 152

Dear Mr. Velz:

This is to certify that the Minnesota State Planning Agency has in accordance with the Federal Aid Coordination System (FACS) procedures, reviewed the Draft Environmental Statement submitted for the above-noted project. Other state agencies which may be interested in or affected by this proposal have been notified by our office, and comments from the Minnesota Department of Natural Resources are attached.

This letter represents the final review of the Environmental Impact Statement by the State Planning Agency in its performance of the function as the State Clearinghouse. The Minnesota Department of Highways is, therefore, authorized to prepare the final Environmental Statement without further notice or review by this agency. A copy of this letter should be attached to said statement.

Sincerely,

Thomas N. Harren

Thomas N. Harren
State Clearinghouse

No Response Necessary

STATE OF MINNESOTA

DEPARTMENT Pollution Control Agency

Office Memorandum

TO : Mr. Ray Lappegaard, Commissioner
Department of Highways

DATE: June 20, 1972

FROM : Mr. Grant J. Merritt
Executive Director

RECEIVED
JUN 23 1972
COMMISSIONERS OFFICE

SUBJECT: I-94 in Hennepin County MN Project 1 094-3 ( )

We have reviewed the above project and have the following comments:

Section IV - Alternates and Their Effects

Incomplete Consideration

A Car pooling, use of buses, development of rapid rail transit, and increased prices for gasoline could substantially reduce the anticipated 1995 ADT.

These alternatives may prove more desirable for both environmental and national security reasons and should be explored in this section.

B Of particular importance in weighing alternatives is the projected growth in U. S. dependence on imported oil, and the political implications and expected balance of payments deficit resulting from this growth. Because of the lead time involved in developing more energy efficient transportation systems, continued development of the automotive transportation system could result in a national transportation mode with very high social costs after 1980.

General

C If construction proceeds all work should be done in such a way as to minimize the pollution of Shingle Creek, and special care should be taken to see that no spillage of gasoline or oil occurs, all debris is removed immediately, and adequate measures are taken to prevent soil erosion as soon as work is completed.

GJM/LFB:lh

RESPONSE

Item A

These considerations have all been included in revised traffic estimates which have been completed since the DEIS was circulated for comments.

Item B

These factors have been considered. However, for the reason cited in the recently completed Twin City Interstate Study Committee Report, this highway section is vital to the transportation system of the metropolitan area. The right-of-way could be used by whatever ground transportation system evolves in the future.

Item C

Construction plans for I-94 are being developed to include these precautions.

STATE OF MINNESOTA

PARTMENT Natural Resources - Planning

Office Memorandum

TO : Mr. James Alexander, Director
State Planning Agency
Attn: Mr. Tom Harren

DATE: June 29, 1972

FROM : Mr. Jerome H. Kuehn, Administrator
Bureau of Planning

SUBJECT: I-94 Hennepin County MN Project 1 094-3().

The Environmental Impact Statement on the proposed I-94 freeway in Hennepin County S.P. 2781 & 2786 has been extensively reviewed within the Department of Natural Resources.

Our analysis of the project is forthwith. The alternates 7, 9, and 10, discussed within the E.I.S., suggest construction of depressed roadways in the vicinity of Shingle Creek. These alternates would therefore require the following:

1. Construction of dikes on both sides of the mainline roadways to prevent flooding during high stages of Shingle Creek and the Mississippi River.

A This proposed dike construction would parallel the Mississippi River and would require some filling upon the Mississippi River and Shingle Creek floodplains. Such filling would be undesirable due to two major reasons. They are the increased flow of water resulting from constricting the riverway within the limits of the Mississippi River and Shingle Creek and the resulting degradation of park land both physically and aesthetically.

It is therefore evident that depressing freeways in order to abate noise problems, as stated in the E.I.S., does not solve all environmental problems associated with freeway construction. As in this case and many others, new environmental problems can be aggravated by such construction proposals.

2. Lowering the Shingle Creek flowline to a maximum of 10 feet for a distance of 900 feet upstream from the confluence with the Mississippi River.

B This will require the installation of a 10 by 10 foot box culvert with a modified drop inlet and energy dissipator at the outlet. Because no design details nor elevations of this proposed lowering are given in the E.I.S., we are not able to accurately determine if undesirable stagnant effects will result from the

RESPONSE

Item A

The proposed construction does require filling within the Mississippi River floodplain; however, the construction of the Shingle Creek channel change will provide additional storage for Mississippi River and Shingle Creek flood waters. The portion of the Mississippi River floodplain to be filled is not a part of the primary floodplain. It is, instead, an area which sometimes stores backwaters from the river. The area is protected, along its upstream side, from flood waters by an earthen dike placed in the late 1800's. This dike is breached on its downstream side, allowing backwaters to enter the area. Thus, the area to be filled is not a significant portion of the Mississippi River floodplain and to fill within this area will not result in increased flow in the Mississippi. The impact of the channel change on the physical and aesthetic degradation of parkland is discussed under Item F below.

Item B

This information is no longer accurate. The current proposal is to lower the creek by the construction of a 13-foot waterfall and carry an open creek channel, along with bicycle and pedestrian pathways, under I-94. The proposed gradient of the relocated channel has been studied to determine what gradient is needed to avoid the undesirable stagnant effects referred to by the MDNR. The design of the proposed channel has been coordinated with the MDNR and recommendations of the MDNR, such as the height of the waterfall, have been incorporated into the planning.

B probable insufficient stream gradient. More design details are needed before further judgement can be made by this Department.

C Alternate 5 of the MHD proposals provides a 2500 foot bridge over residential, commercial and park land area on either side of Shingle Creek. This would eliminate any disruption of the present Shingle Creek flowline and would also not necessitate the renovation of the railroad tracks. No diking on or near flood plain areas would be required, and therefore, would have no direct affect on water resources.

Additional editorial comments and topic revisions recommended to be included in the final Environmental Impact Statement are as follows:

1. D Page 15, paragraph 2, sentence 2, wherein Shingle Creek is referred to as a "drainage watercourse", it is suggested that these words be changed to "natural stream".

2. E The first full paragraph on page 19 should be completely rewritten. As drafted, it implies that all considered alternatives call for lowering the flowline of Shingle Creek, which is not true of Study No. 5. Also, this paragraph should include a more detailed description of the existing 900-foot stream reach which may be disrupted, regarding its natural characteristics, any habitat value, and any uses made of this reach by the public under existing conditions.

3. The last paragraph on page 21 should describe what the environmental effects of lowering Shingle Creek will be, rather than merely stating such lowering is proposed for the depressed profile studies.

4. F On page 24, paragraph 3, the report should more fully justify why a depressed route is being considered on the basis of aesthetics and noise abatement in the vicinity of Shingle Creek. This appears to be an industrial - commercial area on the air photo maps, wherein noise and aesthetics may not be primary considerations. Our concern is that depressing the roadway in this area results in a detrimental effect on the creek which possibly could be avoided.

5. G On page 27, first full paragraph, first sentence, it is suggested that the words "from a transportation viewpoint" be added between the words "undesirable" and "there".

Item C

Alternate 5 is no longer considered an acceptable alternative for the I-94 proposal. This is due to two reasons. First, the elevated design of Alternate 5 makes it difficult to provide adequate noise abatement for the homes and businesses which would remain after I-94 construction. Secondly, Study 5 would require the acquisition for highway right-of-way of an additional 216 residences plus two nursing homes with a total of about 100 residents. Also required are 53 businesses employing 401 persons full-time and 53 persons part-time.

Item D

This recommendation has been followed.

Item E

The existing characteristics of Shingle Creek have been inventoried during the development of the I-94 proposal. The major findings of these studies are contained in this FEIS in Section I, (Characteristics of the Surrounding Area) and in Section II, (Water Quality, Wetlands and Stream Modifications).

H If in the final analysis of the project indications are made for highway construction which will encroach on either the Mississippi River or Shingle Creek floodplains and encroach on present park lands, it is recommended mitigation measures be fully discussed and implemented as a part of the plans to compensate for environmental and recreational damage which will result from the proposed construction. It is vitally important that recommendations stated above be fully considered. The Department of Natural Resources expresses its concern that these problem areas be resolved before this project results in another "Minnehaha Creek situation".

BPH:daf

cc: Archie D. Chelseth
Milt Krona
Larry Seymour
Warren Pladsen
Art Peterson
Wayland Porter
Al Whitman - Minneapolis Parks and Recreation Department
Al Hultine - MHD Office of Road Design

Item F

While it is true that the land to the west of I-94 in the vicinity of Shingle Creek is predominantly industrial and commercial in usage, the primary reason for proposing a depressed profile for I-94 in this area is to mitigate the potential impact of the freeway on the parklands which lie to the east. Placing I-94 in a cut section past the park has much less of a visual impact on the park than does placing it at existing ground level or on an elevated profile. A depressed section is also more amenable to noise abatement.

Item G

This material has been completely rewritten.

Item H

This FEIS contains considerable additional information concerning proposed mitigation measures developed since the circulation of the DEIS for comments.

NO RESPONSE NECESSARY

Note: Since the March 20, 1972 response from the Metropolitan Council, there has been continuing coordination with the Council.

Metropolitan Council
OF THE TWIN CITIES AREA

300 Metro Square Building, 7th Street and Robert Street, Saint Paul, Minnesota 55101 Area 612, 227-9421

March 20, 1972

Mr. Paul G. Velz
Road Design Engineer
Department of Highways
State of Minnesota
St. Paul, Minnesota 55101

Re: Draft Environmental Statement for I-94, 40th Avenue North to I-694
Metropolitan Council Referral File No. 1196

Dear Mr. Velz:

The Metropolitan Council received from the Minnesota Highway Department the Draft Environmental Statement for Interstate Highway 94 (I-94) in Minneapolis and Brooklyn Center, Hennepin County, Minnesota Project I 094-3 ( ), State Projects 2781 and 2786, from 40th Avenue North to Junction I-694 and upgrading I-94 to Junction TH 152.

Should the Council need more information before completing its review, the staff will contact your office.

Thank you.

Sincerely yours,

METROPOLITAN COUNCIL

by
Albert J. Hofstede
Chairman

AJH:gmp
cc: George T. Pennock, Metropolitan Council District 5
James L. Dorr, Metropolitan Council District 10

Karen
A.H. Fulton
R.R. Sutherland
Bob Hamilton

LIBRARY
STATE OF MINNESOTA

Design public hearings were held to receive community input into the proposed project. The proposal north of the Hawthorne interchange and south of 40th Avenue North was discussed in a design hearing held on April 21, 1971. The remainder of the Minneapolis segment, 40th Avenue North to 53rd Avenue North, was discussed at a hearing on April 25, 1972. The Brooklyn Center segment was discussed at a hearing on April 24, 1972.

A summary of the comments received and their disposition is given in the Table below.

TABLE 12 DISPOSITION OF COMMENTS RECEIVED AT THE PUBLIC HEARINGS

Concern	Disposition
The local business communities of West Broadway and Camden questioned the lengthy delays in bringing the project to the construction stage.	It is anticipated that the completed I-94 project will be open to traffic in 1981.
Objections to the presence of a freeway in established neighborhoods.	I-94 has been aligned to skirt the edges of neighborhoods wherever feasible and to provide for a delineation between differing land uses.
Pedestrian accessibility for the elderly and the young.	Pedestrian crossings are being provided in several locations, along with sidewalks on all roadway bridges over I-94.
Noise levels and air pollution due to the operation of I-94.	Measures to abate highway noise and predicted air quality are discussed in Section II, Impacts, of this Statement.
Preservation of industrial and commercial properties along Lyndale Avenue in the Camden area.	I-94 has been aligned to preserve the integrity of the Camden commercial and industrial area, as discussed in Section I and Section III of this Statement.
Elevation of I-94 past residential areas.	I-94 mainline will be depressed below the existing ground level throughout most of the project length.

AGENCIES COMMENTING ON THE POTENTIAL IMPACT OF I-94 ON SITES OF HISTORICAL SIGNIFICANCE

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Minnesota Historical Society (SHPO)	
Hawthorne to 40th Avenue North	203
40th Avenue North to TH 152	204
Storm Sewer Tunnel	205
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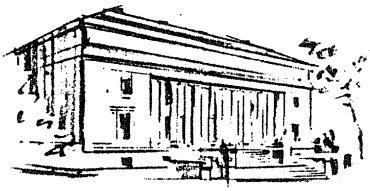


MINNESOTA HISTORICAL SOCIETY

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

12 September 1974

Mr. Clement P. Kachelmyer
Preliminary Design Engineer
Minnesota Highway Department
Design Room 612
Highway Building
Saint Paul, Minnesota 55155

RE: S.P. 2781 - (T.H. 94)
From Hawthorne Avenue to 40th Avenue North
In Minneapolis

Dear Mr. Kachelmyer:

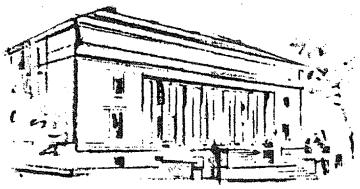
The project listed above has been reviewed by the Survey and Planning and Archaeology Sections of the Minnesota Historical Society as per your request of 30 August 1974. It is the finding of this review that there is one property, the Basilica of Saint Mary at Hennepin and 16th Street, which is eligible for inclusion in the National Register of Historic Places located within the area of the undertaking's potential environmental impact. The Criteria of Effect set forth in Section 800.8 of the Advisory Council on Historic Preservation's procedures for the protection of historic and cultural properties has been applied and it was determined that the undertaking will have no effect on this property.

Respectfully,

Russell W. Fridley

Russell W. Fridley, ~~Director~~
Minnesota Historical Society &
State Preservation Officer

RWF/fr



MINNESOTA HISTORICAL SOCIETY

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

February 13, 1976

Mr. Clement P. Kachelmyer
Preliminary Design Engineer
Room 612
Minnesota Highway Department
St. Paul, Minnesota 55155

Dear Mr. Kachelmyer:

RE: S.P. 2781-09 and S.P. 2786-01 (T.H. 94)
From T.H. 152 in Brooklyn Center
to 40th Avenue North
Minneapolis, Minnesota

Pursuant to my responsibilities under the National Historic Preservation Act, Executive Order 11593, and Advisory Council Procedures 36 CFR 800, the project area described above has been reviewed for the existence of historic, archaeological, architectural, and cultural sites on or eligible for inclusion on the National Register. The reason for this review, as you are aware, is to determine what affect the proposed construction will have on such sites.

A survey of the project area for sites of architectural, cultural, or historical value was conducted on July 1, 1975, and resulted in a determination that there are no sites in the area eligible for inclusion on the Register. The project area was also surveyed under the Highway Archaeology program in 1969, 1970, and 1971. That survey determined there are no archaeological sites in the area eligible for inclusion on the Register. Moreover, there are no sites in the area already on the Register which will be affected by the project. The Earle Brown Farm Historic Site in Brooklyn Center, while it is on the Inventory of Minnesota Historical Society will not be affected by the proposed highway construction.

I hope that the preceding information will be sufficient for your purposes. If not, please do not hesitate to contact me.

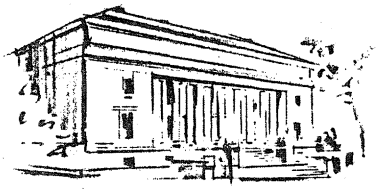
As always, I appreciate the close attention you give historic preservation values in your planning process. It remains a pleasure to work with you in implementing the environmental review process.

Sincerely,

Russell W. Fridley

Russell W. Fridley
State Historic Preservation Officer

RWF/jsc



MINNESOTA HISTORICAL SOCIETY

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

22 December 1975

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

Dear Mr. Kachelmyer:

RE: S.P. 2781 (T.H. 94)
From I-394 to 40th Avenue North
Storm sewer tunnel
Minneapolis, Minnesota

In response to your letter of October 27, 1975, both the Survey and Planning and the Archaeology sections of the Minnesota Historical Society have reviewed the project described above. The purpose of their review was to ascertain the location of sites of archaeological, architectural, historical, or cultural significance in the area of the project which are on or eligible for inclusion on the National Register of Historic Places.

It became quickly apparent to the reviewers of the tunnel project that the tunnel would penetrate the Saint Anthony Falls Historic District. To establish the exact nature of the consequent effect on the District an archaeologist and an architectural historian visited the site. It is their opinion, with which I concur, that there will be an effect on the Historic District but that that effect will not be adverse.

I am anxious to point out, additionally, that the tunnel outfall is in an area of early flour and lumber mill activity. Evidence of these structures and their tail-races are visible in many parts of the District -- although not in the area of the proposed tunnel. Should structural remains be discovered during the tunneling operation I expect that you will notify me immediately so that competent staff may examine them in order to determine their significance.

If I may be of additional assistance please do not hesitate to contact me.

Thank you again for your attention to historic and archaeological values in your planning process.

Sincerely,

Russell W. Fridley

Russell W. Fridley
State Historic Preservation Officer

RWF/fr

Advisory Council
On Historic Preservation
1522 K Street N.W.
Washington, D.C. 20005

March 2, 1976

Mr. E. Dean Carlson
Division Administrator
Federal Highway Administration
Suite 490, Metro Square Building
St. Paul, Minnesota 55101

Dear Mr. Carlson:

On February 2, 1976, the Advisory Council received an adequately documented determination from the Federal Highway Administration (FHWA) that SP 2781 (I-94) Bassett Creek Relocation Tunnel, Minneapolis, Minnesota, would not adversely affect the Saint Anthony Falls Historic District, a property included in the National Register of Historic Places. After review of your determination, the Executive Director notes no objection to the determination of no adverse effect, provided that should structural remains of the early four and lumber mill activity be discovered during the tunneling operations construction operation will be halted at that location and Mr. Russell Fridley notified immediately so that his staff may examine them in order to determine their significance.

In accordance with Section 800.4(d) of Advisory Council's "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R. Part 800), you may proceed with the undertaking.

A copy of your determination of no adverse effect, along with supporting documentation and this concurrence, should be included in any environmental assessment or statement prepared for this undertaking in compliance with the National Environmental Policy Act.

Your continued cooperation is appreciated.

Sincerely yours,

John D. McDermott
Director, Office of Review and Compliance

UNITED STATES
ENVIRONMENTAL PROTECTION AGENCY
REGION V
230 SOUTH DEARBORN ST.
CHICAGO, ILLINOIS 60604

JUN 11 1976

Mr. Paul G. Velz
Road Design Engineer
State of Minnesota
Department of Highways
St. Paul, Minnesota 55155

Dear Mr. Velz:

We have completed our review of the April 1976 Air Quality Report for Interstate 94, Minneapolis and Brooklyn Center in Hennepin County. The Report presented a thorough and comprehensive analysis of potential air quality impacts associated with proposed I-94. We found our questions and comments on the Draft EIS air quality analysis to be adequately addressed.

We thank you and your staff for the cooperation shown in resolving our concerns about the proposed project.

Sincerely yours,

Gary A. Williams

Gary A. Williams
Chief,
Environmental Review Section

COPIES:
F.D. Marzitelli
C.E. Burrill
Paul G. Velz
W.M. Crawford
C.P. Kachelmyer
J.S. Katz-R. Paine
R.M. Canner
A.H. Hultine
R.C. Winter
J.P. Halvorson
File

RECEIVED
MAY 13 1976
COMMISSIONERS OFFICE

Minnesota Pollution Control Agency

May 11th, 1976.

Mr. Frank D. Marzitelli,
Commissioner,
Minnesota Department of Highways,
St. Paul, Mn. 55155.

RE: 330 Minn. Proj. I-094-3
State Proj. 2781 and 2786.
From: U.S. 12/I394 in Minneapolis.
To: T.H. 152 in Brooklyn Center,
Hennepin County, Minnesota.
Air Quality Report.

Dear Mr. Marzitelli:

The staff has reviewed the air quality report of the above mentioned project and finds the project consistent with the State Implementation Plan.

As you may know, monitoring data collected from this site combined with the contribution from the development could lead to a violation of the eight-hour carbon monoxide standard. However, due to the emissions control program, it is felt that no violation would occur at date of opening. This is a logical assumption if Congress does not grant auto makers further extensions.

Since the Pollution Control Agency must use current Environmental Protection Agency guidelines in analyzing the impact of the emissions control program on ambient air quality, we would concur with the Highway Department that the proposed development is consistent with the Transportation Control Plan of Minnesota's State Implementation Plan.

Once again, thank you for your continued cooperation in the Air Quality assessment program.

Sincerely,

Peter L. Gove
Executive Director

PLG/rmg

1935 West County Road B2, Roseville, Minnesota 55113
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