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TH610/TH 252 Final Environmental Impact Statement

Minnesota Department
Of Transportation &
North Crosstown/TH 252

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TH 610
From TH 252 in Brooklyn Park, Minnesota
Hennepin County
To TH 10 in Coon Rapids, Minnesota
Anoka County
S.P. 0217-01 (TH 610) & 2771-01, 2771-02

TH 252
From I-94 in Brooklyn Center, Minnesota
Hennepin County
To TH 610 in Brooklyn Park, Minnesota
Hennepin County
S.P. 2748-25

FINAL

ENVIRONMENTAL IMPACT STATEMENT

Submitted Pursuant to 42 USC 4332 (2)(c), EO 11990 (Wetlands),
and Minnesota Statute 116D.01 et. reg.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
AND
THE STATE OF MINNESOTA DEPARTMENT OF TRANSPORTATION

COOPERATING AGENCIES

U.S. Army Corps of Engineers
U.S. Coast Guard

PARTICIPATING GOVERNMENT UNITS

Metropolitan Council
Anoka County
Hennepin County
City of Blaine
City of Brooklyn Center

City of Brooklyn Park
City of Champlin
City of Coon Rapids
City of Maple Grove

6/12/82
Date of Approval

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ABSTRACT

This Final Environmental Impact Statement (FEIS) documents the impacts associated with the preferred alternatives for TH 610 and TH 252. The preferred alternative for TH 610 (from TH 10 to TH 252) is Alternative 1A, the north river crossing. The preferred alternative for TH 252 is Alternative 1, the relocated route. Also included are responses to comments received on the Draft Environmental Impact Statement, and supplemental technical information. The portion of TH 610 from TH 252 west to I-94 is being deferred at this time due to funding constraints. Should funding become available and a decision is made to advance this portion of TH 610, an EIS will be prepared to address its impacts.

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1. Summary

1.1 Purpose of the Final Environmental Impact Statement

This Final Environmental Impact Statement (FEIS) has been prepared according to paragraph 1503.4 of the Council on Environmental Quality regulations for FEIS preparation.

The purposes of this FEIS for TH 610 and TH 252 are to: 1) document the selection of the preferred alternative, 2) provide corrections and supplemental information to the Draft Environmental Impact Statement (DEIS), 3) provide a wetlands finding, 4) provide a floodplain finding of no significant encroachment, 5) provide responses to public hearing or DEIS comments, and 6) to list commitments to mitigation measures.

Information previously provided in the DEIS has not been repeated in this FEIS, and the DEIS can be referenced for additional information.

1.2 Project Alternatives Considered

The proposed action consists of the construction of approximately 2.7 miles of TH 610 between TH 252 in Brooklyn Park and TH 10/47 in Coon Rapids and approximately 4 miles of TH 252 between I-94 in Brooklyn Center and TH 610 in Brooklyn Park.

The DEIS considered two major Build alternatives for TH 610 (from TH 252 to TH 10). Alternative 1 (see Figure 1-1) involved crossing the Mississippi River in a northeast-southwest direction with a longer bridge structure in a location where the river valley is relatively wide. Alternative 2 involved crossing the Mississippi River in a direct east-west alignment at a narrower valley location south of Alternative 1.

The remainder of TH 610 west of TH 252 to I-94 had one location alternative due to prior planning and relatively few constraints. This section of TH 610 is being deferred at this time due to funding constraints. Should funding become available, an EIS will be prepared to address its impacts.

The DEIS also considered two major Build alternatives for TH 252 from I-694 to TH 610. Alternative 1 (north of 73rd Avenue) required all new right-of-way but avoided the more densely developed portions of the TH 252 corridor (see Figure 1-1). Alternative 2 (north of 73rd Avenue) required only a small amount of new right-of-way but remained within the most densely developed portion of the TH 252 corridor. South of 73rd Avenue, the alternatives for TH 252 merged to one route due to constraints and prior planning.

The No-Build alternative was also analyzed in detail. That alternative consisted of no roadway facility in the TH 610 corridor and no upgrading of TH 252.

1.3 Preferred Alternative Decision

The Commissioner of the Minnesota Department of Transportation (Mn/DOT) selected the following as the preferred alternatives:

- Build TH 610 - Alternative 1A (northerly route with a connection to new TH 10),
- Build TH 252 - Alternative 1 (relocated route), and
- Defer TH 610 west of TH 252. It is likely that this section would be constructed in two stages should funding become available.

The Build Alternatives for both TH 610 and TH 252 were preferred over the No-Build Alternative due to traffic demands and support of planned regional growth. The northerly river crossing (Alternative 1) for TH 610 was selected based on residential relocation, environmental, and land use considerations. Approximately 51 homes and 2 businesses will be acquired through implementation of Alternative 1. The Commissioner of Mn/DOT also decided that TH 610 should connect to TH 10 at the point where TH 10 will be relocated in the future. This is the "A" Alternative and it will provide the best traffic continuity.

The relocation option (Alternative 1) for TH 252 was chosen based on relocation impacts and land use planning considerations. Approximately 76 homes and 2 businesses will be acquired through implementation of Alternative 1.

1.4 Impact Mitigation Measures

There are several unavoidable adverse impacts associated with the preferred alternatives for TH 610 and TH 252. Means of lessening the anticipated impacts have been proposed. They are as follows:

1. Neighborhoods to be divided will receive adequate vehicular crossings, and pedestrian/bicyclist bridges will be located where needed.
2. Compensation will be paid to owners of residences and businesses to be relocated, and personal counseling will be made available to those experiencing emotional stress due to moving.
3. During the project design stage, every effort will be made to reduce the impact of the elevated roadway on the proposed extension of Coon Rapids Dam Regional Park.

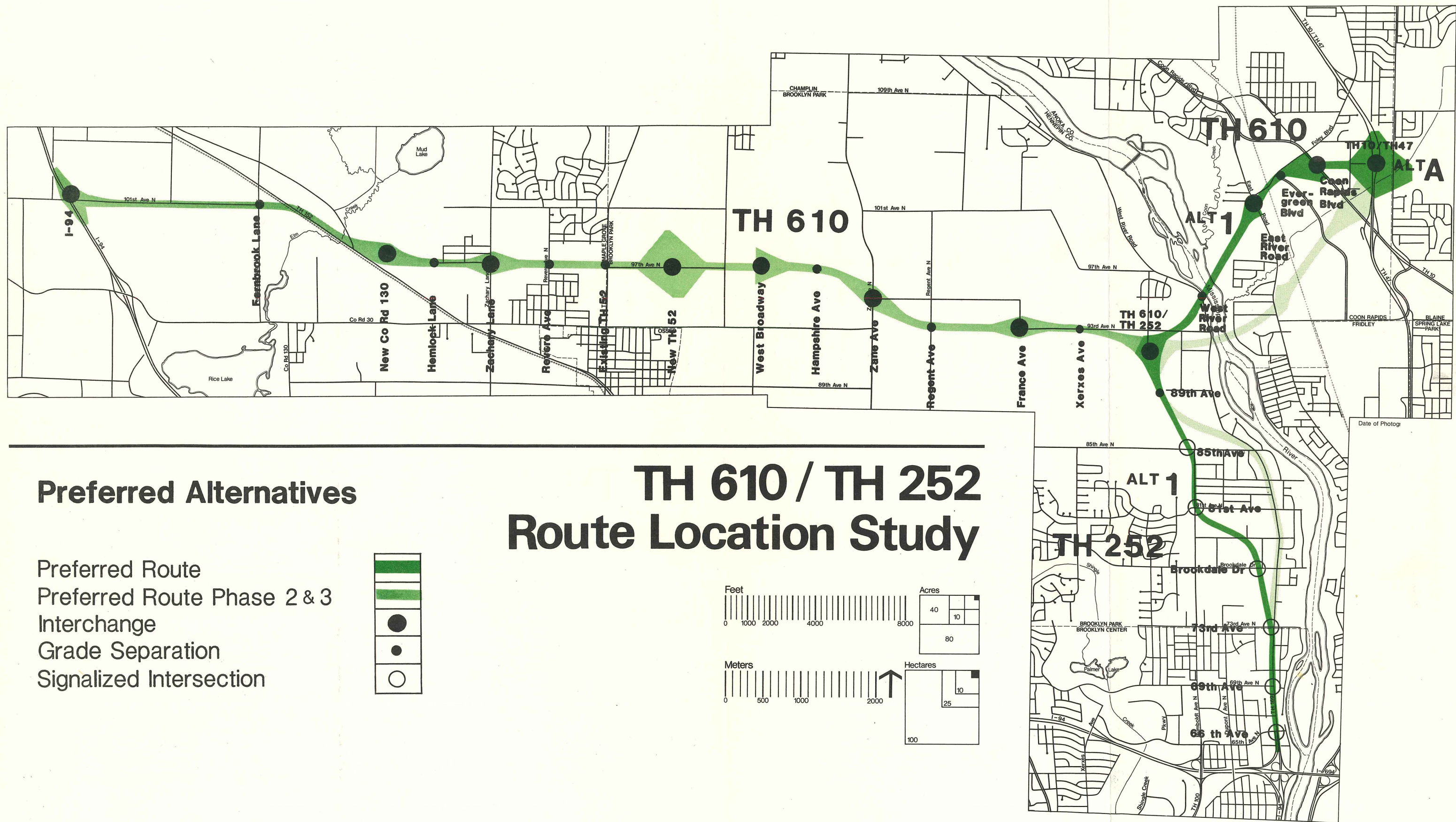


FIGURE 1-1

4. Aesthetic concerns will be addressed by integrating the roadway with the landscape.
5. Noise impacts will be lessened by the use of noise abatement walls and earthen berms along the roadway at selected locations.
6. The relatively minor anticipated effect of the facilities on vegetation and wildlife will be mitigated as much as possible by attention to right-of-way and design details.
7. Holding ponds will be utilized to reduce adverse effects on water quality.
8. The one acre of wetland to be affected by interchange construction will be incorporated into the design and enhanced to the extent feasible.

1.5 Wetlands Finding

It was determined that there was no practicable alternative to the proposed construction of the preferred alternative for TH 610 in a one-acre wetland. The proposed action includes all practicable measures to minimize harm to the wetland.

1.6 Conformance with State Air Quality Implementation Plan

The Build Alternatives for TH 610 and TH 252 conform to the State Air Quality Implementation Plan.

2. Preferred Alternatives

Introduction

The following section of the Final Environmental Impact Statement (FEIS) describes: (1) the reasons for selecting the preferred roadway alternative, and (2) the relationship of the project to the State Air Quality Implementation Plan.

2.1 Preferred Alternative Decision

The Draft Environmental Impact Statement (DEIS) studied two separate but related roadways, TH 610 and TH 252. The alternatives preferred by the Minnesota Department of Transportation (Mn/DOT) are:

- Build TH 610 Alternative 1A (from TH 10 to TH 252)
- Build TH 252 Alternative 1 (from TH 610 to I-94)
- Defer TH 610 (from TH 252 to I-94)

The portion of TH 610 from TH 252 westerly to I-94 in Maple Grove is being deferred at this time due to funding constraints. Should funding become available, it is likely that this section would be constructed in two phases:

- Phase 2 - Add TH 610 from TH 252 to TH 52
- Phase 3 - Add TH 610 from TH 52 to I-94

The project phase effects are described in Section 4.1.3.

This FEIS addresses only TH 252 and TH 610 between TH 252 and TH 10. A FEIS will be prepared for TH 610 west to I-94 at a later date should funding become available to construct this section.

If a final decision by Mn/DOT in conjunction with the Federal Highway Administration (FHWA) to build TH 610 west of TH 252 is not made within 3 years of the date of DEIS circulation (April 28, 1981), a written evaluation of the DEIS will be prepared by the FHWA. This evaluation will be prepared by the FHWA in cooperation with Mn/DOT prior to submission of the FEIS on that portion of roadway. The evaluation must demonstrate that there have not been significant changes in the proposed action, the affected environment, the anticipated impacts, or the proposed mitigation measures. If there have been changes in these factors which would be significant in the consideration of the proposed action, a supplement to the DEIS or a new DEIS will be prepared. Subsequently, a FEIS would be prepared on this segment of roadway.

To aid in the comparison of project alternatives, environmental consequences for each portion of the project are shown in Table 2-1. This table presents those impacts which are suited to a summary comparison. A more detailed discussion of environmental consequences is included in the DEIS, which should be consulted for full explanation of these and other impacts.

TABLE 2-1*

SUMMARY OF
ENVIRONMENTAL
CONSEQUENCES

	TH 610			TH 252			NO-BUILD
	I-94 TO TH 252 MAPLE GROVE - BROOKLYN PARK	TH 252 TO TH 10: COON RAPIDS-BROOKLYN PARK		TH 610 TO 73RD AVENUE: BROOKLYN PARK		73RD AVE. TO I-694 BROOKLYN CENTER	
		ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 1	ALTERNATIVE 2		
1. Transportation							
1.1 Regional Transportation Plan	Consistent	Consistent	Consistent	Consistent	Consistent	Consistent	Not Consistent
1.2 Travel Demand	Level of Service C Traffic Operations	Level of Service C Traffic Operations	Level of Service C Traffic Operations	Level of Service C Traffic Operations	Level of Service C Traffic Operations	Level of Service C Traffic Operations	Does not satisfy river crossing Travel Demand Level of Service "C"
2. Project Cost (1979 Dollars)	Construction Acquisition Total						
	\$36.1 Million \$ 2.2 Million \$38.3 Million	\$43.4 Million \$ 4.2 Million \$47.6 Million	\$39.4 Million \$ 6.3 Million \$45.7 Million	\$4.6 Million \$0.6 Million \$5.2 Million	\$4.6 Million \$2.6 Million \$7.2 Million	\$2.2 Million \$1.9 Million \$4.1 Million	0
3. Land Use Planning							
3.1 Metropolitan Planning	Consistent	Consistent	Consistent	Consistent	Consistent	Consistent	Not Consistent
3.2 Local Planning	Consistent with draft land use plans of Maple Grove & B.P.	Consistent with draft land use plan of Coon Rapids & Brooklyn Pk.	Consistent with draft land use plan of B.P. but not Coon Rapids	Consistent with draft land use plan of Brooklyn Park	Not consistent with draft land use plan of Brooklyn Park	Consistent with draft land use plan of Brooklyn Center	Not Consistent
4. Social							
4.1 Population Growth (Year 2000 total population for the Study Area communities)	228,200	228,200	228,200	228,200	228,200	228,200	212,900
4.2 Neighborhood Cohesion	Project will divide Maple Grove neighborhood in Maple Grove.	Affects Mason Pk. neighborhood in C.R. and Riverdale School area in B. Pk.	Affects Pl. C. neighborhood in C.R. & Res. area S. of Review Sch. in B.P.	Minimal neighborhood impact	Follow exist. TH 252; little new division of neighborhoods	Follow exist. TH 252; little new division of neighborhoods	No effect
5. Displacement & Relocation							
5.1 Residential Units	32	51	81	10	54	60	0
5.2 Businesses	1	2	0	1	3	1	0
6. Economic							
6.1 Tax Base (Annual loss of prop- erty tax dollars in the short term due to ROW Acquisition)	43,995	(415, 14) (415, 18) 94,223 84,025	(415, 24) (415, 28) 94,691 86,329	10,337	67,139	55,903	0 (less potential for long run increase in tax revenues)
6.2 Employment (Year 2000 total employment for the Study Area)	78,000	78,000	78,000	78,000	78,000	78,000	65,200
7. Parks, Recreation Areas, Refuges	No Use of Land	No use of land from existing parks; crosses proposed park	No Use of Land	No Use of Land	No Use of Land	No Use of Land	No Use of Land
8. Historic Preservation	No Use of Land or Adverse Effect	No Use of Land or Adverse Effect	No Use of Land or Adverse Effect	No Use of Land or Adverse Effect	No Use of Land or Adverse Effect	No Use of Land or Adverse Effect	No Use of Land or Adverse Effect



Adverse Effects

* DEIS TABLE 5-1 REVISED

TABLE 2-1 CONTINUED

TABLE 2-1 CONTINUED	TH 610				TH 252			NO-BUILD
	I-94 to TH 252 MAPLE GROVE-BROOKLYN PARK	TH 252 TO TH 10: COON RAPIDS-BROOKLYN PARK		TH 610 TO 73RD AVENUE: BROOKLYN PARK		73RD AVE. TO I-694 BROOKLYN CENTER		
		ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 1	ALTERNATIVE 2			
9. Visual Impact (Total new miles of roadway visible to each residential unit)	47	19	32	23	61 (Construction on/adjacent to existing ROW)	59 (Construction on/adjacent to existing ROW)	0	
10. Energy (Equivalent Barrels of Crude/Day)	1,016	1,016	1,016	1,016	1,016	1,016	1,158	
11. Air Quality	In Conformance	In Conformance	In Conformance	In Conformance	In Conformance	In Conformance	Not in Conformance	
11.1 Conformance with SIP								
11.2 Conformance with ambient standards	No Violations	No Violations	No Violations	No Violations	No Violations	No Violations	No Violations	
12. Noise								
12.1 FHWA Design Noise Levels (Number of structures or areas exceeding acceptable levels)	0	0	0	0	0	0	0	
12.2 MPCA Daytime Standard (Number of structures or areas exceeding standard)	6	(Alt. 1A) (Alt. 1B) 0 0	(Alt. 2A) (Alt. 2B) 0 13	3	0	0	52	
12.3 MPCA Nighttime Standard (Number of structures or areas exceeding standard)	17	(Alt. 1A) (Alt. 1B) 0 0	(Alt. 2A) (Alt. 2B) 0 81	15	5	0	158	
13. Vegetation & Wildlife	Affects 2.3 acres of a small, deteriorated prairie remnant	1A: 8.9 Acre Oak Savanna	1B: No Effect	2A: 8.9 Acre Oak Savanna	2B: No Effect	No Significant Effect	No Significant Effect	No Effect
14. Surface Water Modification	No significant effect	1A: No Significant Effect	1B: No Significant Effect	2A: Realign 4000 ft. of Pleas. Crk.	2B: Realign 1500 ft. of Pleas. Crk.	No Significant Effect	No Significant Effect	No Effect
15. Water Quality	Potential adverse effect on quality of N and S ditches	No Significant Effect		Potential adverse effect on quality of Pleasure Creek		No Significant Effect	No Significant Effect	No Effect
16. Wetlands (acres affected)	21.6	1.0	36.3	0	0	0	0	
17. Floodplains (Number of encroachment areas)	2	(Alt. 1A) (Alt. 1B) 2 1	(Alt. 2A) (Alt. 2B) 4 4	0	0	0	0	



Adverse Effects

The implementation of the preferred alternatives for TH 252 and for TH 610 (from TH 252 to TH 10) will result in two significant adverse and two significant beneficial environmental consequences. A significant adverse effect will be caused by the acquisition of 127 residential units and 4 businesses. These residences and businesses will receive relocation payments and assistance, but will encounter significant disruptions in the process.

A second significant adverse environmental effect is that 3 homes will be exposed to noise in excess of State daytime standards and 16 homes will be exposed to noise in excess of State night-time standards. These impacts occur in areas where mitigation is ineffective or infeasible. However, the construction of the project along TH 252 will greatly improve residential noise levels. If the No-Build Alternative had been chosen, 52 homes would be exposed to noise above daytime standards and 158 homes would be exposed to noise above night-time standards.

There are two significant beneficial effects resulting from the project. First, the construction of the project will provide substantial additional roadway capacity across the Mississippi River. This will create significant transportation benefits in an area where the existing peak period level of service is unacceptable.

The second significant beneficial effect of the proposed action is that it will implement important regional facilities that are needed for planned regional growth. Implementation of the TH 610/TH 252 project will support the policies of the Metropolitan Council's Metropolitan Development Guide for growth in the northwestern metropolitan area. If the proposed action is not implemented, the Study Area's communities will have 10 percent fewer people and 16 percent fewer jobs by the year 2000 than called for by current policies. This may result in unanticipated growth in other portions of the Metropolitan area.

The decisions described below were made after circulation of the DEIS to all affected communities, to interested citizens and groups, and to State and Federal agencies having review authority over the project. These decisions were based upon comments received on the DEIS, the impacts summarized in Table 2-1, and mitigation measures summarized in Section 3.

2.1.1 BUILD VS. NO-BUILD ALTERNATIVES

In the case of both TH 610 and TH 252 the Build Alternatives were selected over the No-Build Alternatives. The Build Alternatives are preferred because they:

- Satisfy projected traffic demand providing level of service "C" operation;
- Are supported by all of the municipalities involved;
- Are compatible with the Transportation Policy Plan of the Twin Cities Metropolitan Council; and
- Are consistent with the State of Minnesota Air Quality Implementation Plan.

Objections to the Build Alternatives include the displacement of residences and businesses, the project cost, and impacts on wetlands.

2.1.2 TH 610 NORTH RIVER CROSSING (ALT. 1) VS.
TH 610 SOUTH RIVER CROSSING (ALT. 2)

Two options were considered for the location of a bridge across the Mississippi River: a northerly river crossing (Alternative 1) and a southerly river crossing (Alternative 2). The northerly river crossing was selected because it:

- Requires the relocation of 51 homes versus the relocation of 81 homes with the southerly river crossing;
- Is compatible with development plans of the City of Coon Rapids;
- Causes significantly less disruption than the southerly river crossing to the Adams Elementary School attendance area;
- Causes less damage than the southerly river crossing to Evergreen Industrial Park;
- Affects 1 acre of wetland versus 36 acres of wetland with the southerly river crossing; and
- Is deemed "environmentally preferable" by the U.S. Environmental Protection Agency.

The favorable aspects of Alternative 2 were that it costs about \$2 million less than the northerly crossing and it does not directly affect the proposed extension of Coon Rapids Dam Regional Park.

In addition to the above decisions it was also decided that TH 610 should connect into TH 10/47 at the point where the "relocated" TH 10 will ultimately tie into TH 47. This is the "A" alternative connection, while the "B" alternative would have resulted in a permanent connection to existing TH 10. The preferred alternative for TH 610 is therefore Alternative 1A, the northerly river crossing with a future connection to relocated TH 10.

2.1.3 RELOCATE TH 252 (ALT. 1) VS. UPGRADE TH 252 (ALT. 2)

Once the Build Alternative for TH 252 had been selected, the two location alternatives for TH 252 were considered. Alternative 1 is to relocate TH 252 while Alternative 2 is to upgrade it in its present alignment. South of 73rd Avenue these options merge into one route. Alternative 1, the relocation option, was chosen for the following reasons:

- Alternative 1 (from I-694 to TH 610) is favored by the City of Brooklyn Park because it best fits their development plans;
- Alternative 1 requires the relocation of 76 homes versus the relocation of 120 homes with Alternative 2 (the upgrading option);
- Alternative 1 requires the relocation of two businesses versus the relocation of four businesses with Alternative 2; and

- Alternative 1 costs \$2 million less for construction and right-of-way than Alternative 2.

The principal objection to Alternative 1 is that nineteen homes (versus five homes for Alternative 2) will be in locations which will exceed the state noise standards.

2.2 Conformance with State Air Quality Implementation Plan

The proposed project will not result in the violation of air quality standards. This project is in an air quality nonattainment area which has transportation control measures in the State Implementation Plan (SIP) which was conditionally approved by the U.S. Environmental Protection Agency on June 16, 1980. The transportation plan was reviewed by the Federal Highway Administration on November 12, 1981 and the plan was determined to conform to the SIP. The Transportation Improvement Program (TIP) was determined to conform to the SIP on January 18, 1982. This project was included in the plan and the TIP, both conforming to the SIP. Therefore, pursuant to 23 CFR 770, this project conforms to the SIP.

3.

Impact Mitigation Measures

Introduction

There are a number of adverse environmental effects associated with the preferred alternatives for TH 610 and TH 252. Mitigation measures proposed to reduce these impacts are described below.

3.1 Social Effects

The principal adverse social effects (other than those associated with residential displacement) will be felt in Coon Rapids. The preferred alternative for TH 610 in this area will divide the Mason Park neighborhood, an established community of single-family homes. In Brooklyn Park, construction of TH 610 would impede access between Willowstone Park and Riverview School and neighborhoods to the south. In Brooklyn Center, upgrading TH 252 in its present alignment should not hinder intra-neighborhood movement significantly more than the existing roadway. Movement across this neighborhood boundary is not presently considered to be easy or safe for pedestrians or bicyclists, however.

Where the project will divide existing neighborhoods, adequate local vehicular access will be maintained through grade separations and signalized intersections. Pedestrian bridges may also be used to connect neighborhoods to public facilities. (Refer to Figure 3-1). Placement of pedestrian bridges will be decided during the preliminary design stage of the project based upon residents' comments and benefit-cost analysis.

3.2 Property Displacement and Relocation

The proposed TH 610 will displace 51 residences and 2 businesses while TH 252 will displace 76 residences and 2 businesses.

Properties which are acquired will be compensated at market value, and owners have the option of obtaining independent appraisals. Relocation benefits, including moving, mortgage differential, and other costs, are also available to displaced families and businesses. In addition, Mn/DOT will inform those households which are relocated of the various public, semi-public, and private agencies which are available in the area for counseling and other assistance with the emotional effects of moving from an established residence.

3.3 Parks and Recreation Areas

TH 610 will cross the proposed expansion of the Coon Rapids Dam Regional Park. In this location the facility will be elevated on piers, and there will be no earth filling involved. Trail movement will be allowed under the elevated roadway. Also, Mn/DOT will cooperate with the Anoka County Parks Department in the design and construction of TH 610 in this location.

3.4 Aesthetics

The project will be a visual intrusion to the environment, especially in residential, recreational, and other sensitive areas. Views of the new roadway will include fill sections, bridge structures, and noise abatement walls. The roadway will be designed to integrate with the topography of the area. Construction areas will be revegetated and rights-of-way will be landscaped to soften roadway impacts.

3.5 Noise

Implementation of the preferred routes for TH 610 and TH 252 will create new noise impacts in the project area. Without mitigation, noise levels could exceed Federal Design Noise Levels and Minnesota Pollution Control Agency Noise Standards.

Based on analysis of existing and future noise levels, areas considered for noise mitigation have been identified in Figure 3-1. The potential noise barrier locations shown in Figure 3-1 are slightly revised from the locations shown in Figure 5-11 of the DEIS.

The preliminary noise analysis used a general level approach in identifying noise impact areas. Noise levels were predicted without considering the effects of topography or intervening structures. Noise levels were based on a general route location; final design could substantially change the noise results. Based on these assumptions, the results presented in Figure 3-1 present a worst case, and the actual mitigation will be less than shown.

In general, where noise abatement is identified, noise levels can be mitigated to meet Federal Design Noise Levels and State Daytime Standards. Attenuation to meet State Nighttime Standards, if feasible, will be considered on a case-by-case basis. Actual construction of noise walls and earthen berms to provide noise attenuation will be further evaluated in future design stages of the project. Decisions to implement noise barriers will be based on resident input and cost-effectiveness evaluations. Where abatement is not feasible, a variance will be requested from the Minnesota

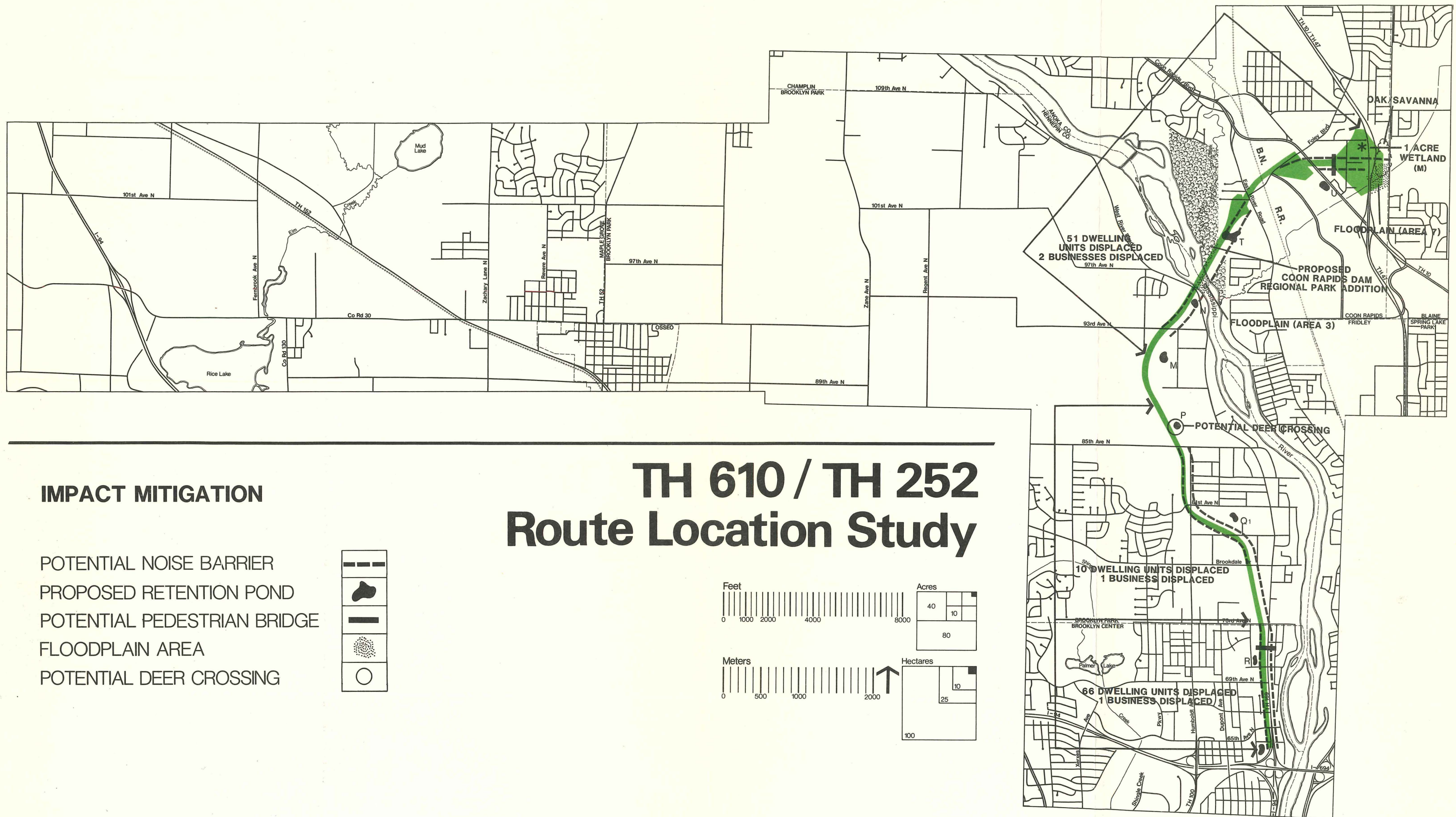


FIGURE 3-1

Pollution Control Agency. Final location and design of noise attenuation barriers will be described in a Final Noise Report prepared prior to Plans, Specifications, and Estimates.

3.6 Vegetation and Wildlife

The intersection of TH 610 and TH 10/47 will eliminate or significantly disturb a 8.9 acre example of the oak savanna which was once prevalent in this region. In other locations, TH 610 and TH 252 will affect vegetation and wildlife habitat of less significant value. The oak savanna, a unique vegetative association, will be incorporated into the fringe of the right-of-way and preserved if possible. The extent to which the oak savanna can be protected will be determined during the preliminary design stage of the project. Figure 3-1 shows the location of the oak savanna.

A number of deer have been sited in the wooded areas near the preferred alternative for TH 252. An area where deer will be likely to cross the roadway is shown on Figure 3-1. Deer crossings will be provided by maintaining adequate clearance under roadway bridges, by installing fences along the roadways in areas of deer activity to attempt to channel the deer to safe crossings, and by installing roadway signs to warn motorists of the hazard. It is expected that the deer will discontinue the use of this area when urban development takes place, and the hazard will be eliminated.

3.7 Water Quality

The operation of the proposed roadway will result in the generation of nonsignificant amounts of traffic-related water pollutants, including salt, particulates, and metals. A system of holding ponds would be constructed to encourage deposition of these pollutants to lower the amounts entering receiving waters. The location of these ponds is shown by Figure 3-1.

3.8 Wetlands

A single one-acre wetland will be affected by the preferred alternative for TH 610. TH 252 will not affect any wetland areas. The location of the affected wetland is illustrated by Figure 3-1. This wetland will be retained within the interchange of TH 610 and TH 10/47 if feasible. If the wetland is damaged, all practicable measures to minimize harm will be included in the proposed project. These measures are discussed in Appendix A, Wetlands Finding.

3.9 Floodplain Encroachment

Figure 3-1 illustrates the location of the two floodplain encroachments associated with TH 610 and TH 252. Both encroachments are considered non-significant.

The encroachment in Area 3 consists of bridge piers located in the floodplain. There is no risk to the facility and there is insignificant impact on the natural and beneficial floodplain values. To help preserve natural and beneficial floodplain values, the pier size will be kept to a minimum and the spans will be made as long as possible, consistent with economic considerations.

Area 7 is in the immediate vicinity of the intersection of TH 610 and TH 10/47. The encroachment here is the small amount of fill that would be required in the floodplain to construct parts of the interchange and/or roadway. This incroachment is considered non-significant, and may be further minimized during preliminary design.

4. Supplemental Information

Introduction

This section of the FEIS makes corrections to material contained in the DEIS and includes material not contained in the initial impact statement. These corrections and additions are based upon comments received during the DEIS review period and upon further study conducted since completion of that document.

4.1 Transportation

4.1.1 SCOPING OF PROJECT ALTERNATIVES

(This section has been included to better explain the project alternative scoping process. Additional information can be found in the "First Level Evaluation of Alternatives."^{1/})

The system "build" alternatives analyzed in "First Level Evaluation of Alternatives" (summarized in Section 3.1.2 of the DEIS) were combinations of two design options--Freeway or At-Grade Arterial--for TH 610, and eight location and design options for TH 252.

The decision to select the freeway design option for TH 610 was made in "First Level Evaluation of Alternatives". The TH 610 Freeway alternative was found to achieve significant benefits in terms of reducing congestion on the I-694 bridge, reducing accidents, and satisfying air quality standards which were not available with an at-grade arterial design. In addition, several of the access points along TH 610 would require grade-separated interchanges under either option. This would result in an undesirable mixture of access designs under the arterial option.

Two TH 252 options were also eliminated from consideration in "First Level Evaluation of Alternatives". The Western Corridor Location (Humboldt Avenue, TH 100) was eliminated for three main reasons: (1) very high traffic volumes and a large amount of weaving would be concentrated on I-94/694 between Humboldt Avenue and I-94 south. (2) violations of air quality standards were expected, and (3) the major reason for considering a western corridor was to avoid potentially serious adverse impacts on the West River Road area. It was found, however, that the same impacts would probably occur in the western corridor as well.

The One-Way Pair option for TH 252 was eliminated because it did not offer any potential advantages over the alternatives which were retained and because there were potential disadvantages related to (a) the acquisition of right-of-way in a second corridor and to (b) the resultant lack of identification and continuity for TH 252.

^{1/} "First Level Evaluation of Alternatives, TH 610 and TH 252 Route Location Study", Minnesota Department of Transportation, 1979.

The alternatives which were selected for analysis beyond the First Level Evaluation were:

- Alternative 1 - No Build
- Alternative 2A - TH 610: Freeway / TH 252: At-Grade Arterial on Present Alignment
- Alternative 2B - TH 610: Freeway / TH 252: Freeway on Present Alignment
- Alternative 2C - TH 610: Freeway / TH 252: At-Grade Arterial on New Alignment
- Alternative 2D - TH 610: Freeway / TH 252: Freeway on New Alignment
- Alternative 2E - TH 610: Freeway / TH 252: At-Grade Arterial on New Alignment (River Road Connection)
- Alternative 2F - TH 610: Freeway / TH 252: Freeway on New Alignment (River Road Connection)

The numbering system is from "First Level Evaluation of Alternatives".

Further consideration of alternatives focused on TH 252 and its function. Comparison of travel demand for the freeway option and the at-grade roadway option found that provision of the higher level of service offered by a freeway attracted many trips into the corridor which would otherwise use routes on the east side of the river. With TH 252 as an at-grade roadway, the travel demand was more balanced among the available north-south routes (TH 252, East River Road, TH 47 and TH 65). Since one of the functions of TH 252 is to supplement existing north-south route capacity, and not to replace existing north-south routes, the at-grade roadway option was determined to be a more appropriate option.

Another function of TH 252 is to provide north-south access for the residents of Brooklyn Center and Brooklyn Park who now rely on West River Road. Construction of TH 252 as an at-grade roadway would allow the continued use of that roadway by the local residents.

Therefore, to encourage balanced use of north-south roadway facilities on both sides of the river, and to ensure the availability of TH 252 for use by residents of the communities through which it passes, study of the at-grade roadway option was continued and the freeway option was dropped from consideration.

Another aspect of the question of the function of TH 252 related to the need for a reconnection of TH 252 to West River Road north of TH 610. Under both the "Existing Alignment" and "New Alignment" alternatives, the interchange with TH 610 is located to the west of the existing West River Road alignment. Analysis showed that a connection between TH 252 at the interchange and West River Road to the north would attract a large number of trips to West River Road which would otherwise use TH 52 and TH 610 to reach TH 252. To avoid drawing traffic to West River Road, and because reasonable alternative routes are available on TH 52 and TH 610, the connection of TH 252 to West River Road north of TH 610 was eliminated from the analysis.

4.1.2 ACCESSIBILITY

(This section has been included to respond to comments from the Twin Cities Metropolitan Council. Additional information can be found on pages 64-65 of the DEIS.)

The degree to which the Build Alternative improves accessibility in the corridor is documented in terms of the reduced travel times required to travel between selected pairs of traffic analysis zones. The window area ^{1/} was used as the basis of comparison between the Build and No-Build networks for sixteen zone pairs. Travel times (for each alternative) were computed for travel between four zones on the west side of the Mississippi River and four zones on the east side of the river. The zones were selected such that representative locations were identified along both sides of the river from the Anoka bridge on the north to the I-694 bridge on the south. Table 4-1 summarizes these travel time differences for individual trip interchanges.

It will be noted that the most substantial reductions in travel time occur for those zones between the existing Anoka bridge and I-694 bridge. This is an obvious consequence of a new river crossing midway between the two existing river crossings. In addition, the travel assignments to the window area networks also showed that the daily vehicle miles of travel are approximately 200,000 vehicle miles less for the Build alternatives.

TABLE 4-1*
TRAVEL TIME SAVINGS (MINUTES)/PER VEHICLE
BUILD TH 610/TH 252 ALTERNATIVES VS. NO-BUILD ALTERNATIVES

ZONES WEST OF RIVER	ZONES EAST OF RIVER			
	Vicinity of Anoka Br.	Between Anoka Br. & TH 610 Br.	Between TH 610 Br. & I-694 Br.	South I-694 Br.
Vicinity of Anoka Br.	0.00	0.00	0.88	0.00
Between Anoka Br. & TH 610 Br.	0.00	2.11	4.09	0.72
Between TH 610 Br. and I-694 Br.	1.21	7.25	1.95	0.36
South of I-694 Br.	0.00	1.65	0.00	0.00

Example: Trips between a point on the west side of the Mississippi River between the Anoka bridge and the TH 610 bridge and a point in the east side of the river between the TH 610 bridge and the I-694 bridge would save about four minutes if TH 610 and TH 252 are built compared to their travel time if the proposed roadways are not built.

* Revised DEIS Table 5-3.

^{1/} Window area is a traffic analysis area within which trip paths are expected to change in response to the proposed transportation facility.

4.1.3 PROJECT PHASING EFFECTS

(This section has been included to provide additional impact information related to the staging of proposed projects and to respond to comments made by the U.S. Department of Transportation.)

The implementation schedule for TH 610 and TH 252 is anticipated to include three phases due to the availability of funding:

- Phase 1 - Build TH 610 from TH 252 to TH 10, and
Build TH 252 from TH 610 to I-694
- Phase 2 - Add TH 610 from TH 52 to TH 252
- Phase 3 - Add TH 610 from I-94 to TH 52

During the initial portion of Th 610 Phase 1, only four lanes rather than the originally proposed six lanes will be constructed. Due to the number of required grade-separated crossings, TH 610 will be constructed as a limited access roadway.

Described below are the traffic conditions expected to occur in the year 2000 in situations where the total project was delayed at one of the phases described on the previous page.

If only Phase 1 of the project were completed by the year 2000, significant overloading of both TH 252 and I-694 would occur. Much of the traffic between Anoka County and west or southwest Hennepin County which would have traveled TH 610 and TH 52 to Hennepin County Road 18 would be using TH 252 and I-694. This would raise the forecasted traffic volume on TH 252 to 60,000 vehicles per day, resulting in over-capacity flows during several hours of the day. The I-694 bridge would also experience a significant increase in demand, as essentially all the east-west through trips and a significant portion of the local trips which would have used TH 610 are directed to I-694. Under these conditions, I-694 would operate over its ultimate (level of service "E") capacity during peak periods each day. In addition, to avoid a much larger diversion from the TH 610 bridge, a temporary connection must be made to the west from the interchange of TH 610 and TH 252. This connection would probably use 93rd Avenue North (Hennepin County Road 30). A good level of service (about 30 to 40 mph) must be provided along this connection at least to TH 52 so that the connection can serve a collector-distributor function for the relatively short trips with one end on each side of the river.

In the year 2000, at a point immediately west of TH 252, 93rd Avenue North would carry about 14,500 vehicles per day. The origins or destinations of these trips are in the area north of I-694 and east of about Zachary Lane. About 70 percent of the trip ends are located east of Zane Avenue. The number of trips on 93rd Avenue North drops to 4,500 per day west of Zane Avenue, and to 1,500 per day west of TH 52.

The significant impact on 93rd Avenue North would occur between TH 252 and Zane Avenue North. This section of 93rd Avenue North would probably require upgrading to four lanes to accommodate the expected traffic volume.

During Phase 1, the Osseo By-Pass would not be required to serve traffic on TH 610 and TH 252.

If the project is implemented through Phase 2, no extra traffic demand will be placed on TH 252. Through travel and a small portion of the local travel would still use I-694, however. Under those conditions, I-694 would operate at its ultimate capacity during peak periods each day. The Osseo By-Pass would be required at this phase to accommodate the large increase in north-south traffic flows at Osseo. Through this phase, a four-lane bridge can handle expected TH 610 traffic volumes at the river (about 65,000 vehicles per day.)

At Phase 3 in the construction of this project, a direct route to the north and west is available to long, through trips. A small amount of the through travel would probably continue to use I-694, as would a small amount of the local travel. I-694 would operate at about Level of Service "D" during peak periods. At this phase, the TH 610 bridge across the Mississippi River would require widening to six lanes to avoid deterioration in the quality of traffic flow resulting from over-capacity conditions during peak periods.

4.1.4 RIGHT-OF-WAY REQUIREMENTS

(This section has been included to respond to comments by the U.S. Department of Transportation.)

TH 610 would require a basic right-of-way width of about 300 feet. This width may vary somewhat due to profile. At interchanges, the width required would increase depending on the interchange design.

TH 252 would require a basic right-of-way width of between 200 and 300 feet depending on the location of frontage roads.

Exact right-of-way needs and property acquisition will be determined during the design phase of the project.

4.1.5 TRANSIT FEASIBILITY

(This section has been included to respond to comments made by the Minnesota Department of Natural Resources.)

The possibility that transit could serve a significant portion of the Northtown area travel demand was analyzed in Northtown Corridor Study^{1/} (pp. 24-25) and was studied again in the development of the TH 610/TH 252 DEIS. The questions raised by the Minnesota Department of Natural Resources is "what transit facilities would be necessary to accommodate the travel that is necessitating the new bridge."

^{1/} Twin Cities Metropolitan Council, July, 1973.

Appendix B contains an analysis of the level of transit service which would have to be provided to accomodate that travel demand. Two major points can be drawn from the calculations in Appendix B.

1. Transit would have to serve 35 percent of the river crossing demand. A transit share of this magnitude would require highly concentrated destinations. The most highly concentrated areas in the metropolitan area and the areas best served by transit are the Minneapolis and St. Paul Central Business Districts (CBD's). Only 19 percent of the trips to and from the two CBD's use transit. With the diversity of origins and destinations in the Northtown corridor, it is highly unlikely that a transit share as large as that of CBD travel could be achieved. It would be impossible to achieve a transit share of 35 percent for trips crossing the river.
2. Provision of this bus service would drastically change the scale of service provided by the MTC. Table 4-2 is a comparison of 1979 operating characteristics of the MTC and the minimum change which would be required to provide the river crossing bus service.

TABLE 4-2

INCREASE IN MTC OPERATIONS
NECESSARY TO SUPPORT
RIVER CROSSING SERVICE

<u>Operating Characteristics</u>	<u>1979 MTC *</u>	<u>River Crossing Service **</u>	<u>Change</u>
Ridership (annual)	74,300,459	+ 31,364,000	+ 42%
Number of Buses	855	+ 587	+ 69%
Miles of Service (annual)	29,400,000	+ 23,560,000	+ 80%
Operating Deficit (annual)	\$41,113,800	+ \$42,507,000	+103%

The MTC would not be able to provide the required river crossing service within existing funding or under legislatively imposed performance funding constraints.

* 1979 MTC Annual Report

** See Appendix B

4.2 Project Costs

(This section has been included to provide updated project cost information.)

Cost estimates for the northern and the southern river crossing alternatives of TH 610 were revised by Mn/DOT subsequent to the preparation of the DEIS based on refined location information. The new estimates project a cost of \$47.6 million for the northern alternative (Alternative 1) and \$45.7 million for the southern alternative (Alternative 2). This \$2.0 million difference is down from the \$14.1 million difference previously estimated. This change is primarily due to two factors: (1) the roadway layout was refined, providing more detail upon which to base the estimates and (2) new land development, particularly along the southern alternative, has increased right-of-way costs. The new estimates remain in 1979 dollars. The cost estimates for the other portion of TH 610 and TH 252 remain as presented in the DEIS.

4.3 Parks and Recreation Areas

(These sections have been included to provide more information related to impacts on the proposed extension of the Coon Rapids Dam Regional Park, and to respond to comments from the U.S. Environmental Protection Agency and the Twin Cities Metropolitan Council.)

TH 610 will cross the proposed Coon Rapids Dam Regional Park Addition. The park Master Plan has reserved a 500 foot wide right-of-way for the roadway, and the roadway will be elevated on bridge piers through this area. Excess right-of-way will be returned to the park when the roadway is complete.

4.3.1 AIR QUALITY

Air quality impacts on the proposed Coon Rapids Dam Regional Park Addition are not expected to be significant. Although the TH 610 bridge is expected to carry 77,000 vehicles per day by the year 2000, the peak hour volume-to-capacity ratio will be 0.77. Thus, traffic should be able to maintain a high constant speed which minimizes vehicle emissions. Historically, pollutant concentrations in excess of State or Federal Air Quality Standards have occurred only where high volumes of traffic experience stop-and-go conditions. The worst-case "hot spot" analysis of TH 610 (in the area of TH 10, TH 47, and proposed TH 610) indicated no violations of air quality standards (see DEIS Section 5.2.11). For these reasons, the air quality impacts on the proposed park are expected to be minimal. Further air quality evaluation will occur prior to application for an Air Quality Indirect Source Permit from the Minnesota Pollution Control Agency.

4.3.2 NOISE

Existing noise levels were monitored in the proposed Coon Rapids Dam Regional Park Addition. The monitor was located approximately 40 feet from the east bank of the Mississippi River between the mouth of Coon Creek and the location of the proposed TH 610 alignment. The monitoring was done between 3:30 and 5:30 PM on a weekday evening.

Future noise levels resulting from traffic operations on TH 610 were predicted at a point 260 feet north of the proposed alignment. Design hourly traffic volumes were used to predict daytime noise impacts. Peak nighttime traffic volumes were used to predict nighttime noise impacts. The following table shows the two-way hourly traffic volumes used.

TABLE 4-3
FORECAST TWO-WAY HOURLY TRAFFIC
ON TH 610 BRIDGE

	<u>Autos</u>	<u>Medium Trucks</u>	<u>Heavy Trucks</u>
Day	6,444	165	90
Night	4,411	66	66

The bridge was modeled as an elevated structure, 20 feet above the river flats. A barrier rail was assumed to extend the length of the bridge on both sides. This type of barrier would be incorporated as a safety feature on the bridge.

The proposed park has been considered to be in FHPM 7-7-3 Design Noise Level Activity Category B. This category includes all parks except those where "serenity and quiet are of extraordinary significance."

In terms of the State Noise Standards, the proposed park has been considered in Noise Area Classification-2, which includes all parks except designated camping and picnicking areas. The following table shows existing and predicted future noise levels in relation to the applicable State and Federal noise standards.

TABLE 4-4
EXISTING AND PREDICTED NOISE LEVELS IN
COON RAPIDS DAM REGIONAL PARK ADDITION

	<u>L₁₀</u>	<u>L₅₀</u>
Federal Design Noise Level	70	NA
State Daytime Standard	70	65
State Nighttime Standard	70	65
Existing Noise Levels	47/50	43/45
Predicted Future Daytime	67	63
Predicted Future Nighttime	65	60

At the point 260 feet from the proposed TH 610 alignment, noise levels were predicted to increase by 15-20 dBA. This is a substantial increase but does not result in exceeding of either the State or Federal standards.

The approved Coon Rapids Dam Regional Park Master Plan reserves a 500-foot right-of-way for the TH 610 bridge structure. Since the portion of the park is yet to be developed, planning for park activity areas such as picnic grounds can take the highway noise into account. The area near the bridge would be appropriate for trail use.

4.4 Property Displacement and Relocation

(The following sections related to displacement and relocation have been included to provide updated information on housing needs, availability, and cost and business relocations. Farm severance is discussed to clarify how this issue will be addressed in a subsequent FEIS.)

Upgrading TH 252 and constructing TH 610 is expected to force the relocation of a number of established residences and businesses in the proposed right-of-way. The effects of residential relocation are expected to be most strongly felt by the poor, the elderly, and those of minority races. These households usually compete least effectively for housing and, according to past studies, are least well suited to handle the emotional effects of relocation. The following are additional comments on the number of households with special needs expected to be relocated, the availability of suitable replacement housing, the relative cost of replacement housing, and the impact of the roadways upon farming.

4.4.1 HOUSEHOLDS WITH SPECIAL NEEDS

At the time of developing this FEIS, complete 1980 U.S. Census data was not available with which to evaluate in detail the impact of displacement upon households with special needs. Available demographic data was limited to race by Census Tract. (Reliable block-level data was not yet available.) The numbers of elderly households, handicapped households, or households below poverty level were not available. This analysis is, thus, limited to the question of racial impact.

Table 4-5 indicates the number of persons residing in 1980 in Census Tracts in which one of the roadways would force residential relocation. Also shown on that table are the percentages of each Census Tract total population which the minority persons represent and the percentage of total municipal population which the minority persons represent.

TABLE 4-5

1980 MINORITY POPULATION
BY CENSUS TRACT

<u>City/Tract</u>	<u>Number of Minorities</u>	<u>% Of Census Tract</u>	<u>% Of City</u>
Brooklyn Center			4.8
202.00	556	7.3	
Brooklyn Park			5.2
268.01	55	2.3	
268.05	318	4.6	
Coon Rapids			2.5
507.05	73	2.4	
TOTAL	1002	5.1	4.2

Source: "Census-Population-Housing, 1980 Tracts", Twin Cities Metropolitan Council, 1981.

As can be seen from the above table, there are very few minority persons residing in affected Census Tracts with the exception of Tract 202.00 in Brooklyn Center and Tract 268.05 in Brooklyn Park.

If the percentage of minority households impacted by the project is the same as the average percentage of minorities in the population of the four Census Tracts (5.1%), then 6 or 7 minority households will be relocated by the project. Comparable housing will be available in the area.

4.4.2 AVAILABILITY OF REPLACEMENT HOUSING

The Twin Cities Metropolitan Council stated in their DEIS review memorandum of June 7, 1981, that this portion of the Metropolitan area is growing rapidly, which should assist displaced families in finding new housing. However, during 1981 housing choice was quite limited in the Study Area as well as the overall Metropolitan Area. The Metropolitan area vacancy rate in the July-September, 1981 period hit a new third quarter low of 2.2 percent. Three percent housing vacancy is considered "ideal". The Metropolitan Area single-family housing vacancy rate was 0.7 percent for that period and the multiple-family housing vacancy rate was 5.7 percent. Overall housing turnover during the third quarter of 1981 was 8.6 percent.

Table 4-6 indicates the availability of replacement housing in communities affected by the proposed roadways. The single- and multiple-family housing vacancy rates in Brooklyn Park slightly exceeded the Metropolitan area average, as did the Coon Rapids multiple-family housing vacancy rate. The available information indicates that comparable replacement housing will be available in the area.

TABLE 4-6

HOUSING VACANCY AND TURNOVER BY MUNICIPALITY,
THIRD QUARTER, 1981

Community	Total Housing Vacancy		Single-Family Vacancy		Multiple-Family Vacancy		Single-Family Turnover		Multiple-Family Turnover	
	Units	%	Units	%	Units	%	Units	%	Units	%
Brooklyn Center	139	1.3	34	0.4	105	3.9	227	2.8	484	18.0
Brooklyn Park	515	3.2	89	0.8	426	7.7	660	6.2	1,383	24.9
Coon Rapids	65	1.3	23	0.5	42	6.6	170	4.0	140	22.0
Metro Area	13,344	2.2	2,889	0.7	10,445	5.7	17,461	4.1	34,503	18.8

Source: "Housing Vacancy and Turnover in the Twin Cities Metropolitan Area, July-September, 1981," Twin Cities Metropolitan Council, December, 1981.

4.4.3 COST OF REPLACEMENT HOUSING

In order to fully assess the economic impact of residential relocation upon affected households it is useful to know the cost of potential replacement housing relative to the value of housing to be vacated. Table 4-7 indicates the average 1981 housing sale prices in communities affected by TH 252 and TH 610. Average sale prices in this portion of the Metropolitan Area were somewhat lower than that of the overall Metropolitan area. However, mortgage costs in 1981 were extremely high, increasing monthly housing payments substantially.

TABLE 4-7

AVERAGE HOUSING SALE PRICES, 1981
BY SUB-REGION

Sub-Region	Average 1981 Sale Price	% Change 1980-1981	% Change 1977-1981
Coon Rapids-Anoka	\$66,064	+5.2	+62
Brooklyn Center-Brooklyn Park	69,767	+8.5	+57
Metropolitan Area	80,238	+8.3	+67

The proposed TH's 252 and TH 610 would displace approximately 100 single family houses (includes double townhouses) and two apartment buildings with a total of 36 units. (See Home Value Chart below.) In the period of January, 1981 - December, 1981, there were 1,263 sales ranging in price from \$6,900 to \$159,900 with an average price of approximately \$68,000. As of April, 1982, there were 654 homes (see Available Residence Chart below) available on the market in the areas of Brooklyn Center, Brooklyn Park and Coon Rapids. It would appear that there is an adequate selection of homes available for persons being displaced, within their price range and same general area. In areas where housing is not available in the same price range, replacement housing supplements should enable the displacee to purchase decent, safe, and sanitary housing.

TH 252 & TH 610

Approximate Single Family Home Values of Displacement By Community*

	Brooklyn Center	Brooklyn Park	Coon Rapids	Totals by Price Range
Under 50,000	1	2	0	2
50,000 - 70,000	4	3	4	11
70,000 - 85,000	31	18	18	67
85,000 - 100,000	6	1	7	14
Over 100,000	0	1	5	6
Totals	42	25	34	100

*Windshield Surveys.

TH 252 & TH 610

Availability of Single Family Residences*

	Brooklyn Center	Brooklyn Park	Coon Rapids & Anoka	Totals by Price Range
Under 50,000	22	4	16	42
50,000 - 70,000	56	71	132	259
70,000 - 85,000	71	61	72	204
85,000 - 100,000	16	29	32	77
Over 100,000	8	21	43	72
Totals	173	186	295	654

*From Greater Minneapolis Board of Realtors Multiple Listing Service, April, 1982.

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4.4.4 BUSINESS RELOCATION

Four businesses will be acquired through the implementation of the preferred alternatives for TH 610 and TH 252. As outlined in FHWA Notice N6600.10, a Conceptual Stage Relocation Study ^{1/} has been prepared. Based on contacts with the affected businesses and a study of the area, it was concluded that relocation in the area would not be difficult. The surrounding area has: 1) ample commercial land, 2) good traffic access, and 3) a growing population, all of which will assist in relocation efforts.

4.4.5 FARM DISPLACEMENT

The preferred alternatives of TH 252 and TH 610 would be constructed in areas which are expected to experience urban development during the 1980's and 1990's. Such growth will be consistent with the Metropolitan Development Guide of the Twin Cities Metropolitan Council.

Farm severance will only be a factor in the analysis of TH 610 west of TH 252. The impact upon agricultural activities of that segment of roadway will be analyzed in a future FEIS.

4.5 Noise

(This section has been included to clarify the assumptions used in the noise analysis and to respond to comments by the U.S. Environmental Protection Agency.)

Detailed estimates of noise levels in various locations along TH 252 and TH 610 Alternative 1A corridors were done with the aid of projections of two-way hourly traffic volumes. Each noise analysis area had a traffic projection for design hourly traffic (usually the PM peak hour) and for peak nighttime hourly traffic. The two projections were split into projections for autos, medium trucks, and heavy trucks. These projections are shown by Table 4-8. The location of each analysis area is shown by Figure 5-11 in the DEIS.

^{1/} "Conceptual Stage Relocation Study: TH 610 and TH 252," Minnesota Department of Transportation, 1981. Available for review at District 5, 2055 North Lilac Drive, Golden Valley, MN.

TABLE 4-8
DESIGN HOUR AND PEAK NIGHTTIME HOUR
TRAFFIC VOLUMES BY ANALYSIS AREA

		Area Designation					
		F	G	H	I	J	K
Design Hourly Traffic Volumes	Auto	6,444	2,176	3,853	2,826	2,912	3,853
	Medium Truck	165	56	64	47	48	64
	Heavy Truck	90	30	43	31	32	43
Peak Nighttime Traffic Volumes	Auto	4,411	1,489	3,291	2,413	2,486	3,291
	Medium Truck	66	23	59	44	45	59
	Heavy Truck	66	27	25	18	19	25

4.6 Surface Water Modification

(This section has been provided to explain drainage Design changes for TH 610 made subsequent to distribution of the DEIS.)

The preferred alternative for TH 610, Alternative 1A, would run just to the north of Pleasure Creek, and will not require any relocation of the Pleasure Creek channel. Since preparation of the DEIS, the drainage proposed for TH 610 Alternative 1A has been modified to carry all runoff to the Mississippi River within the proposed right-of-way. No runoff will be discharged to Pleasure Creek.

The drainage of the proposed project can be separated into two segments and discussed separately. The first segment is from proposed new Highway 10 to the Burlington Northern Railroad and the second segment is from the Burlington Northern Railroad to the Mississippi River. Refer to Figure 2-1.

Drainage in the first segment can be considered to have its drainage concentrated to a common point, pond U, on the west side of Coon Rapids Blvd. Drainage from the second segment will drain to a point approximately 1000 feet east of the Mississippi River adjacent to the east side the proposed alignment, proposed pond T.

Both proposed ponds T and U are necessary ponding areas for the north location, Alternative 1A, to provide storm water detention, to provide a possible containment area for hazardous material spills and to function as the additional wetland areas to mitigate other environmental effects of the highway.

Pond U would discharge into a pipe or open channel and be conveyed along the preferred route to pond T where the discharge from both ponds is in turn discharged to the Mississippi River. Study of this alternative subsequent to the issue of the DEIS indicated that TH 610 can be designed so that no roadway runoff would enter Pleasure Creek.

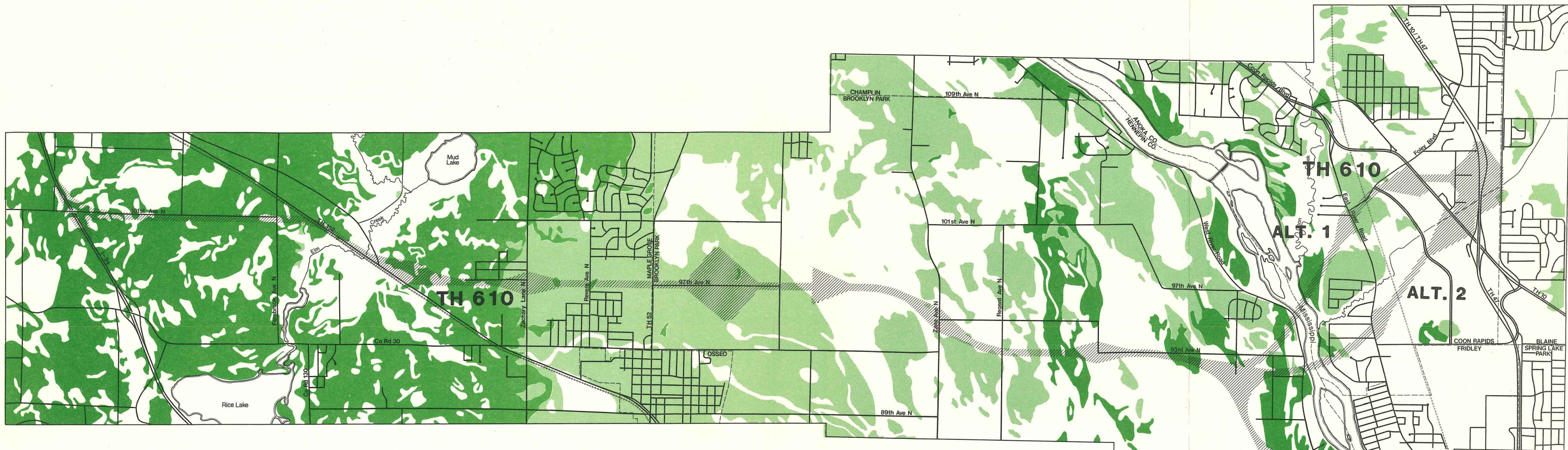
4.7 Soil Resources

(This section has been provided to clarify the impact of the proposed project on agricultural soils and to respond to comments from the U.S. Environmental Protection Agency.)

Only small tracts of prime and unique farm lands will be taken by the proposed roadways. Figure 4-1 shows the relationship of the new facilities to the areas of prime and unique agricultural lands. None of these prime or unique tracts are currently farmed. Furthermore, the region is expected to experience planned urban development during the 1980's and 1990's (see DEIS Figure 5-1).

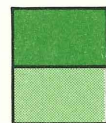
In the TH 252 right-of-way only a very small tract of prime farmland not already converted to urban use will be taken. No unique farmlands will be needed in this area.

In the TH 610 Alternative 1A right-of-way a tract of unique farmland near East River Road will be taken. This area is within a zoned industrial park. Near the Mississippi River in Coon Rapids a tract of prime farmland will be crossed, but this area is programmed for conversion to the Coon Rapids Dam Regional Park. In Brooklyn Park another small area of prime farmland will be severed by the roadway.



Agricultural Lands

Prime
Unique



TH 610 / TH 252 Route Location Study

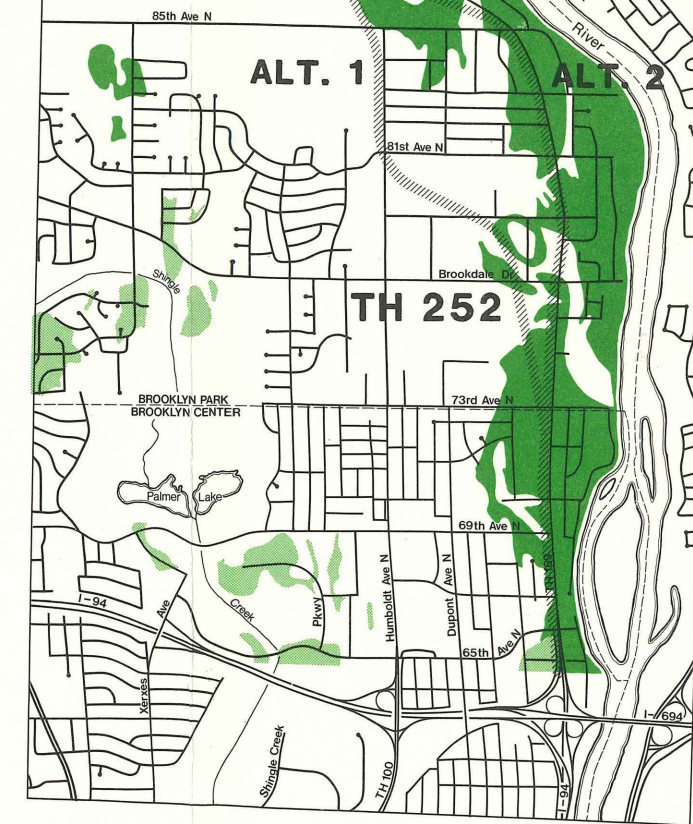
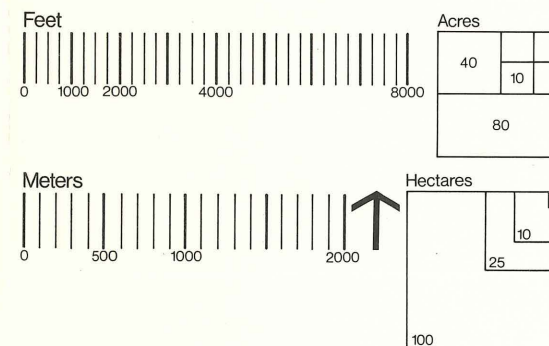


FIGURE 4-1

5.
Responses to D.E.I.S.
Comments

5.1 Responses to Comments

The following are written comments received by Mn/DOT from various federal, state, and regional agencies and individuals on the DEIS. The responses of Mn/DOT to specific elements of the agency comments are included. Reference numbers added to the copies of the agency comments correspond to the numbered responses. A table of contents to this section is provided below.

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5.1.1 U.S. Department of Transportation



U.S. Department of
Transportation
Office of the Secretary
of Transportation

Memorandum

Subject Draft EIS - TH 610 and TH 252 in Anoka and Hennepin
Counties, Minnesota, FHWA-EIS-MN-81-01-D

Date: JUN 26 1981

From Martin Convisser, Director
Office of Environment and Safety *M. Convisser* ^{Reply to}
to Chief, Environmental Programs Division, FHWA/HEV-10

We have reviewed the draft environmental impact statement for TH 610 and TH 252 in Anoka and Hennepin Counties, Minnesota, and have the following comments.

- 1 **Alternatives.** The draft statement shows that Alternative 1B for the proposed TH 610 would appear to have significantly fewer adverse environmental impacts than Alternative 2A. Unlike that alternative, Alternative 1B does not violate noise standards or require realignment of Pleasure Creek. There is a taking of only one acre of a floodplain (as opposed to 4); also, Alternative 1B displaces at least 12 fewer housing units, and takes no acreage from an oak savannah. Similarly, Alternative 1 for proposed TH 252 appears to have fewer adverse environmental impacts than Alternative 2 (44 fewer housing units and 3 fewer businesses). Of the alternatives presented, it appears that serious consideration should be given to selection of Alternative 1B for TH 610 and of Alternative 1 for TH 252.

In addition, the final statement should discuss lesser scale alternatives, including: construction of only that portion of TH 610 which is east of its intersection with TH 252; and construction of a smaller scale roadway for TH 610. Analysis of these alternatives should address whether the proposed TH 610 and the upgrading and relocation of the Osseo By-Pass (a separate proposal) are both needed to accommodate predicted traffic levels by the year 2000. The final statement should also include information on proposed right-of-way widths.
- 2 **Wetlands.** The final statement should conform to the requirements of Executive Order 11990, Protection of Wetlands, including (i) a determination that the alternative selected was the only practicable alternative; and (ii) a commitment to all practicable measures to minimize the adverse impacts (e.g., the taking and the proposed fill of up to 57 acres of wetlands) by reducing right-of-way and by bridging wetlands wherever practicable. Appropriate consideration should also be given to the "creation" of replacement wetlands. The relative impacts on wetlands of alternatives 1A and B and 2A and B should be clearly delineated.
- 3 We note the concern of the U.S. Department of the Interior over additional taking of wetlands associated with a proposed interchange at France Avenue on TH 610, for an extension that is not yet built. Interior recommends that Minnesota DOT investigate the possibility of locating the interchange elsewhere (or eliminating it entirely); the results of such an investigation should be covered in the final EIS.
- 4 3. **Mitigation.** The draft EIS discusses measures to mitigate adverse environmental impacts, but generally fails to reflect commitments to those measures. The final statement should include such commitments, such as: construction of noise barriers to comply with noise abatement standards (page 132); provisions for safe deer crossing (page 136); reduced wetlands takings through lesser rights-of-way and bridging (page 151); and construction of pedestrian bridges (page 79).

4. **Delegation.** We have given serious consideration to the request that the final EIS for this project be delegated to FHWA, and have determined that the EIS should not be delegated at this time. Our position on this matter stems from the substantial variations in environmental impacts among alternatives and the minimal commitment to mitigation measures. We would be willing to reconsider this decision, however, if commitments are made to the least damaging alternatives (1B and 1) and to appropriate mitigation measures.

We appreciate the opportunity to review the draft EIS and look forward to receiving the final document.

- 1 Refer to FEIS Section 4.1.3, Project Phasing Effects (Supplemental Information) and Section 4.1.4, Right-of-way Requirements.
- 2 Refer to FEIS Section 3.8, Wetlands (Impact Mitigation Measures) and Appendix A, Wetlands Finding.
- 3 This section of TH 610 is being deferred at this time due to funding constraints. Should a decision be made to advance this project at a later date, the impact of this interchange on wetlands will be fully addressed.
- 4 Refer to FEIS Section 3 (Impact Mitigation Measures).

5.1.2 U.S. Environmental Protection Agency



UNITED STATES
ENVIRONMENTAL PROTECTION AGENCY
REGION 5
312 SOUTH MICHIGAN STREET
CHICAGO, ILLINOIS 60604

REF: TO ATTENTION OF

19 JUL 1987

Mr. Charles Hudrlik
Project Manager
Minnesota Department of Transportation
District 5
2055 North Lilac Drive
Golden Valley, Michigan 55422

RE: D-FHW-F40170-MN
(81064)

Dear Mr. Hudrlik:

We have completed our review of the Draft Environmental Impact Statement (EIS) for TH 610/TH 252. The proposed action consists of the construction of approximately 11 miles of TH 610 between I-94 in Maple Grove and TH 10 in Coon Rapids and approximately 4 miles of TH 252 between I-94 in Brooklyn Center and new TH 610 in Brooklyn Park.

Based on the information provided in the EIS we have environmental reservations regarding the implementation of this project due to potential adverse land use impacts, including wetlands, parklands and prime agricultural lands. In addition, information should be provided regarding secondary impacts of induced development and conversion of agricultural land to residential, commercial and industrial uses.

We are therefore categorizing this project as ER-2. Specifically, this means that we have reservations concerning the environmental effects of certain aspects of the proposed action and believe that the Draft EIS does not contain sufficient information to fully assess the impacts of the action.

The attached comments address our concerns in greater detail. If you have any questions regarding our comments, or wish to meet with members of our staff to coordinate wetland mitigation, please contact Ms. Arlene Kaganove at 312/886-6686. Please send us two copies of the Final EIS when it is filed with EPA in Washington for review. Thank you for providing us the opportunity to review this Draft EIS.

Sincerely yours,

Barbara Taylor Backley
Barbara Taylor Backley, Chief
Environmental Impact Review Staff
Office of Environmental Review

Attachment

Wetlands and Unique Areas

- 1 Since the project area is covered with scattered wetlands, we must agree that any route location would require some construction in wetlands. It would appear, however, that Alternate 1, for TH 610, impacts far fewer significant wetland acres than Alternate 2 and should be considered the environmentally preferable alternative. In addition, the possibility of relocating the France Avenue interchange, which impacts wetland F and G and the prairie remnant adjacent, should be investigated. The possibility of enclosing the prairie remnant within the bounds of the interchange, to preserve this unique ecosystem, should also be assessed as a possible mitigation measure.

- 2 We note that the Final EIS will identify the preferred alternatives and list specific wetland mitigation techniques. In general, we concur with the types of mitigation measures proposed in the EIS and would advocate enhancement of existing wetland areas to improve and increase wildlife habitat acreage. The inclusion of adjacent wetland areas in the right-of-way would protect those areas from development which could follow completion of the roadway construction.

3 Prime Agricultural Land

The EIS notes that the study area contains considerable amounts of prime and unique soils for agriculture. It is acknowledged that the proposed roadway corridors for TH 610 and TH 252 could potentially require the use of 150 acres of prime farmland and 200 acres of unique farmland; yet no assessment is made of the even greater conversion of agricultural land to urban/suburban uses which would occur after implementation of the project. Areas which may be subject to greater development pressures are near interchanges, or along service roads; however, the construction of this roadway will, within a short period of time, open the entire area up for development. CEQ's Regulations on Implementing the National Environmental Policy Act require study of indirect effects that may include "growth inducing effects and other effects related to induced changes in the pattern of land uses..." (Sec. 1508.8(b)). The Final EIS, in analyzing the direct and indirect impacts on prime and unique agricultural land should include information listed in the following section.

1. A detailed soil map (depict alternatives visually and with associated text).
 - a. Scale 1:20000 (3.168 inches = 1 mile) or larger
 - b. Delineated at the mapping unit level
 - c. Legend
 - d. Acreage

- 1 Alternative 1A for TH 610 has been selected. TH 610 west of TH 252 has been deferred due to funding constraints. Should a decision be made to advance the section of TH 610 west of TH 252, the impact of the France Avenue interchange on wetlands will be fully addressed.

- 2 Refer to FEIS Section 3.8, Wetlands (Impact Mitigation Measures).

- 3 Nearly the entire Study Area is contained within the Metropolitan Urban Service Area of the Twin Cities Metropolitan Council Development Framework. In most of the Study Area, planned urbanization was to be allowed by 1975 by the Development Framework, and in the remainder development will be allowed between 1981-1990. Thus, any development induced by the proposed projects will

5.1.2 U.S. Environmental Protection Agency (CONTINUED)

2. A "thumbnail description" of the soil series encountered.

- a. Name
- b. Depth
- c. Drainage
- d. Parent material
- e. Landscape position
- f. Profile description (general) by horizon

- (1) Color
- (2) Texture
- (3) Thickness

- g. Slopes
- h. Use
- i. Classification (USDA Soil Taxonomy)
- j. Soil Capability subclass

3. A comparison of different soil properties which determine the soil resource's usefulness for agriculture, as a road subgrade, for roadfill, and for potential construction at access points.

- a. Depth to bedrock (hard, soft)
- b. Depth to cemented pan
- c. AASHTO Group Index Number (Evaluate the thickest layer between 10 and 60 inches and also the bottom layer)
- d. AASHTO Group Classification
- e. Depth to high water table (kind, months)
- f. Slope
- g. Flood Hazard (frequency, duration, season)
- h. Potential frost action
- i. Shrink-swell potential
- j. Fraction greater than 3 inches (weighted average to 40 inches)
- k. UNIFIED Classification
- l. Liquid limit
- m. Plasticity index
- n. Moist bulk density
- o. Permeability rate
- p. Available water capacity
- q. Soil reaction (pH)
- r. Erosion factors (K, T)
- s. Wind erodibility group
- t. Organic matter percent
- u. Hydrologic group

Park Impacts

- 4 Alternative 1 passes through a planned addition to Coon Rapids Dam Regional Park. While the master plan for the park does include a 500 foot right-of-way to accommodate the Alternative 1 route and the use of this land for highway purposes does not constitute a Section 4(f) use of recreation land, the noise and air quality impacts of the highway upon park use should be evaluated. Adverse impacts upon the park land could influence the decision as to which alternative is environmentally preferable.

Noise Impacts

- 5 The noise analysis was very well prepared, with an especially good set of aerial photographs and superimposed noise contours. We would like to see the exact numbers of trucks and automobiles assumed in the analysis of each section of the roadway included in the assessment. Consideration should be given to including more of the information from the noise analysis report in the EIS. The CEQ regulations do provide for incorporation by reference, but the content of that referenced material should be briefly described and discussed. Inclusion of the aerial photos and noise contours would be a useful addition to the EIS.

- 6 The proposed abatement measures (i.e., noise barriers) would leave approximately 7 dwelling units exposed to noise levels in excess of the nighttime standards. Consideration should be given to sound-proofing those few homes in an attempt to reduce the noise intrusion and provide environmentally acceptable living conditions for the occupants.

represent planned orderly growth, not urban sprawl. Based on consultation with the EPA, it was agreed that providing a general agricultural soils map would be sufficient for the FEIS.

More detailed soils data will be developed in later design phases based on boring information. Refer to FEIS Section 4.7, Soil Resources.

- 4 Refer to FEIS Section 4.3.1, Air Quality, and 4.3.2, Noise (Supplemental Information).

- 5 This detailed information is available for review in the Preliminary Noise Report. Due to the extensive nature of the noise contour maps, the complete noise analysis will not be reproduced in the FEIS. For more information on traffic volumes related to the noise analysis, refer to FEIS Section 3.5, Noise (Supplemental Information).

- 6 Based on the studies conducted on the I-94 project in Minneapolis and Brooklyn Center, Mn/DOT has determined that sound proofing is not a cost-effective method to reduce noise.

5.1.3 U.S. Department of Health and Human Services



DEPARTMENT OF HEALTH & HUMAN SERVICES

Office of
Human Development Services

Office of Assistant Secretary
Washington D.C. 20201

JUL 24 1991

Mr. Charles Hudrlik
Project Manager
Minnesota Department of
Transportation, District 5
2055 North Lilac Drive
Golden Valley, Minnesota 55422

Dear Mr. Hudrlik:

We have reviewed the Draft Environmental Impact Statement for the proposed construction of Trunk Highway 610 and Trunk Highway 252 located in the suburbs of the Minneapolis-St. Paul metropolitan area (FHWA-MN-EIS-81-01-D).

We are responding to this statement on behalf of this agency with respect to the impact of the proposed actions in the area of human development services and the provision of comprehensive social service programs. Our comments reflect specific issues and/or subjects which, we believe, need to be addressed in assessing the environmental impact of this project on people and in determining whether plans for the development of human service programs should be taken into consideration by the developer of this project in the final environmental impact statement.

From the content of this document, we understand that the construction of the TH 610 and TH 252 will physically divide some existing neighborhood areas. A significant adverse effect will be caused by the acquisition of between 166 and 226 residential units, and from 3 to 8 businesses. The people of these residences and businesses will receive relocation payments and assistance, but will encounter significant disruptions in the process. Relocation benefits, including moving, mortgage differential, and other costs, will be available to displaced families and businesses. In addition to the purely economic costs associated with residential and business relocation, there are social and psychological impacts as well. The social and psychological impacts of such relocation will vary according to age, income, and education. These impacts may be significant for many of the families directly affected. Relocation will cause feelings of anxiety, isolation, and depression, particularly among the elderly, poor, and less educated.

While it appears that the anticipated highway construction of the Minnesota Department of Transportation will have only some negative effect on the natural environment, we are concerned about the potential personal and familial problems it may cause for the people affected by the actions of this project. Dislocation and displacement of people and businesses may well pose serious economic and social problems for some of these persons. Assisting these individuals to cope with such problems is the role of programs that are funded by this agency. Therefore, we suggest that appropriate staff of the Department of Transportation explore the community resources in the affected areas and refer individuals in need of counselling and other human services to local social service agencies.

For individuals and families, residing and working in the affected area of Anoka County, inquiries regarding counselling and clinical social services should be made at the following social service agency:

- County Department of Public Welfare
Courthouse
Anoka, Minnesota 55303

George Steiner, Director
(612) 421-4760

For individuals and families, residing and working in the affected area of Hennepin County, inquiries regarding counselling and clinical social services should be made at the following social service agency:

- County Department of Public Welfare
A-1005 Government Center
300 S. 6th Street
Minneapolis, Minnesota 55487

James Wiechers, Director
(612) 248-8125

1 We would like to suggest that the final environmental impact statement include a provision explicitly addressing the need for human services for the people affected by the construction of a highway corridor in the Minneapolis-St. Paul metropolitan area.

We appreciate the fact that the statement concludes that historic and cultural sites will not be affected as a result of implementing the TH 610 and TH 252 projects.

If you have any question about our concerns, please contact Mr. Max Wenk of my staff at the above address. Mr. Wenk can be reached by phone on (202) 245-6456.

Sincerely,

Richard E. Shute
Director
Office of Policy Development

1 In addition to its normal relocation services, displaced residents will be referred to appropriate public or private human service agencies in the area for assistance with personal and familial adjustment. It is recognized that certain personal impacts generated by displacement may not be ameliorated by monetary payments.

5.1.4 U.S. Department of Interior



United States Department of the Interior

OFFICE OF THE SECRETARY
NORTH CENTRAL REGION
38 WEST JACKSON BOULEVARD
CHICAGO, ILLINOIS 60604

ER 81/1095

July 27, 1981

Mr. Donald E. Trull
Regional Administrator
Federal Highway Administration
18209 Dixie Highway
Homewood, Illinois 60430

Dear Mr. Trull:

This provides Department of the Interior review of the draft environmental statement for TH-610 (North Crosstown), Hennepin and Anoka Counties, Minnesota.

General Comments:

The document is generally adequate, but we do make the following comments and recommendations.

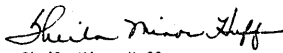
Specific Comments

- 1** 5.1.2 Adverse Impacts and Mitigation Measures (Summary). Both Table 5-1 and the narrative describing "Vegetation and Wildlife" and "Wetlands" are misleading. While wetlands are rightly considered areas of special environmental consideration, and therefore highlighted in their own category, we wish to point out that they are also usually valuable wildlife habitat. Therefore, when the statement (Vegetation and Wildlife, page 62) is made that "...most of the habitat in the Study Area is of relatively low value....", it tends to neglect and lessen the real value of the quality wildlife habitat within the Study Area. While the cited statement is technically true because the majority of the upland within the Study Area is intensively managed agricultural or residential land, the area does contain numerous wetland and small woodland parcels which provide good quality wildlife habitat.
- 2** 5.2.7 Parks, Recreation Area, and Wildlife Refuges. We wish to commend the Minnesota Department of Transportation for proposing alignments which avoid existing parkland. However, we note on page 97 that TH-610 Alternative 1 would pass through a proposed addition to Coon Rapids Dam Regional Park. Even though the addition has not been acquired at this time, a planning approach sensitive to the potential recreational uses of the area would seem warranted. In this regard, we recommend close cooperation and coordination of the planning effort with Anoka County Parks Department.
- 3** 5.2.13 Vegetation and Wildlife. This section, in conjunction with 5.1.2 (discussed above), infers that the project would not affect wildlife habitat of any consequence. We agree that the agricultural lands affected are of low quality as wildlife habitat. However, the majority of the wetlands and woodlands that would be affected by the project are valuable wildlife areas and can be expected to provide habitat for a rich variety of species. In fact, these areas take on even more importance for wildlife species and the public that enjoys them, as additional lands are converted to conventional urban uses.
- 4** 5.2.14 Surface Water Modification. Several aspects of the impact on water resources appear properly addressed; however, the analysis of the dilution of deicing salts (pp. 143 and 144) is questionable from the standpoint of flow estimates of the receiving streams during the spring snow-melt. Although there are no continuous records of streamflow for the smaller streams involved prior to 1978 when a gage was installed on Elm Creek, a flood hazard analysis was prepared for the Elm and Rush Creek basins by the Soil Conservation Service, and of Pleasure Creek by the U.S. Geological Survey for the Coon Rapids flood insurance study. Those studies indicate that the flows given in table 5-23 would not occur on an annual basis and considerably smaller flows would be more appropriate for the "worst case" analysis described. Details of the hydrologic analyses for the studies mentioned may be obtained from offices of the Soil Conservation Service and the Geological Survey in St. Paul, or requests for additional information or assistance should be sent to Environmental Impact Analysis Program (EIAP), U.S. Geological Survey, National Center, Mail Stop 760, Reston, VA 22092.
- 1** The numerous wetlands and woodlands in the Study Area provide good quality wildlife habitat. The preferred alternatives affect only one acre of wetland and a small amount of wooded area. (Refer to Section 3.8, Impact Mitigation Measures).
- 2** The design of TH 610 through Coon Rapids Dam Regional Park has been and will continue to be coordinated with the Anoka County Parks Department.
- 3** The proposed routes avoid the most species-rich areas whenever possible. As notes above, only one small wetland will be affected by the preferred alternatives. In some cases other factors dictated that the alignments cross a woodland. One prime example of this is TH 252 Alternative 1 in the vicinity of 85th Avenue N. In this case it is also important to consider the future use of that land, because this area is recommended for residential development by the Brooklyn Park Land Use Plan. In summary, wetlands and woodlands were considered to be important wildlife habitat, but vegetation factors were compared to other siting factors.
- 4** The state-of-the-art predictive procedures for chloride concentrations presently are very lacking. No research has been done which represents a methodology to accurately predict chloride concentrations from highway runoff. Because of this, any attempt to predict chloride concentrations can only be considered to

5.1.4 U.S. Department of Interior (CONTINUED)

The Department of the Interior appreciated the opportunity to review the document.

Sincerely yours,


Sheila Minor Huff
Regional Environmental Officer

cc: Mr. Charles Hudrik
Project Manager
Minnesota DOT, District 5
2055 North Lilac Drive
Golden Valley, Minnesota 55422

be an estimate. The main reason for this lack of accurate methodology for prediction is because of the variability of the parameters involved.

Some of the parameters involved that are highly variable in nature are:

- The application rate of the salt mixture applied to the roadways.
- The total spring snowmelt runoff in the area under consideration.
- The rate of snowmelt runoff.
- The amount of chlorides tied up by chemical reactions with naturally occurring chemicals or compounds.
- The extent to which dilution of the chlorides will occur during spring runoff.

To do any type of prediction of chloride concentrations during spring runoff, assumptions have to be made concerning the parameters and the variables listed above. When assumptions are being made, care must be exercised when two or more parameters are dependent upon one another, so as to avoid making assumptions, which together compound their effect.

Since the three main factors affecting the chloride concentration predicting -- the rate of salt application, the total amount of spring snowmelt runoff and the rate of spring snowmelt -- are all highly variable from season to season, the only way to arrive at a realistic, "worst-case" prediction is to make a combination of simultaneous assumptions. The following assumption were made for the calculations for predictions of chloride concentrations:

- The salt applied on the roadway is 35 percent of the average annual application rate of salt-abrasive mixture

5.1.4 U.S. Department of Interior (CONTINUED)

of 10.7 tons per lane-mile for the years 1972 through 1976 for the Anoka area (reported by the Minnesota Department of Transportation).

- That a frequency of occurrence of 10 years for precipitation and flood flows together with the associated rate of salt-abrasive application will produce a concentration of chlorides that is assumed to represent a worst-case when combined with the other assumptions presented here.
- The average annual spring snowmelt is equivalent to 4 inches of runoff during the spring melt (an approximate frequency of occurrence of 1 in 10 years).
- The rate of snowmelt is such that complete mixing takes place before discharge to the ponding areas or the receiving waters.
- The chlorides are lost to the groundwater or are tied up in chemical reactions.
- Flow values for the receiving waters are for the 10 year flood (unless noted otherwise).

These assumptions result in a "worst-case" for analysis. Use of lower flow assumptions would result in change to other parameters, yielding a different, but no "worse" case.

5.1.5 U.S. Army Corps of Engineers



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

REPLY TO
ATTENTION OF:

NCSO-RF (CC-582-05)

14 AUG 1981

Mr. Charles Hudrlik, Project Manager
Minnesota Department of Transportation, District 5
2055 North Lilac Drive
Golden Valley, Minnesota 55422

Dear Mr. Hudrlik:

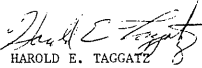
Our review of the Draft Environmental Impact Statement (DEIS) for Trunk Highways (TH) 610 and 252 (FHWA-MN-EIS-81-01-D) indicates that a Department of the Army permit will be required for the project because it will involve the placement of fill in the Mississippi River. Fill placed in wetlands may also require a Department of the Army permit.

We have the following comments regarding the DEIS:

1. The coverage of wetland impacts appears adequate for our permit review process.
2. It appears that alternative 1B for the TH 610 project, and the TH 252 extension (73rd Street to I694) have the least environmental impacts of all applicable alternatives.
3. Table 5-25, p. 155 of the DEIS, states that floodplain encroachment is insignificant. However, quantitative impacts should be addressed; such as defining insignificant encroachment as less than a certain percentage of the total flow area.

We appreciate having an opportunity to comment on the DEIS. Should you have any questions, please contact Maureen T. Sullivan at (612) 725-7712.

Sincerely,


HAROLD E. TAGGART
Chief, Regulatory Functions Branch
Construction-Operations Division

- 1 DEIS Table 5-25 (page 155) provides quantification of the flood storage effect of each potential encroachment. The significance of each encroachment is evaluated on a case-by-case basis. No percentage thresholds are set to determine significance.

5.1.6 U.S. Coast Guard



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

COMMANDER (551)
SECOND COAST GUARD DISTRICT
1430 OLIVE STREET
ST. LOUIS, MO 63103
Tel. 314-425-4607
FTS 279-4607
16591.1
22 July 1981

District Engineer
Minnesota Department of Transportation
2055 North Lilac Drive
Golden Valley, MN 55422

Re: 330 FHWA-MN-EIS-81-01-D Draft Environmental Impact Statement for
Trunk Highway 610 (North Crosstown) in Hennepin and Anoka Counties,
Minnesota, Minnesota Project M 5200(1) State Projects 0217-01,
2771-01 and 2771-02 (T.H. 610) From I-94 in Maple Grove To Jct.
T.H. 10 in Coon Rapids Minnesota Project M 5426(12) State Project
2748-25 (T.H. 252) From I-94 in Brooklyn Center To T.H. 610 in
Brooklyn Park

Dear Sir:

Thank you for your letter of 18 May 1981 forwarding a copy of the draft
Environmental Impact Statement concerning the referenced project.

We have considered the information provided in your Draft Environmental
Impact Statement and determined that the requirements of navigation are
not of sufficient importance to express preference for a bridge at
either alternate location. There is no significant commercial navigation
on the Upper Mississippi River at Mile 865.5. Only small pleasure and
fishing craft use this reach at present.

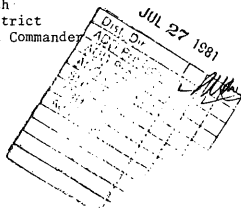
1 We believe that a bridge providing sufficient vertical clearance to pass
highwater and drift would meet the reasonable needs of navigation at
this location.

The opportunity to comment in this proposed project is appreciated.

Sincerely,

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

Copy to:
COMDT(G-WS-1)
CCGD2(dpl)



1 The proposed TH 610 bridge will have
sufficient vertical clearance to
pass highwater and drift.

5.1.7 U.S. Department of Commerce



GENERAL COUNSEL OF THE
UNITED STATES DEPARTMENT OF COMMERCE
Washington, D.C. 20230

JUL 12 1981

Mr. Charles Hudrlik
Project Manager, Minnesota Department
of Transportation, District 5
2055 North Lilac Drive
Golden Valley, Minnesota 55422

Dear Mr. Hudrlik:

This is in reference to your draft environmental impact statement entitled, "TH610/TH252 (Minnesota)." The enclosed comment from the National Oceanic and Atmospheric Administration is forwarded for your consideration.

Thank you for giving us an opportunity to provide this comment, which we hope will be of assistance to you. We would appreciate receiving four copies of the final environmental impact statement.

Sincerely,

Robert T. Miki
Director of Regulatory Policy

Enclosure Memo from: Robert B. Rollins
National Ocean Survey
National Oceanic and Atmospheric Administration

TO: PP/EC - Joyce M. Wood
FROM: OA/C5 - Robert B. Rollins
SUBJECT: DEIS #8105.27 - TH610/TH252 (Minnesota)

The subject statement has been reviewed within the areas of the National Ocean Survey's (NOS) responsibility and expertise, and in terms of the impact of the proposed action on NOS activities and projects.

1

Geodetic control survey monuments may be located in the proposed project area. If there is any planned activity which will disturb or destroy these monuments, NOS requires not less than 90 days' notification in advance of such activity in order to plan for their relocation. NOS recommends that funding for this project includes the cost of any relocation required for NOS monuments. For further information about these monuments, please contact Mr. John Spencer, Director, National Geodetic Information Center (OA/CI8), or Mr. Charles Novak, Chief, Network Maintenance Branch (OA/CI72), at 6001 Executive Boulevard, Rockville, Maryland 20852.

Attachment
DEIS #8105.27 (File Copy)

1 The cost of the proposed project will include funding for the relocation of National Ocean Survey geodetic control survey monuments.

5.1.8 Minnesota Pollution Control Agency



Minnesota Pollution Control Agency

July 24, 1981

District Engineer
Minnesota Department of Transportation
2055 North Lilac Drive
Golden Valley, MN 55422

Dear Sir:

The Minnesota Pollution Control Agency has reviewed the Draft EIS on T.H. 610/252 in Anoka and Hennepin Counties and has the following comments.

Water Quality

- 1 Page 54 - 4.2.4 - Wetland Quality should be defined. It appears that the intent of this discussion is to show that agricultural activities have impacted the wetlands for some time.
- 1 The original qualities of the wetlands in the Study Area have, in many cases, been substantially diminished by agricultural activities. Many wetlands have been fully or partially drained to increase agricultural acreage. Runoff from tilled fields has partially filled many or most wetlands. Water holding capacities have, thus, been decreased and the richness of edge habitat has been diminished. This is not to say, however, that the wetlands which continue to exist are not valuable natural resources. Rather, they should be protected and enhanced.
- 2 Page 144 - According to the present water quality standards, the chloride standard for Rush Creek, Elm Creek and the Mississippi River is 250 mg/l. The chloride standard for the remaining receiving waters cited in the Draft EIS is 100 mg/l.
- 2 The chloride standard of 100 milligrams per liter is the standard for interstate I.C. 2B and 3B waters, the classification of the Mississippi River in the project Study Area. For the remaining receiving waters in the Study Area the water quality standard is 250 milligrams per liter. The predicted concentrations of chlorides related to the proposed project are below these standards.
- 3 Page 145 - In the paragraph discussing the lead and copper standards for the drainage ditches and Pleasure Creek, all of these streams are intrastate waters and carry the 0.05 mg/l lead and 0.01 mg/l copper standard.
- 3 The north and south drainage ditches in Brooklyn Park and Pleasure Creek in Coon Rapids are intrastate waters and are not specifically named in 6 MCAR 4.8024 "Classification of Intrastate Waters of Minnesota." Therefore, according to 6 MCAR 4.8024:

"...other waters not specifically named herein shall be classified as 2B, 2C, 3B, 3C, 4A and 4B, 5 and 6.

Applying 6 MCAR 4.8024, the north and south drainage ditches and Pleasure

5.1.8 Minnesota Pollution Control Agency (CONTINUED)

Creek, therefore, have to meet the water quality standards for intrastate 2B waters. Of the two water quality parameters of concern here, lead and copper, only a water quality standard for copper is applicable to class 2B waters (0.01 milligrams per liter or not greater than 1/10 for the 96 hour TLM value). The water quality standard for lead is applicable only to class 1 waters of the state.

The predicted levels of lead in the three receiving waters are less than 0.05 milligram per liter. The water quality standard for lead for class 1A intrastate water is 0.05 milligrams per liter.

There is no violation of the water quality standard for copper in either of the three receiving waters identified above. The predicted levels of copper in these waters, are less than the 0.01 milligram per liter standard.

- 4 Page 146 - 5.2.16 - Wetlands - In the last 50 years a very significant amount of wetlands have been destroyed in Minnesota. Any further destruction of wetlands can be significant. The important thing here is that as much mitigation as possible be provided to offset this impact.

5 Air Quality

An indirect source permit will be needed for this project. The air quality impacts appear to be adequately addressed with the exception of the lead analysis. The National Ambient Air Quality Standard for lead is based on the highest 3-month average concentration.

Phone 296-7301
1935 West County Road B2, Roseville, Minnesota 55113
Regional Offices: Duluth Brainerd Detroit Lakes Marshall Rochester
Equal Opportunity Employer

District Engineer
July 24, 1981
Page Two

Unless the lead concentrations on page 121 are based on the peak 3-month ADT, the table should be labeled Annual Ambient Lead Concentration, which is different than the averaging period of the standard.

Noise

The noise impacts appear to be extensively addressed in the "Technical Report: Preliminary Noise Analysis". However, we have the following comments in regard to the interpretation of the results.

- 6 Page 1 - 1.3 - Significant Environmental Impacts - Noise impacts should be identified in this section as significant and briefly discussed. The project will increase the noise levels at many residences and exceed state standards at several.

- 4 Refer to FEIS Section 3.8, Wetlands (Impact Mitigation Measures) and Appendix A, Wetlands Finding.

- 5 The DEIS used an annual, rather than three-month average for the lead analysis. A three-month average analysis would yield slightly higher results, also well within lead standards.

- 6 Mitigation for the nighttime noise standard may not be cost-effective in all situations. This is a significant impact which was carefully considered in designating the preferred alternative. Refer to Section 2.1, Preferred Alternative Decision.

5.1.8 Minnesota Pollution Control Agency (CONTINUED)

7 Page 128 - Table 5-22. In reviewing the data in Table 5-22, noise standards will be exceeded at 20 locations for day time standards and 111 locations for nighttime standards. This is a significant number of sites exceeding the noise standards. After discussing these figures with Minnesota Department of Transportation staff, it appears that most of these sites are in fact impacted by the T.H. 10 construction project and not directly by the T.H. 610/252 project (Segment G, alternative 2B). The remaining sites are scattered and it is assumed that noise abatement is either not cost effective or can provide only a partial reduction in noise levels. In addition, it appears that the draft EIS for the T.H. 10 project does recommend noise abatement for the area covered by Segment G. This abatement would reduce the total number of sites exceeding the noise standards. A discussion of these issues should be incorporated into the impact analysis for the alternatives affected.

8 Page 132 - Mitigation Measures - Mitigation measures, as discussed above, should be incorporated into this section. In addition, the number of dwelling units where abatement is not planned should be indicated. Finally, other noise abatement measures considered for all the sites exceeding standards and any unique circumstances for not providing abatement should be discussed.

If you have any questions on these comments please feel free to call Cliff Anderson (296-7215) of my staff.

Sincerely,



Louis J. Breinhurst
Executive Director

DJB/mn

7 The preferred alternative for TH 610 will not result in noise levels above the state standards at any residences. As noted, much of the noise impact in Segment G was related to TH 610 Alternative 2B, where many residences were affected due to an assumed "No-Build" condition on TH 10.

8 Refer to Section 3.5, Noise (Impact Mitigation Measures).

5.1.9 Minnesota Department of Natural Resources



October 23, 1981

OCT 26 1981

Mr. Peter A. Fausch, Assistant Commissioner
Minnesota Department of Transportation
413 Transportation Building
St. Paul, Minnesota 55155

RE: T.H. 610 North Crosstown

Dear Mr. Fausch:

This letter is to follow up on our letter of July 30, 1981 and the meeting attended by the staffs of both our agencies on August 28, 1981, regarding the proposed T.H. 610 North Crosstown highway.

As we discussed at the meeting, the Department of Natural Resources (DNR) has serious concerns regarding the Mississippi River crossing portion of the project. DNR has a responsibility to protect the vital natural resources of our state, which we see continually being depleted to satisfy the "need" for more development. While everyone agrees that there is also a need to protect natural resources, that need can not be as objectively quantified and projected and justified as the need for concrete and asphalt. The usual result when development conflicts with resource protection is that development wins and the resources lose. We do not realize how much the resources have lost until a significant portion are gone and its too late to mitigate the losses.

- 1 DNR believes the Environmental Impact Statement (EIS) does not adequately document the need for a new river crossing based on present (1980-81) demographic and travel data, nor does it reflect the present energy situation. The Technical Memorandum Supplement to First Level Evaluation of Alternatives (May 1979) states that "The detailed documentation of the need for additional river crossing capacity and the evaluation of the options for providing this additional capacity are contained in the 'Metropolitan Development Guide' (1976) and the '1973 Northtown Corridor Study'." The EIS relies on these documents to provide the justification of need for the project. The information in these documents may be quite out of date, especially considering the social and travel changes that have been brought about by changes in energy availability and prices in the last five to eight years. We understand the Metropolitan Council has begun to update its Metropolitan Highway System Plan, and the EIS should include whatever updated travel demand data is available at this time.

- 1 The year 2000 travel forecasts were made using a Regional Travel Model which was based on data collected in 1970. This was the latest update of the travel survey data. The Regional Travel Model did not, however, use 1970 travel characteristics to forecast year 2000 travel. The forecasts of future travel included estimates of social and travel changes. For example, the Travel Model used a projection of an average trip making rate of 3.3 trips per person per day, which represented a decline in the rate at which trip making has increased between 1949 and 1970. As another example, the Travel Model used a projection that transit share of total travel will increase by nearly 70 percent between 1970 and 2000, reversing a trend which has been observed for over 20 years. These and other travel characteristics used in the Regional Travel Model were discussed on pages 16-20 of the DEIS. Thus, the EIS was based on the most recent travel data available from the Twin Cities Metropolitan Council.

- 2 The EIS tends to use future development projections as the justification for the new crossing and associated roadways. It would be more appropriate to consider the existing needs without adding in the increased travel which would occur only as a result of the new crossing. The future travel projections are speculative at best. The statements that housing and employment opportunities go hand in hand are somewhat misleading. The social orientation of the public can and will change with time. For example, car pooling has fallen off as gas prices have stabilized; or as another example, people become accustomed to longer travel times and find this tolerable.

- 2 The justification for the new crossing and associated roadways was not based only on future development projections. The need for additional river crossing capacity was described in Section 2.4.1 (pages 23-26) of the DEIS. The No-Build development scenario resulted in a projection of

river crossing demand which was about 17 percent less than the projection based on the Build development scenario. The existing Mississippi River bridges, including the planned widening of I-694, are able to accommodate only about two-thirds of even the No-Build level of demand. That is, the need for a new river crossing would be present even before adding in the increased travel which would occur only as a result of the new crossing.

While the design of TH 610 and TH 252 was based on travel forecasts which assumed the construction of those roadways, the need for the facilities was based both on observation of existing conditions and analysis of year 2000 travel demand which assumes TH 610 and TH 252 are not built. The No-Build demographic forecasts were described in Section 2.2.2 (pages 14-15) of the DEIS, and their effect on forecasted travel demand was described in Section 2.3.6 (pages 19-22).

3 Mass transit has not been sufficiently discussed in the document. The potential for commuter trains, increased car pooling or bus transit, or other means of mass transit have not been dealt with in terms of their implications for not building a new river crossing. It is not sufficient to say that mass transit can not deal with the problem. A determination should be made of what mass transit facilities would be necessary to accommodate the travel that is necessitating the new bridge. No real alternatives are provided in the EIS. It assumes a crossing rather than providing an analysis of a broad range of alternatives.

4 The section on accessibility is very limited in scope, as highways are the only transportation mode considered. Increasing transit use, pooling of riders, living near the place of employment, and existing and future location of shopping centers and service areas are factors which could tend to reduce the need for a new river crossing, if solutions along these lines could be developed and implemented. The ability of the public to adapt to changing social conditions should be recognized. For example, in other cities and countries people have readily become accommodated to new transportation arrangements and living standards brought about by the escalation in energy prices.

3 Refer to FEIS Section 4.1.5, Transit Feasibility.

4 The year 2000 traffic volume forecasts used to evaluate the Build Alternative reflect significant travel reducing changes from current trends in trip making, transit use and vehicle occupancy (Sections 2.3.2-2.3.4, pp. 17-19, DEIS). In order to test the effect of these types of changes in travel characteristics at the extreme limit of possible change, an alternative "low travel forecast" was prepared. This "low travel forecast" represents radical change in travel characteristics by metropolitan area residents. The "low travel forecast" assumes:

- 2.35 trips per person per day (compared to 3.3, year 2000 projected and 2.72, year 1970 observed);

5.1.9 Minnesota Department of Natural Resources (CONTINUED)

- 12.9 percent transit (compared to 5.4%, year 2000 projected and 3.2%, year 1970 observed); and
- 1.65 persons per vehicle (compared to 1.59, year 2000 projected and 1.50, year 1970 observed).

If the achievement of the above travel characteristics could somehow be forced to occur, travel volumes would be reduced by about 35 percent from the year 2000 build forecast. Even under these extreme assumptions, however, existing bridges (including the planned widening of I-694) cannot accommodate the demand.

- 5** Demographic trends over the past decades in the U.S. have been towards suburbanization, which is inconsistent with the objective of energy conservation. Yet the proposal for a new river crossing as presented in the EIS supports the continuation of the suburban movement by providing greater convenience and advantage to existing travel expectations. If these expectations were not accommodated, it may be reasonable to believe that suburban growth would be slowed.

- 5** Suburban growth may contribute to less efficient use of energy than high density, central city development. However, to accommodate the need for new housing stock in the Twin Cities area, some new suburban land must be made available for development. A large portion of new households will continue to seek lower density single and multi-family units which are more appropriate in suburban areas. Logical, planned expansion of suburban areas is consistent with the Twin Cities Metropolitan Council Development Framework.

Over the past 20 years, Minneapolis oriented suburban growth has occurred in south and southwest suburban communities. One of the main reasons for growth in these areas has been availability of transportation facilities. Growth in northern communities has been slow mainly because good transportation facilities are not available. Actually, Maple Grove, Brooklyn Park, the southern parts of Coon Rapids and Blaine, Spring Lake Park, and Mounds View are all as close to the Minneapolis CBD as Bloomington and Minnetonka, and closer than Apple Valley, Burnsville, Eden Prairie, and Chanhassen. The construction of new roadway facilities in the north and northwest suburbs (TH 610, TH 252 and I-94) will allow growth in the closer

5.1.9 Minnesota Department of Natural Resources (CONTINUED)

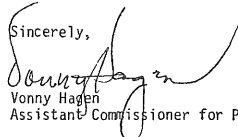
6 In summary, the EIS does not adequately evaluate the no-build alternative. It assumes that no-build means do nothing at all, rather than looking at solutions other than building a highway. However, we also believe that other highway alternatives, between the build and no-build extremes, need to be evaluated. These should include the following:

- (1) No new crossing of the river, but construction of all the other proposed roadways (610 and 252);
- (2) Construction of the bridge only (with the minimum necessary connectors), but no other major roadway construction;
- (3) Construction of T.H. 252 without T.H. 610, and vice versa.

Careful attention to these issues will not only provide a more comprehensive EIS but will also facilitate DNR permit review, since these are matters which must be addressed during that process.

Thank you for allowing us to provide further input on this important matter.

Sincerely,


Vonny Hagen
Assistant Commissioner for Planning

VH:KW:mg

cc: Joseph N. Alexander
W.M. Crawford

communities, and offer energy savings when compared to continued growth in more distant southwestern suburbs.

6 The TH 610/TH 252 DEIS, under the No-Build Alternative, correctly assumed that no transportation improvements of any kind would be built. The analysis of that situation provided a base from which effects of the build alternatives are measured.

The highway alternatives suggested for evaluation in the DNR letter have all been analyzed at some point in the North Crosstown analysis.

Analysis of "(1) No new crossing of the river, but construction of all the other proposed roadways (610 and 252)" would focus on river crossing travel demand and capacity. The need for additional river crossing capacity was discussed in Section 2.4.1 (pp. 23-26) of the DEIS.

The second alternative suggested for analysis, "(2) Construction of the bridge only (with the minimum necessary connectors), but no other major roadway construction," was first examined in the 1973 Northtown Corridor Study. At that time, the analysis found that while a significant need for the river crossing by relatively short, local trips would be served, there would also be a need for the crossing by longer trips which would not be met. Analysis performed for the DEIS quantified that finding. Approximately one-half the travel demand assigned to the TH 610 bridge is relatively local in nature and may be well served by the "local bridge option." The other one-half of the demand would be directed to the TH 52 and I-694 bridges. In that case, TH 52 and I-694 bridge would have to serve a demand of about 193,000 trips per day, about 55 percent more than the two bridges can carry (see Table 2-3, p. 24, DEIS).

The third alternative suggested for analysis, "(3) Construction of TH 252 without TH 610, and vice versa," is actually two alternatives.

5.1.9 Minnesota Department of Natural Resources (CONTINUED)

Construction of TH 252 without TH 610 is, once again, the question of river crossing capacity. Parts 1, 2, 3, and 4 of this response describe the reasons for adding to river crossing capacity and point out sections of the DEIS where these points were made.

Construction of TH 610 without TH 252 was the project being considered when the current studies began. As the travel demand for the "TH 610 Study" was analyzed, it became apparent that a large demand existed for travel between areas east of the river and the Minneapolis CBD/west side. Trips were attracted to the West River Road corridor because of the I-94 and TH 100 connections to the south. Without upgrading, West River Road would be loaded far beyond its capacity, causing very long delays and serious traffic safety problems.

5.1.10 Twin Cities Metropolitan Council



August 4, 1981

Peter A. Fausch, Assistant Commissioner
Planning Division
Minnesota Department of Transportation
Transportation Building
St. Paul, MN 55101

300 Metro Square Building
Saint Paul, Minnesota 55101
Telephone 612/291-6359

RE: FHWA-MN-EIS-81-01-D Draft Environmental Impact Statement for
Trunk Highway 610 (North Crosstown) in Hennepin and Anoka
Counties, Minnesota. Minnesota Project M 5200 (1) State Projects
0217-01, 2771-01 and 2771-02 (TH 610) from I-94 in Maple Grove to
Jct. TH 10 in Coon Rapids. Minnesota Project M 5426 (12) State
Project 2748-25 (TH 252) from I-94 in Brooklyn Center to TH 610
in Brooklyn Park.
Metropolitan Council Referral File No. 9845-1

Dear Mr. Fausch:

At its meeting on July 23, 1981, the Metropolitan Council considered
the Draft Environmental Impact Statement (EIS). This consideration
was based on a report of the Physical Development Committee, Referral
Report No. 81-152. A copy of this report, which was adopted as
presented, is attached.

The Metropolitan Council finds the draft EIS on Northtown adequate,
with the exception of the following points which should be clarified
in the final EIS:

- 1 The term "window area" as used on p. 64 should be defined or explained.
- 2 Table 5-3, which shows travel time differences between the Build and No-Build alternatives, should be clarified.
- 3 It should be clearly stated whether the project costs include the cost of mitigating measures.
- 4 It should be explicitly stated that this area of the region is growing rapidly which should help in relocation of residents displaced by the construction.
- 5 The discussion of impacts on Coon Rapids Dam Regional Park should be expanded, such as noise and air quality impacts, and restrictions to movement.
- 6 In discussing Pleasure Creek in the vicinity of the TH 10/TH 610 interchange, the final EIS should include an analysis of the impact of channel relocation on local drainage, surface water features, channel erosion and local flooding.
- 1 Refer to FEIS Section 4.1.2, Accessibility (Supplemental Information).
- 2 Refer to FEIS Section 4.1.2, Accessibility (Supplemental Information).
- 3 The project costs do include an estimate of the costs of mitigation measures.
- 4 Refer to Section 4.4.2, Availability of Replacement Housing (Supplemental Information).
- 5 Refer to FEIS Sections 4.3.1, Air Quality (Supplemental Information) 4.3.2, Noise (Supplemental Information), and 3.3, Parks (Impact Mitigation Measures).
- 6 The preferred Alternative for TH 610, Alternative 1A, will not require any relocation of the Pleasure Creek Channel.

Attached is a copy of a letter from Evelyn and Alfred Krove, who represent people living along the East River Boulevard Northwest in Coon Rapids, stating their concerns relative to this project.

Sincerely,

METROPOLITAN COUNCIL

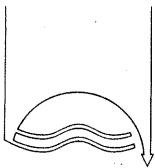
A handwritten signature in cursive script, appearing to read "Charles R. Weaver".

Charles R. Weaver
Chairman

CRW:dk
Attachment

cc: Fred Tanzer, Regional Coordinator, Mn/DOT
Affected Communities
Anoka and Hennepin Counties
Connie Kozlak, Metropolitan Council Staff

5.1.11 Metropolitan Waste Control Commission



July 23, 1981

Mr. W. M. Crawford
District 5 Engineer
Minn/DOT
District 5
2055 North Lilac Drive
Golden Valley, MN 55422

RE: FHWA-MN-EIS-81-01-D
Draft Environmental Impact Statement (EIS) for Trunk Highway 610

Dear Mr. Crawford:

The Metropolitan Waste Control Commission has reviewed the subject Draft EIS and find that the Commission has two existing interceptors located within the TH610/TH252 Corridor.

One interceptor (4-BP-540) is located within the City of Brooklyn Park and runs along Brookdale Drive which will be crossed by both alternatives 1 and 2 of the TH 252 alignment.

The other interceptor (4-NS-521) is located within the City of Coon Rapids and runs along the Northern Pacific Great Northern Railroad tracks and will be crossed by both alternates of TH 610 alignment.

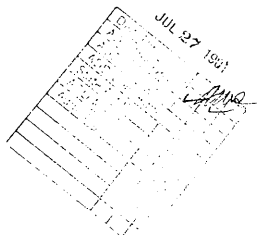
1 It is requested that when this project reaches its design stages that the Commission be given an opportunity to review the plans where the alignment of the trunk highway crosses our facilities.

Sincerely,

George W. Lusher
Chief Administrator

GWL:DSB:c11

1 The MWCC will be provided ample opportunity to review and comment upon preliminary and final roadway designs to ensure the protection of the MWCC's facilities.



350 METRO / OURRE BLDG.
7TH & ROBERT / TREETZ
/ PRINT PAUL M. SICH
612 222-6423

5.1.12 Metropolitan Transit Commission



Metropolitan Transit Commission

801 American Center Building St. Paul, Minnesota 55101

612/221-0939

July 16, 1981

Mr. William Crawford
District 5 Engineer
Minnesota Department of Transportation
2055 North Lilac Drive
Golden Valley, MN 55422

Re: FHWA-MN-EIS-81-01-D Draft Environmental Impact
Statement for Trunk Highway 610 (North Crosstown)
in Hennepin and Anoka Counties, Minnesota Project
M5200(1) State Projects 0217-01, 2771-01, and
2771-02 (T.H. 610) from I-94 in Maple Grove to
Jct. T.H. 10 in Coon Rapids Minnesota Project
M5426(12) State Project 2748-25 (T.H. 252)
from I-94 in Brooklyn Center to T.H. 610 in
Brooklyn Park

TD File # 31-309

Dear Mr. Crawford:

The Metropolitan Transit Commission has reviewed the Draft Environmental
Impact Statement on the construction on TH610/TH252 (North Crosstown/TH 252)
and offers the enclosed commentary.

The proposed action was reviewed in terms of the impacts, both positive and
negative to the MTC and to ridesharing and paratransit in the region.

The proposed action has two positive impacts on transit in the region. The
construction of a new river crossing, by diverting traffic from existing
bridges, will facilitate MTC operations on those bridges. The MTC will
also be able to utilize the roadway to decrease existing deadhead inefficiencies
and to use in development of future service to this portion of the region.

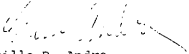
1 The proposed action does have potential for use by carpooling and vanpooling.
The Department of Transportation should investigate further the use of rideshare
incentives. If planning for metering of ramps on 610 occurs, Mn/DOT should
allow for special treatment for car and van pools. Cooperation with Minnesota
Rideshare and the MTC is requested, during design stages to define possible
sites for park/ride along the corridor.

2 The Commission recognizes several deficiencies of the proposed action that require
the attention of the proposers. Of primary concern to the MTC is the signalization
and the construction of right-turn lanes on T.H. 252. If such action occurs where
MTC buses operate, consideration must be given to design of far-side bus stops
and pedestrian facilities to assure the best possible movement of buses and safety
of pedestrians.

3 Another concern of the MTC is the disruption of service that would occur
during construction should the proposed action be realized. The MTC requests
that the Minnesota Department of Transportation work closely with the MTC
to reduce any negative impacts on the operation of buses in the area, that
could occur during the construction period.

The MTC appreciated the opportunity to review this DEIS. Questions pertaining
to the MTC review of this proposed action should be directed to the Transit
Development Department of the MTC. The MTC looks forward to coordinating with
Mn/DOT on the refinement of the design details for this proposal. Upon its
completion, the MTC would like to receive a copy of the final Environmental
Impact Statement.

Sincerely,


Camille D. Andre
Chief Administrator

CDA/DYR/sm

cc: Peter Fausch, Mn/DOT

JUL 20 1981

Dist. Dir.	
ADD. Pres.	
ADD. Pres.	
ADD. Pres.	
State Atty.	
AD. M.	
Adm. M.	

1 Mn/DOT will cooperate with Minnesota
Rideshare and the MTC during prelimi-
nary design to define possible
park/ride sites along the corridor.

2 Mn/DOT will consult with the
Metropolitan Transit Commission and
give consideration to the design of
far-side bus stops and pedestrian
facilities, especially along TH 252
during preliminary design.

3 Mn/DOT will coordinate with the MTC
to minimize disruption to bus ser-
vice during construction of these
facilities.

5.1.13 Mr. Ronald Refsnider

8825 Mississippi Boulevard
Coon Rapids, Minnesota 55433
July 17, 1991

U.S. Department of Transportation
Federal Highway Administration
1200 New York Avenue, N.W.
Washington, D.C. 20590

Re: TH 610/TH 252 Draft Environmental Impact Statement

Dear Sir:

Following careful and detailed study of this DEIS, and the documents which it references, I have concluded that writing comments and recommending changes to its authors is an action falling far short of what is needed. Rather, given the scope of the shortcomings in the document, I write directly to you to recommend that the document be scrapped and entirely rewritten by another group of authors.

I have no way of judging whether it resulted from ignorance or from a preset bias, but the result is a DEIS that does not objectively assess all feasible alternatives. A close study of the DEIS clearly shows numerous instances of faulty logic, obsolete data, self-serving reasoning, mistaken assumptions, and other errors that produce a document that obviously overstates the benefits of the "Build" alternative while downplaying the adverse impacts. As you know, such a document does not comply with the spirit and intent of the National Environmental Policy Act and could not stand up under the scrutiny of our courts.

A few of the more serious problems are detailed below.

1. The stated need for this proposed river crossing (TH 610) is based on unrealistic data. The DEIS portrays year 2000 travel demand based on a 1970 survey. The DEIS states "the regional travel forecasts already reflect higher energy costs..." and thus dismisses the need for any serious attempt to consider future changes in driving habits.

Obviously, 1970 data cannot realistically be used as a basis for year 2000 projections. By bringing just one variable (vehicle trips per person per day) down to a more realistic figure of 2.4 from the extremely high figure of 3.3 used in the projections, we arrive at a more credible projection of river crossing demand. This is roughly 91,250,000, which will be below the capacity of the I-694 bridge once it is upgraded. And there are a number of other variables that also need modification (e.g., use of mass transit, vehicle occupancy, and population -- see below).

1 The year 2000 travel forecasts were made using a Regional Travel Model which is based on data collected in 1970. The Regional Travel Model did not, however, use 1970 travel characteristics to forecast year 2000 travel. For example, the Travel Model used a projection of an average trip making rate of 3.3 trips per person per day, which represented decline in the rate at which trip making has increased between 1949 and 1970. As another example, the Travel Model used a projection that transit share of total travel will increase by nearly 70 percent between 1970 and 2000, reversing a trend which has been observed for over 20 years.

These and other travel characteristics used in the Regional Travel Model were discussed on pp. 16-20 of the DEIS.

On page 20 of the DEIS, the "low travel forecast" was discussed. The "low travel forecast" was prepared to examine the effect of a radical change in observed travel characteristics on the need for an additional Mississippi River crossing. The following travel characteristics were used:

- 2.35 trips per person per day (compared to 3.3, year 2000 projected, and 2.72, year 1970 observed),

- 12.9 percent transit (compared to 5.4%, year 2000 projected, and 3.2%, year 1970 observed); and
- 1.65 persons per vehicle (compared to 1.59, year 2000 projected and 1.50, year 1970 observed).

The assumptions made in the "low travel forecast" scenario resulted in a 35 percent reduction in river crossing travel demand. Even under those conditions, however, additional bridge capacity is required (p. 20, DEIS).

Page 2 -- Letter Re: TH610/TH 252 Draft Environmental Impact Statement

- 2** 2. The local area's projected population in year 2000 is used to calculate the year 2000 traffic volumes. However, the population projection assumes TH610/TH 252 will be built! The DEIS admits that the completed highways will significantly increase local development. Thus, population projections based on "Build" assumptions cannot be used to figure the need. This is a classic case of circular (and deceptive) reasoning.

Points #1 and #2, above, are but two of numerous faults in the "Need" portion of the DEIS. My point is quite simple -- while there may be a need for this highway system, the data presented in no way support such a need. Decision-makers are obligated to have more than a "gut feeling" that a highway system is needed before committing \$100 million (in 1979 dollars) and forcing up to 226 residential units to relocate.

3. The beneficial impacts resulting from the project are all transportation-related and are found discussed under Section 5.2.1 on page 63. A close look at each of these benefits shows that, in reality, very little is to be gained, except by local businesses. I shall treat each of the four points in turn, but starting with the second point listed.

- 3a** Level of service provided to the motorist. My points #1 and #2, above, indicated that there is no convincingly-presented data to show that the level of service resulting from this project will be needed by year 2000. Thus, this purported benefit is dissolved, as there is no benefit from providing highway capacity for a traffic demand that does not exist.

- 3b** Level of accessibility provided. This "benefit" is supported by a chart that shows "Average Difference in Zone to Zone Travel" from zones on one side of the river to zones on the opposite side of the river. The average travel time savings for "Build" over the 16 zone pairs considered is 76 seconds! Can you justify \$100 million and 226 families forced to uproot their lives to save 76 seconds! Incredible!

- 2** The need for river crossing was established assuming a "No-Build" situation. "No-Build" demographic forecasts were discussed in Section 2.2.2 of the DEIS (pp. 14-16). "No-Build" travel forecasts, based on the "No-Build" demographic forecasts, were described in Section 2.3.6. of the DEIS (pp. 19-22). A comparison of "No-Build" river crossing travel demand and available capacity was given in Table 2-3 and Table 2-4 of the DEIS, p. 24. The No-Build forecast was substantially lower than the Build forecast.

- 3a** Level of service provided to the motorist - The establishment of need to provide additional capacity was discussed under 1. and 2., above.

- 3b** Level of accessibility provided - If the average travel time savings is 76 seconds per trip, this amounts to nearly 7,800 hours of travel time saved per day for trips crossing the river only (232,000 trips per day across the river, 1.59 persons per vehicle). The project would also decrease vehicle miles traveled by about 200,000 miles per day. Additional savings would be accrued by non-river crossing trips.

5.1.13 Mr. Ronald Refsnider (CONTINUED)

3c Relative Safety. This benefit results in the elimination of an estimated 42 accidents per year. I sincerely believe that there must be a cheaper means of eliminating 42 accidents.

Secondly, what really should be compared between the "Build" and "No-Build" alternatives is the cost of accidents (in terms of dollars, injuries, and human lives) rather than merely the number of accidents. Anyone knows that a freeway accident does much more vehicle damage and causes much more human suffering and misery than those accidents (frequently just "fender-benders") on existing highways in this area. I venture that

the total costs of the resultant accidents from "Build" will greatly exceed the costs from "No-Build" accidents. Thus, safety considerations may very well be a reason not to build.

3d Needed to support long-range growth and development. As described in this DEIS, this "benefit" means simply that the Metropolitan Council has decided that local communities will not be able to achieve their full development potential if this highway system is not constructed.

Anyone who has spent any time in a "fully developed" community is well aware of who indeed benefits from development -- business persons and real estate agents! The community in general suffers as its facilities become increasingly over-extended and the individual citizen suffers by having to pay increased taxes for a diminishing quality of life. Thus, this "benefit" only accrues to a very small minority of the local population (especially if one considers that many of the benefiting persons live outside the local area).

4 4. While the DEIS purports to consider all alternatives, one possibly viable alternative is given only passing "lip-service." This alternative would be to build TH 252, upgrade the I-694 bridge, but not build the TH 610 bridge and connection to TH 10. I believe this may well provide for all the year 2000 traffic demand, if this projected demand is based on realistic projections which reflect driving habits today, not 1970. The impacts would be considerably less on all counts -- a savings of up to \$47 million, displacing up to 74 fewer homes, and eliminating a passage through Coon Rapids Dam Regional Park. (Though this is not a technical violation of Section 4(f), it certainly violates this regulation in spirit -- the park expansion is presently well underway, and has been planned for years.)

The picture which I hope I have clearly and accurately painted shows that:

1. This DEIS does not convincingly show a need for the proposed project,
2. The purported "benefits" resulting from the project are so small as to be negligible and will accrue only to a small minority, and
3. An alternative that may provide similar benefits at a much reduced environmental, social, and dollar cost is not seriously and objectively considered.

Thus, I strongly feel that this biased and invalid DEIS should be discarded and a new, objective environmental document be written by a firm which does not stand to benefit financially from a "Build" decision.

Very sincerely,

Ronald L. Refsnider
Ronald L. Refsnider

3c Relative safety - Net reduction in accidents associated with implementation of the TH 610 and TH 252 would result from traffic use of facilities of more modern design and greater access control. DEIS Section 5.2.1 indicates that accident rates will be decreased by about 30% through implementation of the proposed facilities. E.g., the five year average accident rate on TH 252 is 5.0 accidents (per million vehicle miles). If TH 252 is upgraded as proposed, the accident rate would be expected to drop to 2.4 (the five year average for similar facilities in the area). Severity rates (which consider fatalities and injuries) will also drop. The current severity rate on TH 252 is 10.5, and the severity rate for four-lane, divided, controlled access routes in the area is 5.0 (per million vehicle miles).

Accident cost comparisons have not been a part of analyses in recent years because of the extreme difficulty involved in assigning a dollar value to human life.

3d Needed to support long range growth and development - As described in Section 5.2.1. (pp. 63-64) of the DEIS, the proposed construction of TH 610 and TH 252 is supported by the Comprehensive Plans of the communities through which the two roadways pass. The Comprehensive Plans were developed by each individual community in cooperation with the Twin Cities Metropolitan Council, and then approved by the community's representative government after public hearings. This process is required by Minnesota State Law (Metropolitan Land Planning Act of 1976).

4 In terms of river crossing demand, this alternative is the same as the "No-Build" alternative. See paragraphs 1 and 2.



COUNTY OF ANOKA

*Department of Highways
Paul K. Ruud, Highway Engineer*

COURT HOUSE ANOKA, MINNESOTA 55303 612-421-4760

June 10, 1981

Minnesota Department of Transportation
District 5
5801 Duluth Street
Golden Valley, Minnesota 55422

Attention: Charles J. Hudrlik, P.E.
Project Manager

Subject: S.P. 0217, 2771, (TH 610) and SP 2748 (TH 252)

Dear Chuck:

Enclosed are two (2) copies of Anoka County Board of Commissioners Resolution #81-52, adopted on June 9, 1981. The resolution indicates the county's continued support for the timely construction of the Northtown Crossing and its connection to I-694.

The Board discussed alternate alignments that are being compared and are confident that the hearing process and the environmental studies will lead to the acceptable route to be constructed.

This resolution should be made a part of the official transcript for the Public Hearings, and may also be posted during the informational meetings to indicate our support.

We look forward to the upcoming hearings and invite you to contact us should any further data be desired.

Very truly yours,

A handwritten signature in cursive script, reading "Paul K. Ruud".

Paul K. Ruud, P.E.
County Engineer

PKR:dmh

Encls:

5.1.14 Anoka County (Continued)

BOARD OF COUNTY COMMISSIONERS Anoka County, Minnesota

DATE 6/9/81

RESOLUTION NO. 81-52

OFFERED BY COMMISSIONER Ryan

RESOLUTION #81-52

COUNTY BOARD SUPPORT FOR NORTHTOWN CROSSING

WHEREAS, the need for an additional highway crossing of the Mississippi River between I-694 and the Anoka Champlin Bridge has been recognized for many years; and,

WHEREAS, the County of Anoka has taken an active role in the identification of the corridors that are available for the locating of the crossing, such as the preparation of the Northtown Corridor Study in 1973; and,

WHEREAS, the project has progressed to the status as a designated part of the Trunk Highway System (TH 610/TH 252) and the Public Hearings on the Draft Environmental Statement are scheduled for June 24 and 25, 1981; and,

WHEREAS, several alternate route alignments, as well as a "no-build" alternate, are included for consideration in the Draft Environmental Statement:

NOW, THEREFORE, BE IT RESOLVED that the Anoka County Board of Commissioners go on record strongly supporting the construction of the TH 610/TH 252 North Crosstown Highway project to provide a needed additional crossing of the Mississippi River.

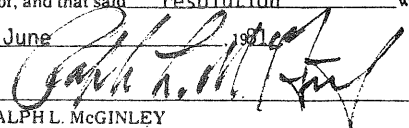
BE IT FURTHER RESOLVED that copies of this resolution be forwarded to Mn/DOT for inclusion in the transcript of the Public Hearing for this project.

YES	NO
Fields <u>X</u>	Fields _____
Kordiak <u>X</u>	Kordiak _____
Lang <u>Absent</u>	Lang _____
O'Bannon <u>X</u>	O'Bannon _____
Ryan <u>X</u>	Ryan _____

State of Minnesota }
County of Anoka } SS

I, Ralph L. McGinley, Executive Secretary to the County Board of Commissioners, Anoka County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the County Board of said County with the original record thereof on file in the Administration Office, Anoka County, Minnesota, as stated in the minutes of the proceedings of said Board at a meeting duly held on 6/9/81, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said Board at said meeting.

Witness my hand and seal this 9th day of June, 1981


RALPH L. MCGINLEY
EXECUTIVE SECRETARY

5.1.15 City of Blaine

CITY OF BLAINE

RESOLUTION NO. 81-163

CITY OF BLAINE SUPPORT FOR NORTHTOWN CROSSING

WHEREAS, the need for an additional highway crossing of the Mississippi River between I-694 and the Anoka-Champlin Bridge has been recognized for many years; and

WHEREAS, the City of Blaine has had a role in advocating and planning the TH 610/TH 252 North Crosstown Highway Project; and

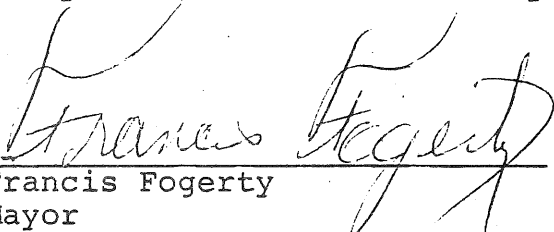
WHEREAS, the project has progressed to the status as a designated part of the Trunk Highway System (TH 610/TH 252) and the Public Hearings on the Draft Environmental Statement are scheduled for June 24 and 25, 1981; and

WHEREAS, alternate route alignments, as well as a "no-build" alternate, are included for consideration in the Draft Environmental Statement;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Blaine go on record strongly supporting the construction of the TH 610/TH 252 North Crosstown Highway Project to provide a needed additional crossing of the Mississippi River.

BE IT FURTHER RESOLVED that copies of this resolution be forwarded to Mn/DOT for inclusion in the transcript of the Public Hearing for this project.

PASSED by the City Council of the City of Blaine this 18th day of June, 1981.


Francis Fogerty
Mayor

ATTEST:


Joyce Twistol
City Clerk

5.1.16 City of Brooklyn Park

RESOLUTION #1981-211

RESOLUTION RECOMMENDING THE PROGRAMMING AND CONSTRUCTION OF T.H. 252 AND T.H. 610

WHEREAS, the City and other governmental agencies have provided extensive input throughout the Project Development Process, resulting in the completion of the Draft Environmental Impact Statement (DEIS) for T.H. 610/252, and

WHEREAS, Minnesota Dept. of Transportation (MNDOT) and Federal Highway Administration (FHWA) have approved and submitted the DEIS to the Municipality and the public for review, and final approval, and

WHEREAS, these transportation facilities are the principal routes for this north area and programmed by all the jurisdictional agencies, including the City of Brooklyn Park, according to the City's Comprehensive Development Plan and the Metropolitan Council's Development Guide/Plan, and

WHEREAS, the traffic demands and needs for the facility are expressed in the DEIS, and

WHEREAS, these public transportation demands indicate, without reservation, the need to provide an additional Mississippi River Bridge crossing facility, to be satisfied by T.H. 610 (North Crosstown Highway) and a connection to the existing I-94 in Brooklyn Center to be satisfied by T.H. 252, and

WHEREAS, the Metropolitan Council has designated T.H. 610 and T.H. 252 as high priority facilities to be funded by the Interstate Substitution Funding Program, and

WHEREAS, the City and the Metropolitan Council have adopted controlled development growth programs for this area, and

WHEREAS, this controlled growth program is based upon a cost effective policy of providing an adequate transportation system simultaneously with all other City and metropolitan services, and

WHEREAS, the proximity of this north growth area within the overall metropolitan area results in justifiable development demands, and

WHEREAS, the health, safety and general welfare of the public would be seriously impaired without these vitally important transportation facilities, and

WHEREAS, the DEIS provides alternative route locations for both T.H. 610 and T.H. 252, and

WHEREAS, the City of Brooklyn Park recognizes that several cities will be, socially and politically, impacted with the development and continued utilization of the selected highway route locations, and

WHEREAS, resolution of the route locations must consider the total area impacts to obtain an acceptable program, and

WHEREAS, Alternate No. 1 for T. H. 252 results in the least amount of environmental and social impact on the residents and development of the area, and

WHEREAS, the principal objective of the City of Brooklyn Park is to maintain their program of providing all public facilities and services required to provide for a cost effective controlled growth development in the City according to the Comprehensive Development Plan, and

5.1.16 City of Brooklyn Park (Continued)

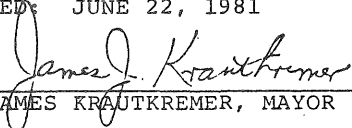
WHEREAS, T.H. 610 and T.H. 252 are under the jurisdiction of the Minnesota Department of Transportation - Highway Division;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BROOKLYN PARK:

1. The Commissioner of the Minnesota Department of Transportation is requested to approve the location of T.H. 252 in accordance with Alternate No. 1, as shown in the Draft Environmental Impact Statement for S.P. 2748-25, and
2. The Commissioner is requested to approve the Mississippi River crossing location of T.H. 610 in accordance with;
 - a. the Alternate route location having the least social, economic and environmental impact within the affected cities of Brooklyn Park and Coon Rapids, and
 - b. the Alternate that results in a cost estimate capable of being funded by the available resources.
3. The City of Brooklyn Park supports a phase construction program for T.H. 610 and T.H. 252 based on the following:
 - a. Immediate acquisition of hardship and total parcel takings together with all of the necessary right-of-way to provide for the ultimate facility in accordance with the DEIS.
 - b. T.H. 610 be constructed from T.H. 252, east across the Mississippi River to a connection with existing T.H. 10/47 in the City of Coon Rapids.
 - c. T.H. 252 be constructed from T.H. 610 south to a connection with I-94 in the City of Brooklyn Center.
 - d. Local street access to T.H. 252 in Brooklyn Park, be located as shown in the DEIS on Figure 1-3.
 - e. An access be provided at the T.H. 610/252 intersection to accomodate the westerly extension of a connecting roadway.

The foregoing resolution was introduced by Mayor Krautkremer and duly seconded by Councilman Umland.
The following voted in favor of the resolution: Krautkremer, Marshall, Umland, Engh, Dow and Slack.
The following voted against: None.
The following were absent: Abbey.
Whereupon the resolution was adopted.

ADOPTED: JUNE 22, 1981


JAMES KRAUTKREMER, MAYOR

CERTIFICATE

STATE OF MINNESOTA
COUNTY OF HENNEPIN
CITY OF BROOKLYN PARK

I, the undersigned, being the duly qualified and acting Clerk of the City of Brooklyn Park, Minnesota, hereby certify that the above resolution is a true and correct copy of the resolution as adopted by the City Council of the City of Brooklyn Park on June 22, 1981.

WITNESS my hand officially as such Clerk and the corporate seal of the City this 23rd day of June, 1981.


WESLEY LONG, CITY CLERK

(SEAL)

5.1.17 City of Coon Rapids

June 25, 1981

Mr. William Crawford, District Engineer
Minnesota Department of Transportation
2055 North Lilac Drive
Golden Valley, Minnesota 55422

Dear Mr. Crawford:

Subject: Draft Environmental Impact Statement
T.H. 610/T.H. 252

The City of Coon Rapids has reviewed the draft Environmental Impact Statement for T.H. 610/T.H. 252 as it affects the City of Coon Rapids and wishes to support construction of the North Crosstown facility on the Northern alignment. The City Council has also gone on record in unanimous support of the Northern alignment.

The need for an additional crossing of the Mississippi River between Highway 694 and the City of Anoka has been apparent for many years. We feel the crossing is vital to the economic development of the region. This is brought out through Table 2-2 of the report which indicates the direct increase of the employment of the region in the year 2000, as a result of the Crosstown, of approximately 12,800 persons. The City of Coon Rapids is projected to have increased employment as a result of the Crosstown in the amount of 4,000 positions. The Crosstown Highway combined with Highway 252 also provides faster access to the Twin Cities resulting in an indirect benefit in increased residential development and population growth of the region.

The City of Coon Rapids prefers the Northern route Alternative 1-A. Alternative 1-A results in the acquisition of less residential homes and less tax loss to Coon Rapids than Alternate 2. The draft E.I.S. anticipates no acquisition of industrial or commercial development. Recent construction within the corridor would raise the possibility of need for acquisition of several industrial buildings, particularly for the Southern route. Dependent upon the final design location, the potential additional developed industrial property acquisition required could increase the cost of the Southern Alternate thus reducing the cost differential. The Southern route has a greater sociological impact on the City as it also would sever a significant residential neighborhood in the southern most area of Coon Rapids.

Either route chosen will result in the acquisition of developed property. It is our contention, however, that final design take

5.1.17 City of Coon Rapids (Continued)

into consideration the existing industrial and housing land use plans of the City and that such alignments have as little disruptive impact as possible on these existing uses.

Construction of the facility, either the Northern or the Southern route proposes use of Pleasure Creek as a part of the drainage system. The City of Coon Rapids has recently entered into an agreement with the City of Blaine restricting the discharge into Pleasure Creek from the City of Blaine to 88 cfs. The City has further agreed to restrict Pleasure Creek discharge downstream of East River Road to 65 cfs. We request that the draft E.I.S. be modified to reflect these agreements and the final design of the storm drainage for T.H. 610 meet the constraints of these agreements. We further request that cost estimates be updated to include current development and cost of Pleasure Creek storm drainage constraints to provide a more accurate cost comparison of alternatives.

After considering the comments made at this public hearing, the City of Coon Rapids will provide more detailed comments on its position within the allowed 30-day period.

5.1.17 City of Coon Rapids (Continued)

July 14, 1981

District Engineer
Minnesota Department of Transportation
2055 North Lilac Drive
Golden Valley, Minnesota 55422

Dear Sir:

Subject: 315 - Draft Environmental Impact Statement for Trunk
Highway 610 (North Crosstown) in Hennepin and Anoka
Counties

The Coon Rapids City Council has reviewed the Draft Environmental Impact Statement for Trunk Highway 610/252 and considered comments made by interested parties at the public hearing of June 25, 1981, and wishes to make the following comments:

In July of 1973, the Northtown Corridor Study was completed by the Metropolitan Council of the Twin City area. The study committee included representatives of the Metropolitan Council, Minnesota Department of Transportation, and potentially affected cities and counties. The study looked at alternative routes for construction of an east/west transportation facility to connect I-94 in Maple Grove with I-35W in Mounds View. The study included considerable input from the citizens as well as officials from the affected communities. The result was a recommendation for construction of a highway facility essentially along the proposed Alternative 1-A indicated in the Draft E.I.S. The Coon Rapids City Council on November 20, 1973, officially took action approving the North Crosstown Study recommendation for this Northern alignment. On February 22, 1974, the Anoka County Board took similar action.

Since completion of the Northtown Corridor Study the City of Coon Rapids has attempted to reserve this corridor for construction of Trunk Highway 610. The City has done this through discouraging development in some areas and redesign of projects in other areas. Industries wishing to locate in the Evergreen Industrial Park have been directed to sites outside of the proposed corridor. Residential developments have been discouraged or redesigned to avoid the corridor.

As a result of public hearings and publicizing of the Northtown Corridor study Coon Rapids residents have been aware of and anticipated construction of a North Crosstown Highway on a proposed Northern alignment at approximately Alternate 1-A.

5.1.17 City of Coon Rapids (Continued)

District Engineer, Minnesota
Department of Transportation
July 14, 1981
Page 2

In June of 1979, a formal hearing was held at the Adams School in the City of Coon Rapids to discuss alternate routes for the Crosstown. At that meeting a second alternative or Southern alignment Alternate 2 was proposed. Public input at that meeting favored a Northern alignment. On October 23, 1979, an informal poll of the City Council indicated support for a proposed Northern alignment of the North Crosstown Highway. As can be seen by these previous actions, the citizenry and the City Council of the City of Coon Rapids have both in official actions and unofficial actions supported and promoted a Northern alignment for the North Crosstown Highway.

The Draft E.I.S. reviews both a Northern alignment Alternate 1 and Southern alignment Alternate 2. The Coon Rapids City Council wishes to go on record supporting the Northern alignment for the following reasons:

1. The Northern alignment results in the taking of approximately 10 less City homes. The removal of residences has not only a financial but a sociological impact on the residents of the homes being taken. It is, therefore, our position that the chosen route should minimize the number of takings.
2. The corporate limits of the City of Coon Rapids results in a somewhat narrow section of residential property in the southern part of the City. This area is bounded on the west by the Mississippi River and on the east by an extensive industrial park. The Southern alignment, if chosen, will sever this neighborhood resulting in a small section of the community being perceived by its residents as separated from the majority of the City.
3. The southern area of the City of Coon Rapids is served by the Adams Elementary School. The Southern alignment will sever the major portion of the Adams School attendance area.
4. Several major electric power facilities are located in this general area. U.P.A. has planned future power facilities based upon the Northern alignment.
5. Both the Northern alignment and Southern alignment will pass through the Evergreen Industrial Park. Evergreen Industrial Park is the major industrial growth area in the City of Coon Rapids. The Northern alignment will generally run on the north fringe of the park while the Southern alignment would run through the center of the park. In addition to severing the park, the right-of-way would take some of the best available industrial sites in the park.

5.1.17 City of Coon Rapids (Continued)

District Engineer, Minnesota
Department of Transportation
July 14, 1981
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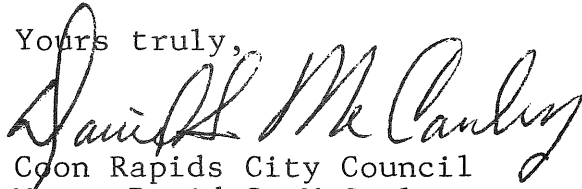
6. The Southern alignment as laid out would result in the taking of three recently developed industrial properties; Westinghouse, Judd Supply Company, and Midwest Finishing. Costs of these takings, while indicated on drawings, are not included in cost estimates. In addition to costs of acquisition, takings will result in long-term loss of jobs and loss of City tax base.
7. As previously indicated, the City has planned on the Northern alignment for a number of years. The previously developed Comprehensive Plan has indicated the Northern alignment. The Comprehensive Plan, mandated by the State Legislature and recently submitted to the Metropolitan Council, also incorporates the Northern alignment. The City of Brooklyn Park in commenting on the Coon Rapids Comprehensive Plan likewise accepts the Northern alignment.
8. The visual impact of the Northern alignment is considerably less than the Southern alignment with the Northern alignment resulting in 19 residential view miles of highway as opposed to 32 view miles on the Southern alignment.
9. The Northern alignment will have less impact on the Pleasure Creek Drainage Basin. The City has recently gone through considerable discussion on the drainage within the Pleasure Creek Basin and has reached an agreement with the City of Blaine which will limit discharge into Coon Rapids to a rate no greater than 88 cfs. The City has further indicated to residents of Pleasure Creek downstream of East River Road that the City will limit discharge to this section of Pleasure Creek to no more than 65 cfs.
10. The Northern alignment affects only one acre of wetland as opposed to 35.3 acres of wetland in the Southern alignment.
11. As the number of takings is less in the Northern alignment the affect on assessed valuation will be less. The indirect effect of sound, vision, and air pollution on residential properties and ultimately on property value will also be less in the Northern alignment.
12. At some future date the Coon Rapids City Council will be asked to approve plans for Trunk Highway #610. If the decision of the Commissioner is to construct on the Southern alignment the City Council will be in the untenable position of being asked to approve construction on a route contrary to their previous stated position, contrary to a location they have tried to preserve, and contrary to the proposed location indicated to City residents for several years.

5.1.17 City of Coon Rapids (Continued)

District Engineer, Minnesota
Department of Transportation
July 14, 1981
Page 4

The City of Coon Rapids, for the above cited reasons, requests the Commissioner of the Minnesota Department of Transportation to select the Northern alignment Alternate 1-A for construction of the North Crosstown Highway, Trunk Highway 610, and further requests that the final design minimize takings and impact on industrial properties.

Yours truly,

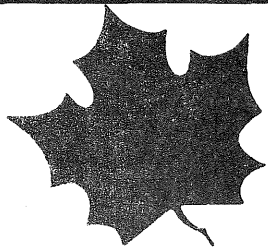


Coon Rapids City Council
Mayor David S. McCauley

WRO:DSM:cmm

cc: Charles Weaver
Marsha Bennett
Gene Merriam
Gordon Voss
Joel Jacobs

5.1.18 City of Maple Grove



CITY OF
maple grove

9401 FERNBROOK LANE / MAPLE GROVE, MINNESOTA 55369 / PHONE 425-4521

MAYOR James Deane
COUNCILMEMBER Charles Dehn
COUNCILMEMBER Robert Puncchar
COUNCILMEMBER Donald Ramstad
COUNCILMEMBER Donna Ryon
CITY ADMINISTRATOR Douglas S. Reeder

July 8, 1981

W. M. Crawford, P.E.
District Engineer
Minnesota Department of Transportation
2055 North Lilac Drive
Golden Valley, Minnesota 55422

Re: 315-Draft Environmental Impact Statement (DEIS for Trunk Highway 610)
North Crosstown in Hennepin and Alternate Counties

Dear Mr. Crawford:

Enclosed herewith is a copy of Resolution No. 81-143 adopted by the Maple Grove City Council on July 6, 1981 supporting and recommending the programming and construction of Trunk Highway 610 and Trunk Highway 252. The City of Maple Grove has had a longstanding interest in the ultimate construction of the North Crosstown as it will provide a vital and important link not only for Maple Grove, but for the entire north suburban region.

Sincerely,

Gerald E. Butcher, P.E.
City Engineer

GEB:mec

Encl.

5.1.18 City of Maple Grove (Continued)

CITY OF MAPLE GROVE
RESOLUTION NO. 81-143

RESOLUTION RECOMMENDING THE PROGRAMMING AND CONSTRUCTION OF T.H. 610 AND T.H. 252

WHEREAS, the City and other governmental agencies have provided extensive input throughout the Project Development Process, resulting in the completion of the Draft Environmental Impact Statement (DEIS) for T.H. 610/252; and

WHEREAS, Minnesota Department of Transportation (Mn/DOT) and Federal Highway Administration (FHWA) have approved and submitted the DEIS to the Municipality and the public for review and final approval; and

WHEREAS, these transportation facilities are two of the principal routes for this north area and programmed by all the jurisdictional agencies, including the City of Maple Grove, according to the City's Comprehensive Development Plan and the Metropolitan Council's Development Guide/Plan; and

WHEREAS, the traffic demands and needs for the Facility are expressed in the DEIS; and

WHEREAS, these public transportation demands indicated, without reservation, the need to provide an additional Mississippi River Bridge crossing facility, to be satisfied by T.H. 610 (North Crosstown Highway) and a connection to the existing I-94 in Brooklyn Center to be satisfied by T.H. 252; and

WHEREAS, the Metropolitan Council has designated T.H. 610 and T.H. 252 as high priority facilities to be funded by the Interstate Substitution Funding Program; and

WHEREAS, the construction of T.H. 610/T.H. 252 will support the orderly growth of employment and population consistent with Metropolitan policies; and

WHEREAS, the health, safety, and general welfare of the public would be seriously impaired without these vitally important transportation facilities; and

5.1.18 City of Maple Grove (Continued)

-2-

WHEREAS, the City's Comprehensive Transportation Plan identifies T.H. 610 or a facility equivalent thereto to be vitally important to the orderly growth of the City of Maple Grove including its transportation network; and

WHEREAS, T.H. 610 and T.H. 252 are under the jurisdiction of the Minnesota Department of Transportation--Highway.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Maple Grove:

1. The Commissioner of the Minnesota Department of Transportation is requested to approve the location of T.H. 610 through Maple Grove as shown in the Draft Environmental Impact Statement for S.P. 2748-25, and
2. The City of Maple Grove supports a phase construction program for T.H. 610 and T.H. 252 based on the following:
 - A. Immediate acquisition of hardship and total parcel takings, together with all of the necessary right-of-way to provide for the ultimate facility in accordance with the Draft Environmental Impact Statement.
 - B. T.H. 610 be constructed from T.H. 252 east across the Mississippi River in connection with the existing T.H. 10/47 in the City of Coon Rapids.
 - C. T.H. 252 be constructed from T.H. 610 south to a connection with I-94 in the City of Brooklyn Center.
 - D. T.H. 610 be constructed from T.H. 252 to I-94 in the City of Maple Grove as soon as feasibly possible to provide for continuity.

Motion for the adoption of the foregoing Resolution was made by Councilmember Dehn and seconded by Councilmember Puncochar and upon a vote being duly taken thereon, the following voted in favor thereof: Mayor Deane, Councilmembers Dehn, Puncochar, Ramstad, Ryon and the following voted against: None

and the following were absent: None

WHEREUPON, the Resolution was declared duly passed and adopted this 6th day of July, 1981.

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS.
CITY OF MAPLE GROVE)

I, the undersigned, being the duly qualified and acting Clerk of the City of Maple Grove, Hennepin County, Minnesota, hereby certify that the above and foregoing Resolution No. 81-143 is a true and correct copy of the Resolution as adopted by the City Council of the City of Maple Grove on the 6th day of July, 1981.

Gerri Fleming
Gerri Fleming, City Clerk

5.2 Responses to Summary of Comments Received at Public Hearing

Public hearings were held to receive comments on the DEIS on June 24 and 25, 1981. This section provides a summary of the comments and responses at the public hearing.

5.2.1 TRANSPORTATION

1. There is no need for another river crossing because the savings in travel time would be negligible when traveling north or south.

Total travel time savings related to the TH 610/TH 252 project would be 7800 hours on a daily basis. The project would also result in 200,000 fewer miles of vehicle travel on a daily basis. These benefits, when considered with other safety, transportation service, and regional system benefits, establish the need for the project.

2. More consideration should have been given to mass transit.

Refer to Section 4.1.5, Transit Feasibility (Supplemental Information).

3. The future additional traffic load could be accommodated by upgrading East River Road, the I-694 bridge, and the Anoka bridge.

TH 22 will need major upgrading even if East River Road and the I-694 bridge are improved. This is because estimated future traffic levels in the TH 252 corridor will far exceed the capacity of West River Road in its present condition. Action in the TH 252 corridor will be needed regardless of the decision on TH 610. If the I-694 bridge was enlarged to carry the estimated future demand of 125,000 vehicles per day, adjacent segments of I-94 and I-694 would be overloaded. Refer to DEIS, Section 5.2.1, Transportation (Environmental Effects).

4. Why didn't you consider the fact that some people would have to drive a number of blocks out of their way to get from the new highway to their homes?

In all cases it is not physically possible to preserve existing access patterns in neighborhoods with the new highways while preserving highway safety and capacity. The proposed project provides a balance between local access and system requirements for safety and capacity.

5. West River Road will be more dangerous than it is now.

With the selection to TH 252 Alternative 1, West River Road north of 73rd Avenue will have much less traffic and should be significantly safer. South of 73rd, four through lanes and turning lanes will be provided, significantly increasing the safety of the roadway.

6. No decision on TH 610/TH 252 should be made until the relocation of TH 10 has been decided.

A decision has been made to route TH 10 on a relocated, northern alternative route between Coon Rapids Boulevard and I-35W. An FEIS is currently being prepared for this project.

5.2.2 PROJECT COSTS

1. This project is a waste of taxpayers' money.

Ninety percent of the project will be funded exclusively through gasoline tax and license fee monies. These funds are generated by transportation users. The best means of improving service, safety, and accessibility in the Study Area is the construction of TH 252 Alternative 1 and TH 610 Alternative 1A. Refer to DEIS, Section 5.2.1, Transportation (Environmental Effects).

2. Will the cost of noise walls be extra?

The cost of noise walls has been included in the total estimated costs contained in the DEIS.

5.2.3 FUTURE LAND USE AND COMMUNITY PLANNING

1. Why wasn't the freeway put in first and the housing built around it?

The construction of TH 610 and TH 252 will precede major development in Brooklyn Park. Other projects have had a higher funding priority in previous years, delaying implementation of TH 610 and TH 252.

5.2.4 SOCIAL FACTORS

1. The West River Road alternative (2) for TH 252 in Brooklyn Park would divide the neighborhood.

The relocated alternative (1) is the preferred alternative in Brooklyn Park.

2. The southerly river crossing would cut off access for our children to Adams School.

The preferred alternative for TH 610 is the northern route, Alternative 1.

3. Displaced homes can be purchased, but how are people compensated for an emotional loss?

There is no satisfactory compensation which can be delivered for a severe emotional loss. However, Mn/DOT will actively inform displaced residents of the many public, semi-public, and private human service agencies which may be of assistance during and after the relocation period.

4. TH 610 Alternative 1 would split Riverview School from Riverview United Methodist Church.

The possibility of a pedestrian and bicycle crossing in this vicinity will be explored with the participation of local residents, landowners, and City Officials during the preliminary design stage of the project.

5. If access is allowed from TH 252 to Dallas Road at 69th Avenue our neighborhood will be hurt.

Whether or not such access will be allowed will be determined with local participation during the preliminary design stage of the project. If such access is provided, it is anticipated that only local traffic would enter Dallas Road at that point.

6. The highway will decrease the value of adjacent homes.

Studies have been unable to demonstrate a decrease in property values related to roadway projects. Refer to DEIS, page 83. Negative effects, such as noise, will be mitigated as possible, to maintain a good residential environment.

5.2.5 PROPERTY DISPLACEMENT AND RELOCATION

1. Will our house be landlocked?

Access will be maintained to each home or business property.

2. Will the project take just a portion of an affected property?

When damages to a property exceed the total value of the property, the entire property is purchased.

3. Will homeowners receive more than the value of an existing home in order to afford comparable replacement housing?

Payments can exceed the value in order to provide replacement housing.

4. When will houses be appraised for acquisition?

About six months prior to acquisition, in approximately summer 1982

5. Can a homeowner obtain independent appraisals?

Homeowners will be compensated for the cost of independent appraisals.

5.2.6 PARKS, RECREATION AREAS, AND WILDLIFE REFUGES

1. There are very few quiet, natural areas left in this area. This proposal will make it even worse, especially in the Pleasure Creek area.

Increased noise in the Mississippi River floodplain area will be a negative project effect. Alternative 1A for TH 610 will be about 1000 feet north of Pleasure Creek at the closest point. These negative effects are outweighed by the transportation benefits provided by the project.

2. TH 610 Alternative 1 will severely affect the Coon Rapids Dam Regional Park.

The alternative will affect the proposed regional park. The roadway will cross the park at its narrowest point. Pedestrian movement will be possible under the bridge. The only anticipated activity in this part of the park is a hiking trail. Noise levels will be higher in the park, but within acceptable State and Federal noise levels for trail use.

5.2.7 AESTHETICS

1. Either river crossing would be a significant adverse visual impact upon the river corridor.

The bridge crossing will have an adverse visual impact on the river corridor. Alternative 1A crosses the river in an area already visually disrupted with several electric transmission lines. Aesthetic considerations will be taken into account when designing the bridge.

5.2.8 ENERGY

1. Much energy would be saved by emphasizing mass transit rather than promoting more car travel.

Refer to Section 4.1.5, Transit Feasibility (Supplemental Information).

5.2.9 AIR QUALITY

1. TH 610 will ruin the air quality in surrounding neighborhoods.

The proposed project will bring more vehicles and, as a result, more pollutants into the Study Area. However, the air quality analysis of the project found that all alternatives are consistent with State and Federal Air Quality Standards. (See pages 106-123 in DEIS).

5.2.10 NOISE

1. TH 610 and TH 252 will cause much noise pollution in surrounding neighborhoods.

Noise from traffic operations on both TH 610 and TH 252 will be abated through barriers planned in cooperation with neighborhood residents.

Refer also to Section 3.5, Noise (Impact Mitigation Measures).

2. Why were only 5 of 11 noise monitors in Coon Rapids used?

Noise was monitored at 11 sites in Coon Rapids. Analysis was performed for route location alternatives using data from all 11 sites. All monitoring sites were identified in DEIS Table 5-22, pages 129-131.

3. Why were no noise monitors placed along East River Road?

The project is not expected to cause a significant increase in traffic volumes on East River Road so noise due to traffic on East River Road is also not expected to change. Noise barriers are being considered on both sides of TH 610 beginning at East River Road and extending west.

4. How are you going to protect the homes around the interchanges from noise?

Noise abatement in the form of barriers is planned for areas predicted to be over Federal Design Noise Levels. Abatement is possible for interchange areas as well as non-interchange areas.

5. During what hours was the noise monitoring done?

Noise monitoring was done between 9:00 AM and 3:00 PM, and included monitoring during peak noise hours.

6. What if a house is in an area that exceeds noise standards after the freeway is built?

If a house location was identified in the noise analysis as being over standards, then the feasibility of noise abatement was considered. If no abatement is to be undertaken, then either abatement was not possible or not cost effective. If abatement is not possible or not cost effective, a variance would have to be granted by the Board of the Minnesota Pollution Control Agency prior to construction of the road.

7. Will the noise level be greater in the neighborhoods after the freeway is built?

In the TH 610 corridor noise levels will be greater in neighborhoods close to the proposed highway. If the noise level increase is significant or results in levels greater than Federal Design Levels or State Standards, then abatement is being considered.

The West River Road corridor will experience lower noise levels due to noise mitigation and the relocation of TH 252 north of 73rd Avenue.

8. What noise abatement measures will there be along the bridge?

The only noise abatement on the bridge would be a tire noise safety wall on both sides of the bridge.

5.2.11 VEGETATION AND WILDLIFE

1. Many animals will be displaced from the Pleasure Creek area.

The impact of the proposed project on wildlife habitat will be minor. The most affected species will be the larger mammals, particularly deer, and amphibians which attempt to cross the roadway. Whenever possible, wildlife impacts will be reduced by incorporating and preserving unique or valuable habitat areas within the right-of-way and by encouraging deer movement along existing streams by maintaining adequate clearance under roadway bridges.

5.2.12 SURFACE WATER MODIFICATION

1. Alternative 2 will increase the flow into Pleasure Creek to levels beyond those agreed upon by Coon Rapids and Blaine.

The discharge in Pleasure Creek agreed upon by the cities of Coon Rapids and Blaine is the discharge at University Avenue (88 cubic feet per second), where Pleasure Creek flows into Coon Rapids from Blaine. Additional runoff flows into Pleasure Creek to increase its discharge below University Avenue. To protect Pleasure Creek from erosion during infrequent storms, the City of Coon Rapids has further restricted flow in Pleasure Creek to 65 cubic feet per second at the Burlington Northern Railroad Tracks and at East River Road through the installation of flow restriction devices.

Ponding areas would have been constructed with Alternative 2A or 2B in Coon Rapids to detain additional peak flood flows in Pleasure Creek caused by new development (construction of TH 610 in this case), beyond those flows which would have occurred from the area due to existing development.

2. The surface water holding ponds will spread disease.

Experience with surface water holding ponds indicates that they are not a source of disease.

5.2.13 SOIL RESOURCES

1. Prime farmland shouldn't be taken out of production by this highway and the associated urban sprawl.

Facilities such as TH 610 and TH 252 have been anticipated by the Metropolitan Council, the counties, and the communities for many years. Practically the entire Study Area is expected to undergo suburban development to some degree by 1990 or 2000. The Metropolitan Council's Development Framework supports community growth in these areas during that time period. Other portions of the Twin Cities area have been set aside as agricultural preserves (refer to DEIS Figure 5-1, page 68).

5.2.14 CONSTRUCTION

1. Will TH 252 remain open for use during construction?

A construction plan for TH 252 will be developed which will accommodate traffic during construction. Some delays and minor detours will occur.

6. Appendices

Appendix A

Wetlands Findings

The preferred alternative TH 252 would affect no wetlands. The preferred Alternative for TH 610 would affect one 1-acre wetland. (Refer to Figure A-1). This wetland is located within the right-of-way needed for the interchange between Th 610 and Th 10/47. It is likely that this wetland would be impacted by interchange construction. The Minnesota Department of Transportation prepared the Draft EIS in accordance with Executive Order 11990 (Protection of Wetlands) and U.S. Department of Transportation Order 5660.1A (Preservation of the Nation's Wetlands).

This wetland is contained within the right-of-way of the preferred alternative of TH 610 because:

- a. Alternatives which avoided the wetland, such as the No-Build Alternatives, did not satisfy basic transportation objectives; and
- b. Adjustments in interchange location could not be made due to the constraints of connecting with several existing roadways.

The following measures will be used during or after construction to mitigate the impact of the roadway on the wetland:

- a. If possible, the interchange will be designed to avoid destruction of the wetland. If destruction can be avoided, measures b, c, d, e and f will be used to protect and enhance the wetland.
- b. The local drainage plan will be designed to maintain a water level in the wetland sufficient to maintain it as such.
- c. During roadway construction, hay bales will be used to prevent erosion and sedimentation.
- d. Right-of-way width may be increased to acquire wetland basins for scenic and water ponding purposes and, where required, to facilitate drainage.
- e. Soil sampling of areas to be seeded will be done to determine proper fertilizer requirements and to accelerate revegetation. Sodding, seeding, and mulching of bare areas will be completed as soon as construction has ended.
- f. Borrow pits may be lined with organic spoil material to a depth of six inches to allow aquatic plants to become established rapidly.

In addition to the fact that wetlands will be preserved and protected whenever possible, many newly-created holding ponds may function as wildlife habitat. Mn/DOT will construct the ponds in such a way as to encourage habitat growth.

Comments and Coordination

The impact of TH 610 upon wetlands has been, and will continue to be, coordinated with the U.S. Environmental Protection Agency (USEPA), the U.S. Fish and Wildlife Service (USF&W), the U.S. Army Corps of Engineers (USCoE), the Minnesota Pollution Control Agency (MPCA), and the Minnesota Department of Natural Resources (MDNR). (See Section 4 of the Final EIS, Responses to DEIS Comments).

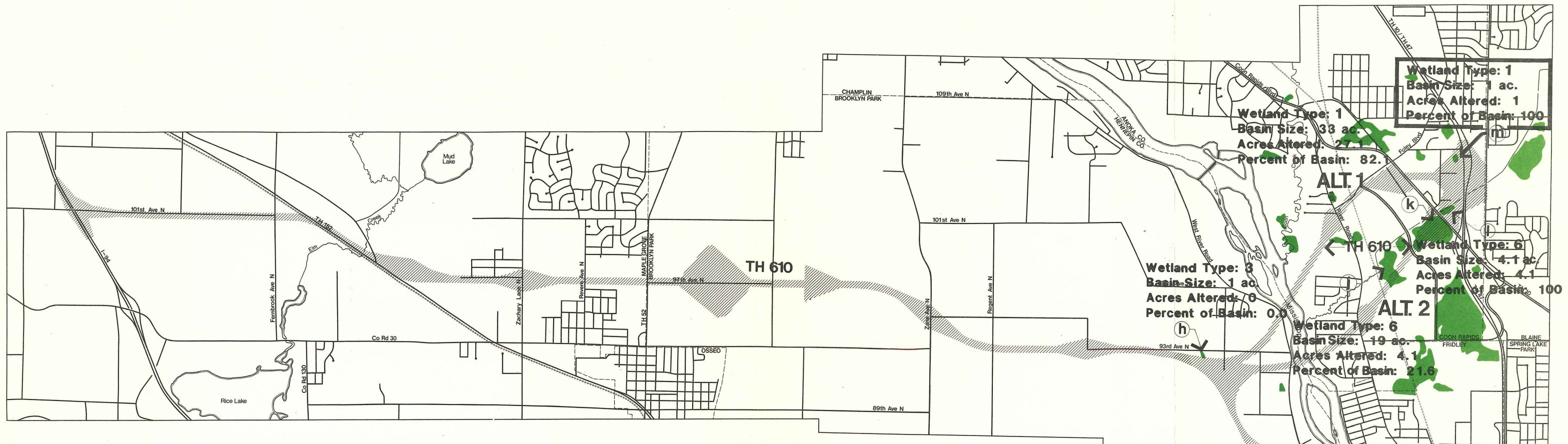
The proposed construction in wetland (m) does not require either federal (USCoE section 404) or state (MDNR protected waters) permits.

Conclusion

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed new construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

5-17-82
Date


William R. Lake
Division Administrator
Federal Highway Administration



Wetlands

Wetlands



TH 610 / TH 252 Route Location Study

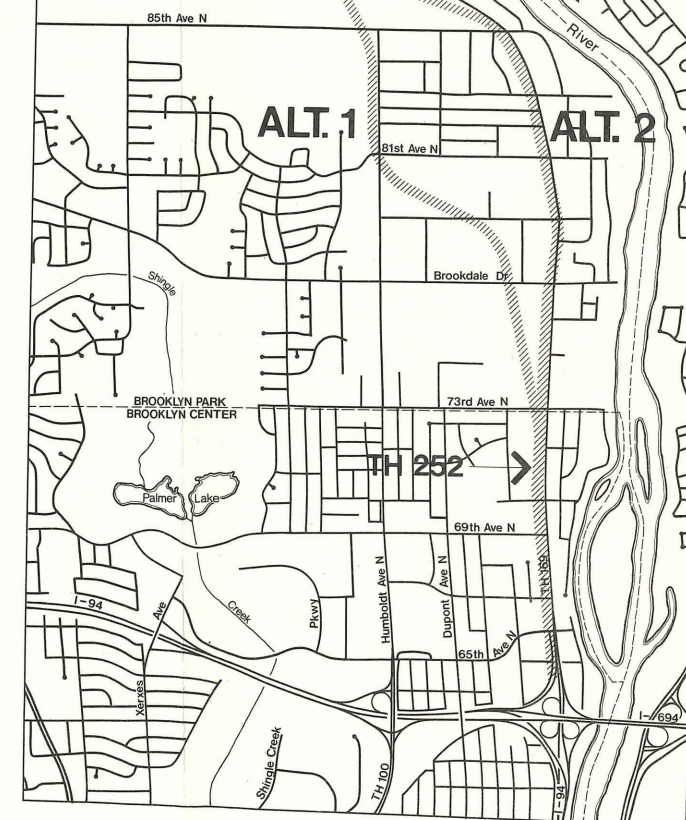
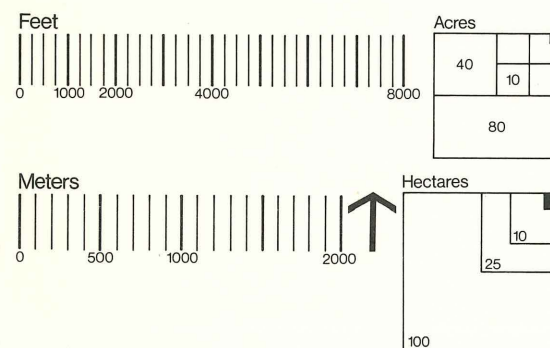


Figure A-1

Appendix B

Transit Feasibility

This Appendix describes the level and cost of transit service required to serve Mississippi River crossing travel demand in excess of existing and committed capacity

Bus Requirements

- Daily Patronage

No-Build River Crossing Volume	192,000 veh/day
No-Build River Crossing Capacity	125,000 veh/day
Excess Demand to be Served by Transit	67,000 veh/day

Vehicle Occupancy	x 1.59 persons/veh	<u>1/</u>
Transit Would Serve	106,500 person trips/day at peak load point (river)	

- Peak Hour Patronage

Peak Hour	@	15% of daily <u>1/</u>	16,000 trips/hour at peak load point (river)
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- Peak Hour Bus Requirements

Assume 15 mile one-way route length and 15 mph average speed	$\frac{15 \text{ mph avg. speed}}{15 \text{ mile one-way trip}}$	= 1 one-way trip/hour
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Bus Requirements

$\frac{16,000 \text{ peak hour person trips}}{(30 \text{ persons/bus } \underline{2/} \times (1 \text{ one-way trip/hour}))}$	= 534 buses required for peak hour service
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- Total Bus Requirements

Peak Hour Bus Requirement	534 buses
Spare Buses @ 10% of peak hour required	<u>53 spare buses</u>
Total Buses Required	587 buses required

Bus Miles

- Peak Period (4 hours/day)

Peak hour service is maintained over two-hour AM and two hour PM peak demand periods. 2/

$(534 \text{ buses}) \times (1\text{-}30 \text{ mile round trip per peak period}) \times (2 \text{ peak periods/day}) = 32,000 \text{ bus miles/day during peak periods.}$

- Off Peak Periods (12 hours/day)

Off peak demand at peak load point = Daily demand - Peak periods demand

Daily Demand = 106,500 trips/day
 Peak Periods Demand = 25% of daily (each peak period)
 Off Peak Demand = 50% of daily = 53,250 trips/day or
 4,440 trips/hour average during off peak hours

Bus requirement $\frac{4,440 \text{ trips per hour}}{20 \text{ persons/bus } \underline{2/}} = 222 \text{ buses needed}$

$(222 \text{ buses}) \times (15 \text{ mph}) \times (12 \text{ hours/day}) = 40,000 \text{ bus miles/day during off peak periods.}$

- Total Bus Miles/day $= \frac{32,000 + 40,000}{0.9 \text{ (deadhead allowance)} \underline{2/}} = 80,000 \text{ bus miles/week day}$
- Annual Bus Miles = $(80,000 \text{ bus miles/week day})(294.5 \text{ ave. weekdays/year } \underline{2/})$
 $= 23,560,000 \text{ bus miles/year}$

Bus Hours

- Annual Bus Hours = $\frac{23,560,000 \text{ bus miles/year}}{15 \text{ mph ave speed}} = 1,571,000 \text{ bus hours/year}$

Cost Estimate

- Capital Cost (1981 Dollars)

(587 buses) x (\$150,000/bus $\underline{2/}$)	= \$ 88,050,000
Bus Maintenance Facility @ \$55,200/bus $\underline{2/}$	= 32,402,000
Total Capital Cost	= \$120,452,000
- Annualized Capital Cost (Interest Rate = 9.1%)

Buses (12 year life) \$88,050,000 x .14035	= \$ 12,358,000
Bus Maintenance Facility (20 year life)	
\$32,402,000 x .11033	= 3,575,000
Total Annualized Capital Cost	= \$ 15,933,000
- Annual Operating and Maintenance Cost (1981 Dollars)

23,560,000 bus miles/year x \$ 1.26/bus mile $\underline{2/}$	= \$ 29,686,000
1,571,000 bus hours/year x \$20.14/bus hour $\underline{2/}$	= 31,640,000
Total Annual Operating and Maintenance Cost	= \$ 61,326,000
- Annual Revenue

$(106,500 \text{ trips/day})(294.5 \text{ ave. days/year})(\$0.60 \text{ fare}) = \$ 18,819,000$

● Cost/Revenue Comparison

Annual Revenue	\$ 18,819,000
Annual Operating and Maintenance Cost	\$ 61,326,000
Annual Operating Surplus (Deficit)	\$(42,507,000)
Annualized Capital Cost	\$ 15,933,000
Annual Surplus (Deficit)	\$(58,440,000)

1/ Metropolitan Council Estimate

2/ Metropolitan Transit Commission