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FINAL

ENVIRONMENTAL IMPACT STATEMENT

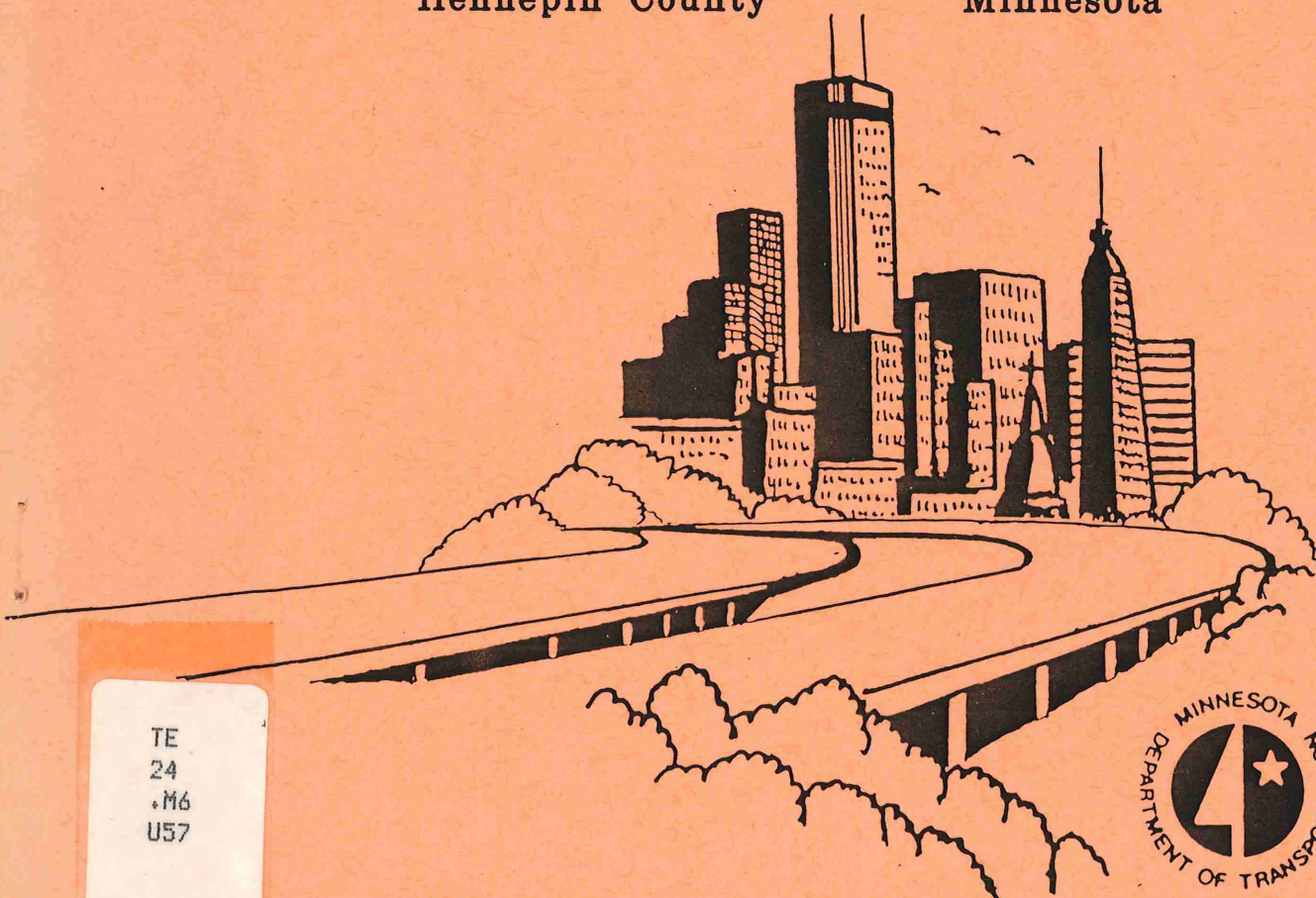
US-12/I-394

Between SR-101 and I-94

in Wayzata, Minnetonka, Saint Louis Park,
Golden Valley, and Minneapolis

Hennepin County

Minnesota



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U.S. Highway 12
from SR-101 to I-494

and

Interstate Highway 394
from I-494 to I-94

in Wayzata, Minnetonka, Saint Louis Park,
Golden Valley, and Minneapolis

Hennepin County

Minnesota Project I-394-6(1)226

State Projects 2714 and 2789

ADMINISTRATIVE ACTION

FINAL ENVIRONMENTAL IMPACT STATEMENT

The State of Minnesota

Department of Transportation

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

JAN. 17, 1983
date


Francis C. Marshall
Assistant Commissioner
Minnesota Department of Transportation

CONTENTS

	page
Title Sheet	1
Contents	2
Index Map	3
 SUMMARY OF DEIS	 4
The Proposed Action	5
Actions Required by Federal Agencies	6
State Environmental Review	7
The Major Impacts	7
Unresolved Issues	9
Alternatives	9
State Government and Multi-State Responsibilities	11
State and Local Approvals	11
 COMMITMENTS AND RESPONSES	 12
 SUMMARY OF COMMENTS RECEIVED	 21

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
WORK MAP

INDEX MAP

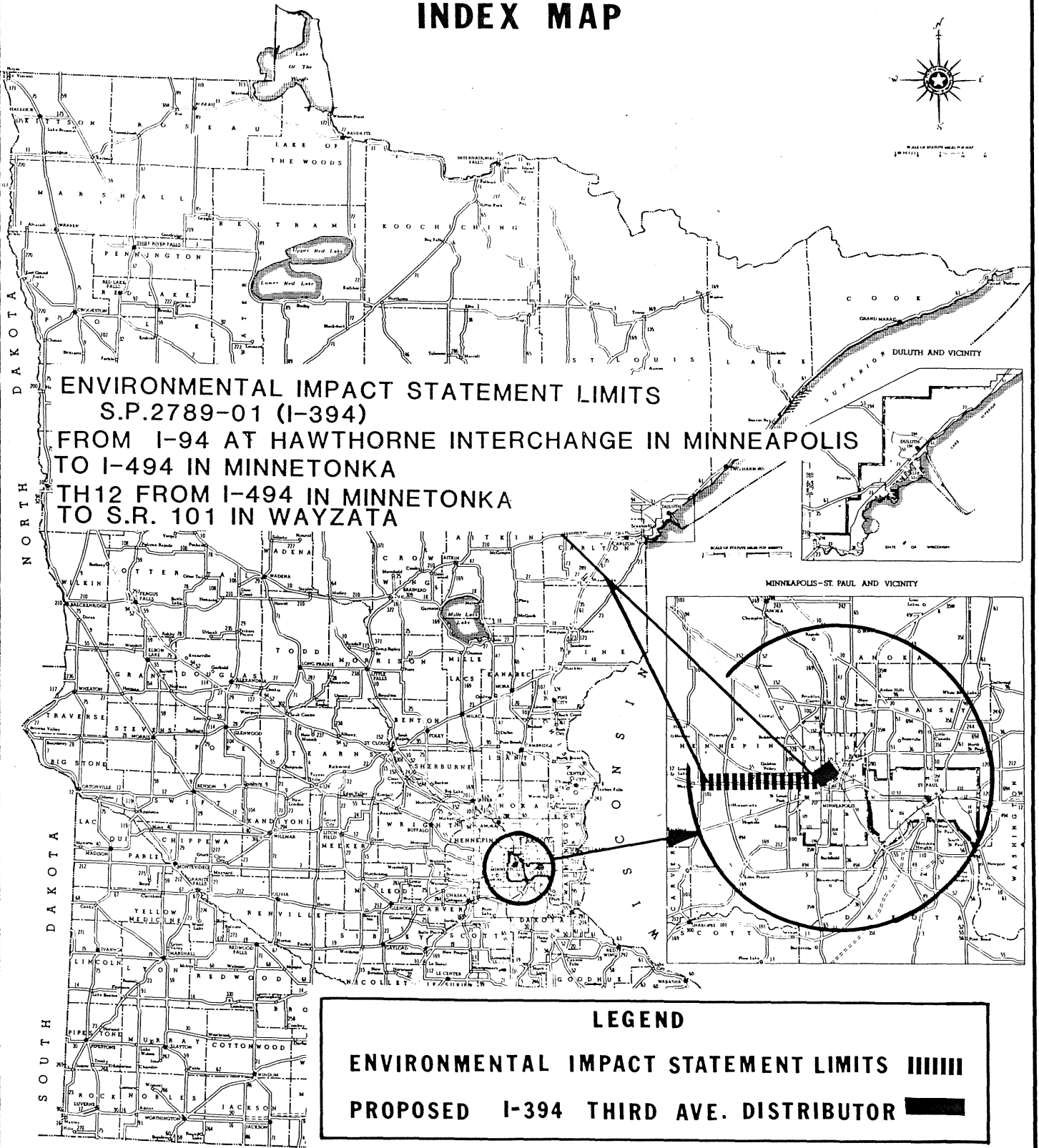


Figure 1

SUMMARY

Minnesota Department of Transportation

Administrative Action

Environmental Statement

() Draft

(X) Final

For further information regarding the proposed
action and/or this statement, contact:

District Engineer
Minnesota Department of Transportation
Operations Division, Golden Valley District Five
2055 North Lilac Drive
Golden Valley, Minnesota 55422
telephone (612) 545-3761, extension 132

The State Final Environmental Impact
Statement for this project consists of
the Draft Environmental Impact Statement
and the supplemental information
contained in this document.

SUMMARY

THE PROPOSED ACTION

The proposed major action is the construction of 10.2 miles of freeway from the western suburbs to downtown Minneapolis. This freeway will include a 1.5 mile segment of US-12 between SR-101 in Wayzata and I-494 in the second-tier western suburb of Minnetonka, and an 8.7 mile segment of I-394 between there and I-94 at the western edge of the Minneapolis central business district (CBD). The Federal Highway Administration (FHWA) will participate in the funding of the 8.7 mile I-394 segment, up to 90 percent of the cost, as provided by the Interstate program. Federal participation in the funding of the new 1.5 mile US-12 segment has not yet been determined.

The freeway will follow the east-west alignment of existing US-12, and pass through the western first-tier suburbs of Saint Louis Park and Golden Valley as well as through Wayzata, Minnetonka, and Minneapolis.

Between SR-101 and SR-100, the proposed road will be a six-lane freeway with the inside lanes identified as standard diamond lanes for high occupancy vehicles (buses, vanpools, and carpools) during rush hours. Between SR-100 and I-94 near the Minneapolis CBD, the road will be a six-lane freeway with the two inside lanes being reversible and physically separated from the outer lanes. The reversible lanes will operate eastward toward the city in the morning and westward toward the suburbs in the afternoon and evening.

Priority use of the reversible lanes east of SR-100 will initially be given to high occupancy vehicles. If the lanes are significantly underused, management techniques will be employed to allow other vehicles access to the lanes. In any case, a high level of service will be maintained in the lanes to promote ride-sharing.

Cloverleaf-type interchanges will connect I-394 to the principal and intermediate arterials of I-494, CR-18, and SR-100. Other interchanges will be spaced to serve local needs. Collector-distributor (C-D) roads will improve the capacity and safety of many of the interchanges.

The frontage road system will be improved. Bridges and underpasses for both vehicles and pedestrians will improve traffic circulation, and link neighborhoods and commercial areas on each side of the freeway.

Park-and-ride sites will be built to encourage carpooling, vanpooling, and the use of public transit buses. Ramps will be built at SR-100, I-94, and the Third Avenue Distributor to exclusively serve the reversible lanes. The Traffic Management Center (TMC) will monitor all traffic and meter all of the entrance ramps to provide a smooth traffic flow.

US-12/I-394 will be built to contemporary design standards to promote safety and efficient passage, and to meet the higher environmental standards of today. Through much of the parkland and residential areas, the freeway will be depressed to reduce noise and visual impact. Noise abatement walls or mounds will be built where appropriate.

The 9.6 mile length of I-394 was authorized to be added to the Interstate Highway system on December 13th, 1968. The 8.7 mile segment discussed in this Final Environmental Impact Statement (FEIS) will connect to the Third Avenue Distributor, a 0.9 mile segment in downtown Minneapolis, between I-94 and Washington Avenue.

ACTIONS REQUIRED BY FEDERAL AGENCIES

Because this project may alter drainage patterns and water quality within the Bassett Creek and Minnehaha Creek watersheds, permits will be required from the U.S. Army Corps of Engineers (COE).

The Federal Highway Administration, as co-participant in this action, must also approve the project at various stages of its development.

The Federal FEIS and Final Section 4(f) Evaluation for this project were approved by the Federal Highway Administration on May 17, 1982.

The State Draft Environmental Impact Statement (DEIS) for this project was circulated on March 31, 1982. Pursuant to State regulations, a public informational meeting was held on May 5, 1982 at the Saint Louis Park Junior High School. The closing date for comments was May 26, 1982. A summary of all comments recieved during this period are included in this document, along with responses to these comments. No comments were received which resulted in any change in the information presented in the DEIS.

THE MAJOR IMPACTS

Implementation of the proposed action will result in the following impacts:

Transportation

The proposed freeway will allow a significant improvement in the safe and efficient movement of people and goods between downtown Minneapolis and the highly developed western suburbs. The new freeway will be less congested and safer than the existing highway, and will reduce travel times. It will also benefit outlying communities to the west which use the corridor to transport goods to markets and shipping points in Minneapolis and Saint Paul. The new freeway will sever certain existing routes across the corridor, improve others by separating the grades, and alter some local traffic patterns.

Social

Preliminary estimates indicate that approximately 63 homes are likely to be acquired for right-of-way purposes, with another 20 possible. Studies indicate that an ample supply of comparable replacement housing exists to enable the persons and families displaced to relocate in their same communities if they so desire. No competing displacement projects are under way or anticipated in the study area.

Relocation assistance will be provided. No sensitive groups such as the elderly, illiterate, or handicapped will be affected by the proposed project.

Economic

Preliminary estimates also indicate that approximately 37 buildings housing 46 businesses will be acquired for right-of-way purposes. Studies indicate that an ample supply of commercial space is available to accommodate relocation in the same areas. Again, relocation assistance will be provided.

The taking of land, homes, and businesses for highway right-of-way will cause an initial loss of tax base in the study area communities. This initial loss is expected to be offset by a longer-term gain in tax base due to an increase in commercial property values along the highway corridor.

Parklands (Federal "Section 4(f)" Lands)

The proposed project will require permanently, approximately 0.7 acres from Brookview Golf Course and 2.0 acres from the Brownie Lake parkland. Temporarily, for construction, it will also require about two acres from Theodore Wirth Park and another two from Brownie. Approximately 4.4 acres of existing highway right-of-way adjacent to Wirth Park will be given to the Minneapolis Park and Recreation Board (MPRB) as replacement land.

A Section 4(f) Evaluation, a federal requirement documenting that there is no feasible and prudent alternative to the use of these parklands, has been processed and accompanied the federal FEIS.

Construction Impacts

The construction of US-12/I-394 will take an estimated five years and cause major impacts. Construction will be staged, so no one area should be affected for more than two years. The impacts will be those typical of a major urban highway construction project. Some may be more severe because traffic must be maintained.

Air quality will be affected by exhaust and dust. Noise will be generated by trucks and construction equipment. Water quality could be affected by concrete mixing operations, material spills, and erosion. All of these forms of pollution will be minimized, contained, and mitigated as far as possible.

Detours and bypasses will be provided, but traffic will be severely disrupted. Delay and congestion will be unavoidable because of the need to maintain traffic in the corridor during construction. Some motorists may seek alternate routes, some of which will be suitable and others, such as local streets, not. Mn/DOT will make every effort to maintain traffic in an appropriate pattern.

Impacts That Will Be Mitigated

The project will cause adverse noise, visual, wetland, and water quality impacts, but they will be mitigated.

Areas of No Significant Impact

The project will not cause significant adverse impacts on air quality, floodplains, vegetation, wildlife, endangered species, land use, prime and unique farmland, historic and cultural features, or energy use. It will not have significant secondary impacts.

UNRESOLVED ISSUES

No unresolved issues exist. The location, alignment, and geometrics of the freeway have been determined.

ALTERNATIVES

Seven location alternates plus the limited improvement and the no-build alternatives were considered. The limited improvement alternative is also the traffic systems management (TSM) alternate. All of the routes had the Hawthorne Interchange with I-94 as the eastern terminus, and extended westward to I-494.

The selected alternate, number 2, follows the existing US-12 corridor. The no-build option (alternate 4) and the limited improvement alternate also would have retained US-12 as the major traffic route of the area, but with only limited improvements, or none.

Route Alternates

Six other alternate routes between SR-55 on the north and SR-7 on the south were studied. Each was dismissed for various reasons including adverse social, economic, and environmental (SEE) impacts, operational problems, and excessive intrusion into the parklands surrounding Brownie and Cedar Lakes and along Bassett and Minnehaha Creeks.

The No-Build Alternate

The no-build alternate, number 4, would not solve the existing or future transportation or environmental problems of US-12 and the area it serves. In comparison to the result of constructing Alternate 2, the traffic noise would increase and the air quality would decrease as US-12 became more clogged with the predicted traffic.

The Limited Improvement (TSM) Alternative

The limited improvement or TSM alternative would have been an upgrading of US-12, on its existing alignment and grade, to improve capacity, operation, and safety. It would have minimized right-of-way needs and construction disruption, but good design would have been compromised and the road would have been inferior in terms of capacity, level of service, safety, and environmental effects. Its capacity would be inadequate before the year 2000. For all of these reasons, it was eliminated from further consideration.

The LRT Alternate

The light rail transit (LRT) alternate was studied by the MC at the direction of the state legislature. Five different routes, one of them the I-394 corridor, were examined. The MC recommended, in April of 1981, that only the route along University Avenue between the CBD's of Minneapolis and Saint Paul be studied further for feasibility.

Their report concluded that building any LRT system would be slow and costly; that federal funding was unlikely; and that other monies would be needed. A line in a low-density area such as the I-394 corridor would need an expensive collection and distribution system. For the I-394 corridor specifically, the MC report concluded that buses would be more cost efficient than LRT.

STATE GOVERNMENT AND MULTI-STATE RESPONSIBILITIES

There is no impact on state government as a result of any federal controls associated with this action. The action will have no effect on adjacent states or on any multi-state responsibilities.

STATE AND LOCAL APPROVALS

Permits and/or approvals will be required from the following agencies or local units of government:

Minnesota Department of Natural Resources:
The Public Waters Permits

Minnesota Pollution Control Agency:
Indirect Source Permit
Section 401 Certification

Bassetts Creek Watershed District:
Drainage Alteration

City of Wayzata: Plan Approval

City of Minnetonka: Plan Approval

City of Saint Louis Park: Plan Approval

City of Golden Valley: Plan Approval

City of Minneapolis: Plan Approval

COMMENTS AND RESPONSES

June 2, 1982

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



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

RE: I-394 Draft EIS
Metropolitan Council Referral File No. 9310-2

Dear Mr. Crawford:

At its meeting on May 27, 1982, the Metropolitan Council considered the draft Environmental Impact Statement (EIS) on I-394. This consideration was based on a report of the Physical Development Committee, Referral Report No. 82-53. A copy of this report, which was adopted as presented, is attached.

The Council is submitting Referral Report No. 82-53 as the Council's official comments on the State Draft EIS for I-394. This report contains the following findings relative to this EIS:

- A. The EIS adequately addresses the concerns of transportation and development framework.
- B. The EIS adequately addresses the concerns of parks and environment with the exception of the following areas which should be further elaborated: noise impact on Wirth Park, impact of taking two acres from Brownie Lake park section, storm water impacts on Sweeney Lake and the impacts on the MWCC interceptor of lowering the I-394 grade through Tyrol Hills.
- C. The EIS does not acknowledge under "Unresolved Issues" (p. 20), the continuing objections contained in council resolutions of the cities of St. Louis Park and Golden Valley to the design of the road.
- D. In discussing why rail transit is not included as an element of the TH 12 improvement, the EIS presents a negative and incomplete description of the role of light rail transit in the Metropolitan Area.

A

B

C

(A) Impacts to Wirth and Brownie Lake Park are summarized on page 8 and are discussed in the Section 4(f) Evaluation of the federal FEIS. Water quality impacts were discussed in the Environmental Consequences: Natural Resources section of the EIS; we anticipate no problems with Sweeney Lake. The design of the freeway in relation to the MWCC interceptor, and all other utilities, will be planned during the final design phase and coordinated with the proper authorities.

(B) Although Saint Louis Park and Golden Valley dislike the concept of this freeway with reversible lanes, the concept is no longer an unresolved issue. The Metropolitan Council itself suggested the resolution that we have adopted.

(C) We did not intend to assess light-rail transit, only point out the specific reasons it is not now considered for this corridor.

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W. M. Crawford, District Engineer
Minnesota Department of Transportation
Page Two
June 2, 1982



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

Attached is a copy of a communication from the City of St. Louis Park which was received subsequent to the preparation of the subject report.

Sincerely,

METROPOLITAN COUNCIL

Charles R. Weaver

Charles R. Weaver
Chairman

CRW:vv
Attachment

cc: Richard Braun, Commissioner, Mn/DOT
Fred Tanzer, Regional Coordinator, Mn/DOT
James L. Brimeyer, City Manager, City of St. Louis Park
Connie Kozlak, Metropolitan Council Staff



Metropolitan Transit Commission

800 Avenue of the Center Building St. Paul, Minnesota 55101

612/221-0779

May 20, 1982

Mr. William Crawford
District Engineer
Minnesota Department of Transportation
2055 North Lilac Drive
Golden Valley, Minnesota 55082

RE: State Project 2714 and 2789-01
State Draft Environmental Impact Statement for
I-394/U.S. 12 in Hennepin County
From: T.H. 101/C.R. 15 in Wayzata
To: I-94 in Minneapolis

Dear Mr. Crawford:

The MTC appreciates the opportunity to review and comment upon the T.H. 12 and I-394 draft State Environmental Impact Statement. The MTC has worked with Mn/DOT and the Metropolitan Council in the evaluation of the design concepts and the preliminary design for I-394. We think the willingness of Mn/DOT to make transit facilities an integral part of the highway plans has added greatly to the overall design which has been developed. With this in mind, the MTC wishes to make the following comments regarding the draft EIS.

The draft EIS raises a number of questions regarding the operation of the HOV lanes, traffic provisions during the construction period, and geometrics of the facility. The MTC supports the provision of priority treatment for high-occupancy vehicles on I-394. However, the draft EIS states that the high-occupancy vehicle lanes east of T.H. 100 may be made available to vehicles other than those carrying three or more persons (HOV definition--page 79 of the report). The MTC thinks that such alternate uses are contradictory to the design concept of high-occupancy vehicle lanes. To be successful, the reversible lane concept must be made simple and their operation consistent to avoid confusion and misunderstanding by the user of the highway. The lanes also must provide a high level of service, as compared to the other freeway lanes and local street network, to encourage their use.

The draft EIS discusses the provision of park-ride facilities and preferential ramps for high-occupancy vehicles. The MTC supports the inclusion of these facilities in the design of I-394.

The draft EIS states the traffic will be severely disrupted during the construction period. Consideration should be given to ways to provide preferential treatment (special lanes, ramps, etc.) for high-occupancy vehicles during construction. This will encourage the formation of carpools, vanpools and bus ridership, thus reducing the number of vehicles traveling through the corridor.

William Crawford

-2-

May 20, 1982

reducing congestion in the construction area and reducing the number of vehicles diverted to alternate routes. It would also help commuters become accustomed to carpooling, riding buses, etc. This behavior should carryover to the use of the HOV facilities provided as part of I-394.

The draft EIS states that the only unresolved geometric and alignment issue is in the area of Penn Avenue. This is not an entirely accurate statement. A number of geometric issues still remain regarding specific facilities for bus stops, pedestrian access across the freeway, bus access to the Ridgedale Center area and HOV access to and from the reversible lanes near Vernon Avenue. Although coordination meetings have been held, further geometric revisions must be made if efficient bus operations are to occur and potential riders are to have reasonable access to public transit.

Several sections of the draft EIS discuss the decision to reject a rail transit line as a component of the proposed transportation improvement. In providing justification for this decision, the report provides an inaccurate view of rail transit and the region's recent light rail transit feasibility study. On pages 22 and 71, descriptions of the results of the feasibility study cite only the negative aspects of rail transit. No mention is made of the study's findings of advantages of light rail over a bus-only transit system, advantages such as lower operating costs, higher ridership and reduced dependence upon petroleum fuels. This incomplete reporting of the study's findings does a disservice to the region's decision-making process.

Again, we wish to thank you for the opportunity to comment upon the I-394 draft state EIS. We look forward to the opportunity to work with Mn/DOT in the further development of a total transportation system in the I-394 corridor.

Sincerely,

Louis E. Olsen
Chief Administrator

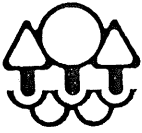
LBO:jd

A The reversible lanes could be opened to non-HOV traffic only if they were significantly under-used. If they were opened to (just for example) two-passenger vehicles, they would be opened to them on a consistent, not an intermittent, basis.

B Preferential treatment for HOV's during construction will be considered as practical, but might tend to complicate the already-complex bypass patterns.

C Specific bus facilities will be planned during detail design, and coordinated with the MTC.

D We did not intend to assess light-rail transit, only point out the specific reasons it is not now considered for this corridor.



Minnesota Pollution Control Agency

May 27, 1982

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

Dear Mr. Crawford:

The Minnesota Pollution Control Agency (MPCA) has reviewed the Draft EIS for US 12/I-394 in Hennepin County, Minnesota and has comments to offer in the areas of air quality, noise and water quality.

Air Quality and Noise

The primary air quality concern is the impact of the proposed freeway on the Minneapolis Central Business District (CBD). The Twin Cities area is currently designated as a nonattainment area for carbon monoxide and, as such, transit measures must be included in the project to ensure the attainment of the carbon monoxide standards.

The Agency staff has expressed concern in the past about the exclusion of the Third Avenue Distributor project from the draft EIS for I-394. These two projects are, in reality, one project from an air quality perspective. The two projects will be considered in tandem when issuing the air quality Indirect Source Permit.

Transit measures included in the draft EIS, many being built to encourage carpooling, vanpooling and the use of public transit systems, and entrance ramp metering will all help to reduce traffic congestion in the CBD.

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Mr. Crawford
Page Two

The MPCA is concerned, however, that funding may not be available to build the three garages proposed by the City of Minneapolis in the Metro Center 85 study. These parking facilities would be located over the Third Avenue Distributor to accommodate CBD users, and would reduce traffic congestion and air quality impacts of the proposed I-394 freeway in the Minneapolis CBD.

With respect to air quality analysis, the MPCA recommends that the air quality modelling be updated for the site, with the highest CO concentrations for the no build alternative. The highest predicted 8 hour CO concentrations for the chosen build and no build alternatives were modelled at Turners Crossroad and US 12/I-394. A carbon monoxide concentration of 7.9 ppm was predicted for the build alternative using Mobile II (this value is sufficiently below the federal and state standard of 9.0 ppm to be of little concern). The predicted value of 8.4 ppm for the "no build" alternative, however, was derived from Mobile I emissions and is sufficiently close to the ambient standard to necessitate remodelling using Mobile II emission factors. The results of this analysis may well show that the 8 hour standard would be violated at this location in 1990 with the "no build" alternative.

Due to the depression of the roadway near parkland and residential areas and the construction of noise abatement walls or mounds where needed, noise levels from the proposed freeway as shown at the studied receptor sites will meet the Federal Highway Administration Design Noise Control Standards. Although state noise standards do not apply to an interstate highway project such as this, the MPCA encourages you in your efforts to consider additional noise control measures on a case by case basis to meet state standards.

In some areas the "no build" alternative would be noisier than the "chosen build" alternative, since no noise abatement would be provided for the "no build" situation. Overall, however, most areas impacted by the freeway will be noisier with the "build alternative" than with the "no build" alternative.

One point that needs clarification is whether the noise levels of the elevated interchanges at SR-100, I-94, and the Third Avenue Distributor were added into the analysis. Also, required right of way widths were recently reduced by 25 feet from I-494 to TH 100 and approximately 49 feet from TH 100 to Penn Avenue causing some homes that were originally scheduled for removal to remain. It is unclear if this change in receptor distances was taken into account in the draft EIS. The final EIS should discuss any air quality or noise impacts resulting from this reduction in width.

A (A) Due to recent legislation, the parking garages are now eligible for Interstate funding.

B (B) This re-analysis was not done since our initial analysis showed that the build alternative had less impact than the no-build alternative.

C (C) The change in right of way widths were incorporated into the noise analysis procedures described on page 189 of the DEIS. Further design changes are possible as detail design progresses. Any design changes will be incorporated into an updated noise analysis and included in the federal Final Noise Report.

- (D) Minneapolis and St. Louis Park have been designated non-attainment areas for total suspended particulates (TSP).

Listed below are construction activities that have the potential for creating fugitive dust:

1. Truck loading.
2. Truck spillage.
3. Truck haul routes-dust emissions and tracking.
4. Material hauling within project limit.
5. Paving plant, aggregate crusher or similar operations.

Mr. Crawford
Page Three

In addition, the secondary impact of the proposed freeway on residences on adjacent city streets should be discussed in the noise section.

A final air quality and noise concern is the impact that construction activities will have on nearby sensitive receptors. Control measures in addition to those described in the draft EIS should be implemented for construction-related noise and fugitive dust emissions.

Construction noise will be abated in some areas where permanent noise abatement barriers will be built early in the construction process. The MPCA also recommends that temporary noise barriers be set up in sensitive areas (particularly for the noisiest activities such as pile driving), where possible. Also, construction-related truck traffic should be routed to mitigate noise impact and construction curfews implemented in those areas which do not already have ordinances that limit the hours that construction activities can take place.

Additional construction-related fugitive dust emissions control measures such as timely job site cleanup, the covering or application of water or dust suppressants to truck loads, and the cessation of operations during periods of high winds should also be included in this project.

Water Quality

Water Quality impacts along Alternative 2 appear to be addressed adequately. The project includes several ponding areas which will serve both as sediment traps and spill control measures. Wetlands impacts also appear to be adequately addressed. Encroachment into some wetlands by a project of this size is somewhat inevitable. The negative impacts resulting from this encroachment would be minimized provided the proposed mitigative measures are implemented.

As indicated in the draft EIS, erosion can cause significant impacts. The control measures proposed would be adequate if they are implemented correctly. It is presumed that an erosion control plan will be developed during final design.

If you have any questions on these comments, please feel free to contact Deborah Pile of my staff.

Sincerely,


Louis J. Breinhurst
Executive Director

During construction, some or all of the control strategies listed below will be used to abate fugitive dust:

1. Adequate free board on trucks.
2. Haul road maintenance.
3. Water spraying.
4. Calcium Chloride.
5. Dump site management.
6. Sweeping.
7. Job site cleanup.
8. Temporary or permanent job site surface stabilization.

Highway construction is performed in accordance with Mn/DOT Standard Specifications for Highway Construction. Included in the specifications are control measures for dust (Spec. 2051.4 - "Maintenance and Restoration of Haul Roads" and Spec. 1717 "Air and Water Pollution"). Should more specific control measures be desired they would be included in the projects Special Provisions.

This project will be constructed in accordance with MPCA regulation APC-6, "Preventing Particulate Matter from Becoming Air-Borne."

- (E) That is correct.



May 24, 1982

Mr. Larry Dallan
Metropolitan Council
300 Metro Square Bldg.
7th & Robert Streets
St. Paul, MN 55101

Dear Mr. Dallan:

At the Monday, May 17 meeting of the City Council, the Council adopted the enclosed statement with reference to the construction of the I-394 highway. The statement is in response to the draft environmental impact statement prepared by MnDOT and the public hearing process.

We would appreciate it if you would disseminate this statement to the members of your organization as you deem appropriate.

Thank you.

Very truly yours,

James L. Brimeyer

James L. Brimeyer
City Manager

enc.

5005 minnetonka boulevard • st. louis park, minnesota 55416 • phone (612) 920-3000

May 17, 1982
9a

POSITION STATEMENT
ST. LOUIS PARK, MINNESOTA
DRAFT ENVIRONMENTAL IMPACT STATEMENT
HIGHWAY 12/I-394

SYNOPSIS

The City of St. Louis Park recognizes the need for upgrading Highway 12 to freeway standards providing three lanes in each direction with interchanges at Highway 100, Vernon Avenue, Louisiana Avenue, Boone Avenue, County Road 73, Ridgedale Drive, Plymouth Road and I-494 with bridges at Minnetka Avenue and Shelard Parkway respectively. The City does not agree with the need for upgrading Highway 12 from Vernon Avenue and Highway 100 to Third Avenue, and offers as an alternative a freeway with three lanes in each direction. HOV lanes are unnecessary because of cost, lack of benefit, problems with emergency services, operational and maintenance costs, driver orientation problems and the resultant traffic congestion.

PREFACE

This report is one of several submitted by the City in response to various draft environmental impact statements and proposed layout plans for upgrading Highway 12. The report is the City's response to the DEIS dated March 19, 1982 and layout plans submitted previously. The City re-confirms its position on the need for concurrent development of modern transit systems along the southwest diagonal from Minneapolis generally along the Milwaukee, St. Paul and Pacific Railroad. These facilities must serve and support existing and future development as envisioned in City plans during the next 20 years or more and the transportation trips generated from such development. At the same time, the facility should minimize adverse environmental conditions, improve the safety for persons regardless of their mode of travel and improve the esthetic and environmental conditions in the community. Fuel costs, energy supply limitations and transit demands (as expressed by trip frequency and origin/destination data) suggest that a transit facility is necessary to complement the improvements on Highway 12.

EVALUATION OF LAYOUT DETAILS

The following comments are listed in order from the west end of the freeway to the east end:

1. Present jurisdictional boundaries along Highway 12 have already led to police and fire emergency problems. With the construction of I-394, these problems will be compounded. Realignment of the corporate boundary between the cities of St. Louis Park and Golden Valley should be considered prior to implementation of the improvement.
2. Deep concern is raised regarding the effects of the project on the Westwood Hills nature center. The Boone Avenue interchange appears to benefit properties in the City of Golden Valley, but it also appears to significantly harm the environment of the nature center. Elimination of the frontage road between Station 1130+00 and Boone

- ① Westwood Hills Nature Center is located south of TH 12/I-394 and the frontage road between Station 1130+00 and Boone Avenue abuts the north end of the center. Storm water from I-394 will drain to the north so no water quality impacts are anticipated to Westwood Lake. Noise and air quality levels in the Nature Center are not anticipated to change from current levels. The location of the frontage road is being coordinated with the cities of Saint Louis Park and Golden Valley (where the frontage road is located).

Avenue along the park would result in a less significant impact. At a minimum, the frontage road in this vicinity should be moved as far north as possible with a suitable noise wall or screen and plantings placed between the road and the park property. Drainage implications from the highway are not clearly delineated in the plan. More information is needed to assess the impact of the highway improvement on the water levels of Westwood Lake which is part of the Bassett Creek flood plain.

3. Several park and ride sites are shown on the plan. All of the sites are shown on the south side of Highway 12 in St. Louis Park. An evaluation of the specific location of each of these sites should be made in relationship to the anticipated bus service ridership and the available right-of-way. The I-394 plans include no projected bus routes that could be tied in with the park and ride sites. In particular, the site near Westwood Lake should be screened from the park should it be justified for a park and ride. It is suggested that park and ride facilities be considered on the land set aside for interchange loops, such as at Boone Avenue.
4. The City raises concern over the geometrics shown on Louisiana Avenue south of Highway 12. It appears that the island will physically block access from several residential properties on the street.
5. Traffic signals are not shown on the main feeder streets to Highway 12 even though it appears quite certain that they will have to be installed. It is suggested that MnDOT make a projection of those intersections that will need signals as a result of the improvement and submit this information to the communities for review.
6. The cul-de-sac shown to the west of the Cooper Theatre should be located to the east side of the theatre near its current parking lot.
7. Pedestrian bridges, sidewalks and other related facilities seem to be missing in many cases. This information should be prepared and submitted to the communities for review.
8. After reviewing the plans between Highway 100 and Minneapolis, it is apparent to the City that an interchange has to be provided at either Wirth Parkway or Penn Avenue. Otherwise the neighborhoods to the south of Highway 12, east and west of France Avenue, will have no access to Highway 12 without traveling to Highway 100. These traffic movements will further tax the capacity of Highway 100.
9. Signing on the new highway will be a difficult feat given the proximity of interchanges and the uniqueness of design. A separate signing plan should be prepared to give the affected communities some insight into this important roadway design feature.

10. The following issues are raised concerning Highway 100 and its relationship to the proposed I-394:
 - a. Access from southbound Highway 100 onto the frontage road immediately south of Win Stephens Buick does not need the westerly road directly from the frontage road into its used car area.
 - b. The southeast wing wall on the bridge over the Burlington Northern tracks will prohibit the east frontage road from being made into a T-intersection which would facilitate new development along the south side of the railroad tracks.
 - c. It is unclear how access into West Side Volkswagen will be handled.
 - d. It is unclear if the homes west of Quentin Avenue will have garage access or if the intention is to purchase these homes.
 - e. The west frontage road at Gamble Drive appears to encroach on the southeast corner of the Gamble parking lot which has underground parking.
 - f. A complete landscape plan is required for the interchange of I-394 and Highway 100. All lilacs and trees that do not have to be removed should be protected and preserved during construction.
11. All overhead utilities should be placed underground, particularly at the interchanges along the proposed improvement.

HIGH OCCUPANCY VEHICLE (HOV) LANES

The City of St. Louis Park does not support the need for construction of HOV lanes for the following reasons:

1. The cost is excessive for a four-mile segment and the on-going operational costs, although not identified, are likely to be excessive.
2. The time-saving feature of the HOV lanes is questionable. The layout could result in severe congestion at the Lowry Hill tunnel because the two mixed lanes and a single HOV lane merge into one lane.
3. Choice and mode of transportation should be emphasized. Vehicles carrying none, one or two passengers would be allowed on the system and would make up a significantly large percentage of trips. It would be better to rely exclusively on metering the ramps for those vehicles and buses rather than constructing an expensive, walled-in HOV "freeway."
4. The HOV lanes do not allow simultaneous eastbound and westbound traffic movement. Consequently, only two lanes of traffic would be provided in one direction during the "peak" period. Yet, the non-predominate direction carries approximately 40 to 45 percent of the traffic.

ⓑ The location and design of park-and-ride sites is being coordinated with MTC and the cities.

ⓓ An interchange is planned at Penn Avenue.

ⓒ All of these problems will be resolved during the final design phase of the project, in coordination with the proper authorities.

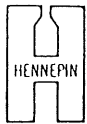
ⓔ Mn/DOT feels that the reversible lanes will operate efficiently, and that they will effectively promote the use of HOV transit. The Metropolitan Council and the FHWA support this view. Enforcement and response to emergencies will be enhanced by the monitoring system operated by the TMS. The reversible lanes will have openings in the barriers to allow access by emergency vehicles.

5. HOV lanes on Highway 12 will encourage more traffic on Highway 100 which has only two lanes of traffic in each direction. Increase of traffic on Highway 100 coupled with the HOV ramp entrance could cause significant backups in traffic on Highway 100. Motorists wishing to use the HOV lanes might not be able to reach them during the peak hours -- when they are designed to be most valuable.
6. Police and fire emergency coverage of the HOV lanes is a concern in terms of access and response time. It would be helpful to know the plan for enforcement of the diamond lane usage and the HOV lane usage. Between Highway 100 and downtown Minneapolis, the highway plan is clearly unacceptable with regard to emergency services. An accident on the HOV lane system could result in a police or fire squad not being able to reach the victims. Considering the elevations at which some of the HOV lane ramps will have to be constructed to clear the I-394 roadway, emergency service may be non-existent during accident situations. In many freeway accidents, it becomes necessary to close the highway until the accident situation has been mitigated. With the HOV lane plan, it does not appear that this will be possible with a minimal number of access points on and off the freeway.
7. Operation of the proposed HOV lanes is labor intensive given the short length and limited time saving, particularly given the need for safety and operating personnel in this segment of the highway.
8. HOV lanes will create a conflict at the Lowry Hill tunnel because the design provides for an on-ramp and a preferential on-ramp at the tunnel. A total of five lanes must merge into three lanes at the tunnel. Considering the complexity of the lane interactions, a model should be developed which describes the system in three dimensions. Without such an aid, it is difficult to review or predict the operation at this junction.

CONCLUSION

A general review of the proposed I-394 plan from Shelard Park to the Lowry Hill tunnel has been presented in this report. The City recognizes that we may have missed some aspects that should have been brought out at this time. Therefore, we reserve the right to bring such concerns to the attention of the proper officials when such concerns are identified.

The above report was adopted as the official statement of the City of St. Louis Park at a Council meeting held on Monday, May 17, 1982. The City welcomes the opportunity to receive and provide additional input into this program.



BUREAU OF PUBLIC SERVICE
A-2303 Government Center
Minneapolis, Minnesota 55487



Phone (612) 348-4077

May 24, 1982



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

DNR INFORMATION
(612) 296 6157

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

Re: 315
State Projects 2714 and 2789-01
State Draft Environmental Impact Statement for
I-394/U.S. 12 in Hennepin County
From T.H. 101/CSAH 15 in Wayzata
To I-94 in Minneapolis

Dear Mr. Crawford:

The Hennepin County Department of Transportation has reviewed the Draft Environmental Impact Statement for I-394/U.S. 12 as it affects Hennepin County roadways and Hennepin County citizens.

The need for additional highway capacity in order to protect the health, safety and welfare of the Hennepin County traveling public and residents in the I-394/U.S. 12 corridor between Wayzata and Minneapolis has been apparent for many years. Considerable traffic from congested U.S. 12 spills over onto parallel and intersecting Hennepin County roadways. Elimination of this additional traffic on the County system is important.

Representatives from the Hennepin County Department of Transportation have taken an active role in the planning of the proposed I-394/U.S. 12 project. We believe that the proposed project (1) will serve established businesses and residential areas of Hennepin County, (2) agrees with the Metropolitan Council, Metropolitan Development Guide, Transportation Policy/Plan, (3) agrees with the Hennepin County Transportation System Study, and (4) agrees with the Hennepin County Land Planning Act, Transportation Chapter.

The Hennepin County Department of Transportation will review the detail design of intersecting County roads as the project progresses.

Very truly yours,

A. J. Lee
A. J. Lee

Associate County Administrator
and County Engineer

CP

cc: H. O. Klossner
J. M. Wold

HENNEPIN COUNTY
an equal opportunity employer

May 25, 1982

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

RE: 330 DEIS for U.S.-12/I-394

Dear Mr. Crawford:

The Department of Natural Resources (DNR) has reviewed the above-referenced document and offers the following comments for your consideration.

DNR has submitted previous comments that are included in the Draft Environmental Impact Statement (DEIS) on pages 287, 291 and 293. As mentioned in these comments, DNR prefers Alternate 2, which uses the existing U.S.-12 corridor.

The wetlands along this route were identified and discussed in our comments on page 291 of the DEIS. It should be noted that our comments regarding protected wetlands were based on Figure 1 of the Working Draft. The wetlands have been renumbered in Figure 12 of the DEIS starting with wetland 15, so care should be taken in determining DNR jurisdiction for wetlands to the west of wetland 15. Any questions regarding this should be directed to the DNR Regional Hydrologist, Kent Lokkesmoe at 296-7523.

The boundary, or normal ordinary high water mark (NOHW), of wetland 22, which is a protected wetland, does not extend as far east as depicted on Figure 13 of the DEIS. Although a NOHW has not yet been determined, the 100-year flood elevation of the basin has been recalculated to be 944.0 National Geodetic Vertical Datum (NGVD), 1929, the contour of which is located only slightly east of Parkers Lake Road.

Permits from DNR will be required for the alteration of any protected wetlands. The DEIS appears to offer adequate mitigative measures, but final mitigative solutions will be determined during the permitting process. DNR's suggestions for mitigative measures included on pages 287 and 293 have generally been incorporated in the mitigation measures discussed in the DEIS. Close coordination of the proposed project with Gordon Gust, Area Wildlife Manager (545-0341), will ensure that acceptable mitigation measures are developed.

AN EQUAL OPPORTUNITY EMPLOYER

Mr. W. M. Crawford
May 25, 1982
Page 2

All of the cities along the preferred route have adopted state-approved floodplain ordinances. Construction of the proposed project will result in general floodplain encroachments into the designated floodplains of Bassett Creek at Golden Valley and Minnetonka, as discussed on pages 227-234 of the DEIS. Bassett Creek requires compensating storage and the DEIS addresses this issue. No specific problems are evident.

None of the cities have adopted state-approved shoreland ordinances. Brownie Lake is classified as a natural environment lake (#27-38 NE) and could be adversely affected by routing I-394 between Cedar Lake and Brownie Lake as prescribed in Alternate 3.

We appreciate your consideration of our comments.

Sincerely,

Thomas W. Balcom
Thomas W. Balcom
Environmental Review Coordinator

TB:pje
15890

cc: Ron Harnack
Earl Huber
Karen Loechler



REPLY TO
ATTENTION OF:
NCSCO-RF

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

25 MAY 1982

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

Dear Mr. Crawford:

The Corps of Engineers has reviewed the Draft environmental impact statement (DEIS) for the U.S. 12/I-394 project in Hennepin County, Minnesota. According to the DEIS, the following lakes or wetlands could be subject to fill placement depending on which alternative is selected: Cedar Lake, Brownie Lake and wetlands numbered 6, 9, 11, 12a, 17 and 18. Also, the proposed construction of ponds in wetlands 25 and 14 might result in the discharge of fill material into these wetlands.

The discharge of dredged or fill material into Cedar Lake, Brownie Lake and wetland number 18 would require an individual Department of the Army permit under Section 404 of the Clean Water Act. The placement of dredged or fill material in wetlands numbered 6, 9, 11, 12a, 14, 17 and 25 is authorized by an existing nationwide permit (see Incl 2) provided the work is accomplished in compliance with the inclosed conditions and management practices.

It is your responsibility to insure that the work complies with the terms of this letter and the inclosures. PLEASE NOTE THAT THIS CONFIRMATION LETTER DOES NOT ELIMINATE THE NEED FOR STATE, LOCAL, OR OTHER AUTHORIZATIONS.

If you have any questions, please call Lt. Frank Grass at (612) 725-7557.

Sincerely,

Harold E. Taccat
Harold E. Taccat
Chief, Regulatory Functions



minnetonka

May 19, 1982

May 5, 1982

Mr. Bill Crawford
District Engineer
2055 North Lilac Drive
Minneapolis, Minnesota 55422

Dear Mr. Crawford:

Attached is a Resolution adopted by the Plymouth City Council on April 26, 1982 vigorously supporting the upgrading of T.H. 12 in conformance with the "Environmental Impact Statement" dated March 19, 1982.

As you know, Plymouth's Thoroughfare Guide Plan, a key component in our development planning process, is predicated on the upgrading of T.H. 12 to federal Interstate standards. Plymouth's continued attractiveness to commerce as a base of operations and employment; and to individuals for homestead purposes is highly dependent on the completion of the proposed I-394 improvements. From a metropolitan perspective, these improvements are essential to maintain effective circulation within our urban area.

On behalf of the City Council of the City of Plymouth, Minnesota, we strongly support T.H. 12 upgrading to I-394 as contained in the March 19, 1982 "Environmental Impact Statement" and urge the approval thereof.

Yours truly,

James G. Willis
James G. Willis
City Manager

JGW/th/gw

Attach.

cc: Mayor and Councilmembers

3400 PLYMOUTH BOULEVARD, PLYMOUTH, MINNESOTA 55447, TELEPHONE (612) 559-2800

CITY OF PLYMOUTH

Pursuant to due call and notice thereof, a special meeting of the City Council of the City of Plymouth, Minnesota, was held on the 26th day of April, 1982. The following members were present: Mayor Davenport, Councilmembers Moen, Threinen and Schneider

The following members were absent: Councilmember Neils

Mayor Davenport introduced the following Resolution and moved its adoption:

RESOLUTION NO. 82-207

I-394/U.S. 12 UPGRADING
SUPPORT OF PROJECT
CITY OF PLYMOUTH

WHEREAS, during the past 10 years numerous studies have been conducted to determine the need for upgrading of T.H. 12 west of Minneapolis; and

WHEREAS, various alternatives have been considered with respect to this portion of the Metropolitan Transportation System; and

WHEREAS, the City of Plymouth's "Thoroughfare Guide Plan" is predicated on the improvement of T.H. 12 to Interstate standards; and

WHEREAS, the proposed project consists of upgrading existing T.H. 12 to a six lane, controlled access freeway, between T.H. 101/C.R. 15 in Wayzata and I-94 in Minneapolis; and

WHEREAS, without the proposed upgrading of this vital link in the Metropolitan Transportation System other existing roadways will be greatly affected;

NOW, THEREFORE, BE IT HEREBY RESOLVED by the City Council of the City of Plymouth, Minnesota, that the City of Plymouth supports the upgrading of U.S. 12/I-394 as contained in the draft "Environmental Impact Statement" dated March 19, 1982.

BE IT FURTHER RESOLVED that this resolution be submitted as part of our continuing support for this project and for inclusion in the hearing record for the draft Environmental Impact Statement.

The motion for adoption of the foregoing Resolution was duly seconded by Councilmember Moen, and upon vote being taken thereon, the following voted in favor thereof: Mayor Davenport, Councilmembers Moen, Threinen and Schneider
The following voted against or abstained: None
Whereupon the Resolution was declared duly passed and adopted.

Mr. William Crawford, Dist. Mgr.
Minnesota Department of Transportation
District 5
2055 No. Lilac Drive
Minneapolis, Minnesota 55422

Dear Bill:

Enclosed is a copy of Resolution No. 82-6881, which was adopted by City Council at their regular meeting of May 3, 1982. This resolution pertains to the Draft Environmental Impact Statement for T.H. #12/I-394, from T.H. #101 to I-94.

If you have any questions regarding this resolution, please do not hesitate to call me.

Very truly yours,

Donald L. Asmus
Donald L. Asmus, P.E.
Director of Engineering

DLA/eel

enc.

RESOLUTION NO. 82 - 6881

RESOLUTION PERTAINING TO THE
DRAFT ENVIRONMENTAL IMPACT
STATEMENT FOR TRUNK HIGHWAY
NO. 12/I-394 FROM TRUNK
HIGHWAY 101 TO I-94.

WHEREAS, the Minnesota Department of Transportation has prepared the Draft Environment Impact Statement for T.H. No. 12/I-394 between T.H. No. 101 and I-94, and

WHEREAS, the Draft Environmental Impact Statement is a well prepared document that discusses the location, design, social, economic and environmental effects of the proposed project, and

WHEREAS, the Minnetonka City Council has in the past supported the concept of upgrading this segment of Trunk Highway to Interstate standard, and

WHEREAS, it is the desire of the Minnetonka City Council to encourage and support the Minnesota Department of Transportation in its efforts to complete the construction of this segment of Trunk Highway No. 12 and I-394 to Interstate standards.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MINNETONKA, MINNESOTA.

1. That the Draft Environmental Impact Statement for Trunk Highway No. 12/I-394 between Trunk Highway No. 101 and I-94, and its findings and conclusions, are hereby accepted.
2. That the Minnesota Department of Transportation is encouraged to complete the final plans, acquire the necessary right-of-way and commence construction of this segment of Trunk Highway No. 12 and I-394 with all possible speed.

Adopted by the City Council of the City of Minnetonka, Minnesota, on this 3rd day of May, 1982.

Kerry A. Donlin
KERRY A. DONLIN, MAYOR

ATTEST:

Margaret E. Mullen
Margaret E. Mullen, City Clerk

RESOLUTION NO. 82 - 6881
page two

Action on the above resolution

Motion for adoption: Colton
Seconded by: Kadermacher
Voted in favor of: Colton, Hannus, Colton, DeChello, Kadermacher, Donlin
Voted against: None
Abstained: None
Absent: None
Resolution adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the City Council of the City of Minnetonka, Minnesota, at a duly authorized meeting held on the 3rd day of May, 1982.

Margaret E. Mullen
Margaret E. Mullen, City Clerk



General Mills, Inc.
General Offices

Post Office Box 1113
Minneapolis, Minnesota 55440

Engineering Policy

May 24, 1982

Mr. William Crawford, P.E.
District Engineer, District 5
Minnesota Department of Transportation
2055 N. Lilac Drive
Minneapolis, MN 55422

Dear Mr. Crawford:

We would like to make the following comments on the Draft Environmental Statement (DEIS) of March 1982:

1. Numerous references are made in the DEIS to the possibility of the placement of storm detention ponds on General Mills, Inc. (GMI) property. A suggested plan for these was not included. There are many considerations involved in such a proposal. A number of these, including possible storm water detention for water coming from other properties not now being served, could have potentially serious impacts on use of our property. We may find that plans to be proposed are unacceptable and therefore wish to reserve our judgment pending the receipt of a formal plan. A
2. It has been learned that there is a suggestion to have the Park and Ride site near Westwood Lake moved to GMI land. We see no reason for this, as the site selected could be screened. In addition the chosen site will have to be purchased regardless of Park and Ride considerations, and purchase of GMI land would involve heavy additional expense and seriously inhibit the use of valuable land. B
3. It is our preference at this time that the ring road in the southeast quadrant of the CSAH 18-TH12 intersection be moved to the southern boundary of our property. However, if possible, we would like to keep our options open on this matter, so that any future development of the property might remain flexible. C

Yours sincerely,

John T. Schevenius, P.E.

JTS:mb

cc Rosemary Thorsen, Mayor, Golden Valley
Jeff Sweet, City Manager, Golden Valley
Bill Haun, Vice President, Engineering Policy, GMI

(A) Drainage will be planned during detail design. Any ponds on General Mills property will be planned in coordination with General Mills.

(B) We have no plans to move the park-and-ride site to General Mills property.

(C) The ring road has been moved to the southern boundary of the General Mills property.

SUMMARY OF COMMENTS RECEIVED

The need for an upgraded facility was recognized, but certain elements of the plan were criticized. The following is a summary of concerns that were expressed and responses to those concerns:

The reversible HOV lanes generated a great deal of discussion. The discussion included questions on the operation, effectiveness, and enforcement of the lanes. Access to the lanes was considered inadequate, especially for emergency vehicles attempting to reach an accident.

Mn/DOT feels that the reversible lanes will operate efficiently, and that they will effectively promote the use of HOV transit. The Metropolitan Council and the FHWA support this view. Enforcement and response to emergencies will be enhanced by the monitoring system operated by the TMS. The reversible lanes will have openings in the barriers to allow access by emergency vehicles.

The Penn Avenue interchange elicited sharply-divided opinions. The Bryn Mawr Neighborhood Association opposed its inclusion. Others, including Bryn Mawr businesses and residents, the City of Saint Louis Park and the Prudential Insurance Company, felt that an interchange along this segment of I-394 was critical.

Mn/DOT referred the Penn Avenue interchange controversy to the local governmental unit, the City of Minneapolis. On May 28, 1982, the City Council voted to retain the Penn Avenue interchange as shown in the plans.

Frontage road relocation or extension was desired in some areas to provide better access, maintain green space, and to reduce impacts on neighborhoods and natural features. Some business interests expressed a desire to retain portions of the frontage road system in private ownership, in order to maintain continuity of their facilities and parking for customers.

Frontage road location and design is still being studied and coordinated with the affected cities.

Maintaining direct and convenient access to businesses along the highway and preserving private business parking.

Intersections and frontage roads are being designed to have as little adverse impact as possible on local businesses.

Reduced or less favorable visibility for adjacent businesses because of grade changes planned for I-394.

Because of the need to provide access across the freeway, some grade changes must occur. The need for grade changes will be balanced against the visibility needs as best as possible.

Transit amenities such as the location of park-and-ride sites and bus stops, additional preferential access points, and the increased complexity of local bus routing.

Plans are being coordinated with the MTC to provide the best possible transit facilities.

Inclusion of pedestrian facilities and integrating them into present and future pedestrian plans.

All grade separations (except freeway to freeway) will include pedestrian facilities. Pedestrian bridges across I-394 will be located at June Avenue, Cedar Lake Road, east of Penn Avenue, Pennsylvania Avenue, and Florida Avenue. The location and design of these facilities has been and will continue to be coordinated with the affected cities.

Provision of noise barriers.

Noise barriers are proposed through all residential and park areas. However, if the affected communities do not want the barriers, the barriers will be deleted. A Final Noise Report will be prepared prior to construction detailing the location of all noise abatement features.

Preserving and providing adequate landscaping.

All disturbed areas will be seeded or sodded. Other landscaping will be done where needed and feasible.

Location of utilities.

Utility relocation is being coordinated with the affected utilities. Exact locations will be determined during the final design phase.

During construction, maintenance of traffic on the highway and access to local businesses.

Prior to construction, a traffic control plan will be developed. Traffic will be maintained in the corridor during construction. No detours are anticipated. Access will be provided for local traffic.

The visual impacts of the project have not been addressed.

The visual impacts are discussed on page 260 of the DEIS.

LRT should have been studied in more depth.

This is discussed on page 71 of the DEIS.

Will traffic be detoured during construction?

Traffic will be maintained within the corridor during construction. Minor detours and bypasses will be used but there are no plans to route traffic along any other highway. See also page 263 of the DEIS.

How will emergency services be provided to Tyrol Hills?

Access to North Tyrol Hills will be via Glenwood Avenue and access to South Tyrol Hills will be via the south frontage road which will pass under Highway 100 and be continuous to Penn Avenue.

Elimination of the north frontage road between Theodore Wirth Parkway and Upton Avenue will cause a loss of bus service to Bryn Mawr.

The MTC has stated that the service road in question is not critical to their operations in this area.