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Final Environmental Impact Statement

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**HENNEPIN COUNTY
DEPARTMENT OF TRANSPORTATION**

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CSAH 62

From CSAH 4 in Minnetonka/Eden Prairie, Hennepin County, Minnesota
To CSAH 61 in Minnetonka/Eden Prairie, Hennepin County, Minnesota
S.P.27-662-38; M5168() and S.P.27-662-37; M5168 ()

FINAL ENVIRONMENTAL IMPACT STATEMENT

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

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

Cooperating Agencies:

Minnesota Pollution Control Agency

Participating Government Units:

Metropolitan Council
City of Eden Prairie
City of Minnetonka

3/13/84
Date of Approval
MAR 23 1984

Date of Approval
MAY 11 1984
Date of Approval

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ABSTRACT: This Final Environmental Impact Statement documents the selection of the preferred alternative for CSAH 62 from CSAH 61 to CSAH 4 as a four-lane, limited access facility in Hennepin County; proposes means of mitigating impacts associated with the project; provides technical information intended to supplement or revise the Draft Environmental Impact Statement (DEIS) prepared for the project; and includes comments on the DEIS. The preferred alternative includes roadway relocation from CSAH 4 (Eden Prairie Road) to I-494 and roadway construction from I-494 to CSAH 61 (Shady Oak Road). The proposed road would curve through the northern edge of the Birch Island wetland, and would be grade separated at the CSAH 62/Rowland Road interchange. An approximately 200-foot bridge would be constructed for the crossing of Nine Mile Creek. The major objective of the proposed project is to complete the metropolitan highway system and provide a more direct route between Minneapolis and the southwestern suburbs.

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SUMMARY

1.0 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 of Environmental Quality regulations for FEIS preparation.

The purposes of this FEIS for the extension of County Road 62 are to:

- Document the selection of the preferred alternative
- Provide corrections and supplemental information to the Draft Environmental Impact Statement (DEIS)
- List commitments to mitigation measures.
- Provide responses to public hearing or DEIS comments
- Provide a wetlands finding
- Provide a floodplain finding of no significant encroachment
- Provide information on the proposed project to evaluate the potential for significant environmental effects, to consider alternatives to the proposed project, and to explore methods for reducing adverse environmental effects. (State Regulations 6 MCAR S3.029).

Information previously provided in the DEIS has not been repeated in this FEIS. The DEIS can be referred to for additional information.

The Final EIS consists of the Draft EIS, comments or summaries of comments received, and responses to significant issues raised. These documents can be reviewed at the Eden Prairie City Hall, the Minnetonka City Hall, the Eden Prairie Library, the Minnetonka Library, and at the Hennepin County Department of Transportation.

1.2 PROJECT ALTERNATIVES CONSIDERED

County Road (CSAH) 62, the Crosstown, is a major east-west highway along the southern boundary of Minneapolis, developed along the 62nd Street corridor. The proposed action is to extend County Road 62 westerly to I-494 as a major arterial (the transportation policy plan in effect at the time of the preparation of the DEIS called this same functional classification Intermediate Arterial) and to provide transition to a minor arterial facility from I-494 to CSAH 4 (Eden Prairie Road). The total length of the project is approximately 2.5 miles. The corridor for the proposed improvement is located along the border between Minnetonka and Eden Prairie.

Five basic alternatives and associated sub-alternatives were analyzed in detail in the DEIS prepared for the County Road 62 project. Two roadway build options were studied between CSAH 4 and I-494 and two options between

I-494 and CSAH 61. Sub-alternatives for the western terminus were studied to address traffic flow, future traffic volumes on Townline Road, and impacts to the wetland area. Sub-alternatives were considered at Nine Mile Creek to address alternative crossing options.

The no-build alternative was also analyzed in detail. This fifth alternative assumes that no construction of a County Road 62 extension would be undertaken.

1.3 PREFERRED ALTERNATIVE DECISION

The Hennepin County Department of Transportation selected the following as the preferred alternative: Roadway relocation from CSAH 4 (Eden Prairie Road) to I-494 and roadway construction from I-494 to CSAH 61 (Shady Oak Road). The proposed road would curve through the northern edge of the Birch Island wetland, and would be grade separated at the CSAH 62/Rowland Road interchange. An approximately 200-foot, two-span bridge would be constructed for the crossing of Nine Mile Creek.

The basis for the selection of the preferred alternative is discussed in Section 2.1, Preferred Alternative Decision.

1.4 IMPACT MITIGATION MEASURES

There are several unavoidable adverse impacts associated with the preferred alternative for the extension of County Road 62. Proposed means of mitigating the anticipated impacts are summarized below, and are described in detail in Section 3 of this document.

- Measures to minimize impacts to wetlands include: the enhancement of wetlands at other locations, and the creation of openings and open water in areas presently poorly suited as wetland habitat.
- Temporary and permanent erosion control measures will be conducted to mitigate the impacts of construction-related soil erosion.
- Negative effects of traffic-related pollutants and hazardous spills on water quality will be minimized through the construction of a series of storm water retention ponds.
- Visual intrusion of the roadway into the project area will be mitigated through the use of vegetative screening, sensitive grading and revegetation of disturbed areas. Roadway design is intended to emphasize integration with area topography.
- Adequate compensation and relocation assistance will be provided the owner/occupants of the houses to be displaced under the preferred alternative.

- Construction of the Nine Mile Creek bridge crossing, the development of storm water retention ponds as wet ponds, and revegetation of disturbed areas will minimize effects of project construction on vegetation and wildlife.
- Minor encroachment of the roadway into the floodplain in the Birch Island Lake area will be mitigated through the presence of an open water impoundment in that wetland area. Construction of a bridge across Nine Mile Creek will prevent flood stage increase at that location. In the floodplain area of the west branch of Nine Mile Creek, a culvert will minimize the potential for stage increase of the Creek.
- The impact on the ease of access to Bryant Lake Regional Park will be mitigated through the erection of park access signs on the regional roadway system.

1.5 WETLANDS FINDING

It was determined that there was no practicable alternative to construction in the 2.72 acres of wetland areas located along and within the corridor of the proposed project. The Wetlands Finding is included as Appendix 6.1 in this document, and includes discussion of measures to minimize harm to the wetlands.

1.6 CONFORMANCE WITH STATE AIR QUALITY IMPLEMENTATION PLAN

The proposed alternative for the extension of County Road 62 conforms to the State Air Quality Implementation Plan.

**PREFERRED
ALTERNATIVE**

2.0 PREFERRED ALTERNATIVE

This section of the Final Environmental Impact Statement (FEIS) describes the reasons for selecting the preferred roadway alternative and the relationship of the project to the State Air Quality Implementation Plan.

2.1 PREFERRED ALTERNATIVE DECISION

2.1.1 Alternatives Studied in DEIS

The Draft Environmental Impact Statement studied five basic alternatives with two subalternatives. The five basic alternatives include:

- Alternative 1: No-build
- Alternative 2: Upgrade County Road 62 to a four lane roadway west of I-494 on the existing alignment and with the railroad crossing at-grade.
- Alternative 3: Upgrade County Road 62 to a four-lane roadway west of I-494 on a new right-of-way 160 feet north of the existing roadway, with a grade separation of the railroad tracks.
- Alternative 4: Extend County Road 62 from Shady Oak Road (County Road 61) to I-494 as a four-lane divided roadway with a grade separation (no access) at Rowland Road and at-grade intersections at Beach Road and the I-494 ramp terminals.
- Alternative 5: Extend County Road 62 from Shady Oak Road to I-494 as a four-lane divided roadway with at-grade intersections at Rowland Road, Beach Road, and the I-494 ramp terminals.

The first subalternative involves the western terminus of County Road 62 with Eden Prairie Road (County Road 4); the subalternatives relate to a wetland in the area and include:

- Subalternative A: Use the existing alignment of County Road 4 and County Road 62; this results in an offset intersection of approximately 1,000 feet and avoids the wetland entirely. No residences would be displaced.
- Subalternative B: Use the existing alignment of County Road 67 and penetrate directly across County Road 4 creating a four-way intersection, and then curving to the south through a residential neighborhood to connect with Townline Road; this only takes a very small edge of the wetland. This results in the displacement and relocation of 6 residences.
- Subalternative C: Curves through the northern edge of the wetland to line up with County Road 4 across from the future extension of Townline Road. The northern portion of the

wetland is removed. This results in the displacement and relocation of one residence.

The second subalternative involves the crossing of Nine Mile Creek; the subalternatives include:

- Subalternative A: Bridge over Nine Mile Creek with two bridges, one carrying eastbound traffic and one carrying westbound traffic.
- Subalternative B: Cross Nine Mile Creek using fill and culvert construction; one culvert would handle the hydraulic requirements of Nine Mile Creek and an adjacent culvert would accommodate the regional trail.

Subsequent to the completion of the Draft Environmental Impact Statement and the public hearing, Hennepin County staff developed two compromise options for the crossing of Nine Mile Creek. The first, designated Subalternative C, is the construction of a BEBO arch, with a width of 41 feet and a height of 27 feet. The second, designated Subalternative D, is a modification of Subalternative A: a shortened two-span bridge over Nine Mile Creek, with fill to shorten the span to approximately 200 feet. Both subalternatives provide an ample opening under the roadway to accommodate the Creek and a recreational trail, and to allow unimpeded movement of wildlife in the area. Figure 2-1 is an artist's rendering of Subalternative A, Figure 2-2 shows an artist's rendering of Subalternative B and Figure 2-3 is an artist's rendering of Subalternative C.

An additional option for completing the CSAH 62/CSAH 61 interchange was also developed after completion of the DEIS and the public hearing. Projected traffic, due to development plans in Eden Prairie, warranted the modification of the build options between CSAH 4 and I-494 to include a loop in the southwest quadrant of the CSAH 62/CSAH 61 interchange. See Figure 2-4, page 2-6.

Positive Impacts of the Loop Addition

- Reduces future congestion at CSAH 62/CSAH 61 by eliminating left turn movements from CSAH 61 to eastbound CSAH 62.
- Provides for future development and projected traffic movement at the intersection more efficiently than the previously proposed ramp.

Negative Impacts of the Loop Addition

- Results in violation of Minnesota Pollution Control Agency nighttime noise standards for one additional structure.
- Requires the purchase of additional right-of-way.



FIGURE 2-1

SUBALTERNATIVE A: BRIDGE OVER NINE MILE CREEK



FIGURE 2-2

SUBALTERNATIVE B: CULVERT FOR NINE MILE CREEK



FIGURE 2-3

SUBALTERNATIVE C: BEBO ARCH FOR NINE MILE CREEK

LOOP AT CSAH 62 AND CSAH 61

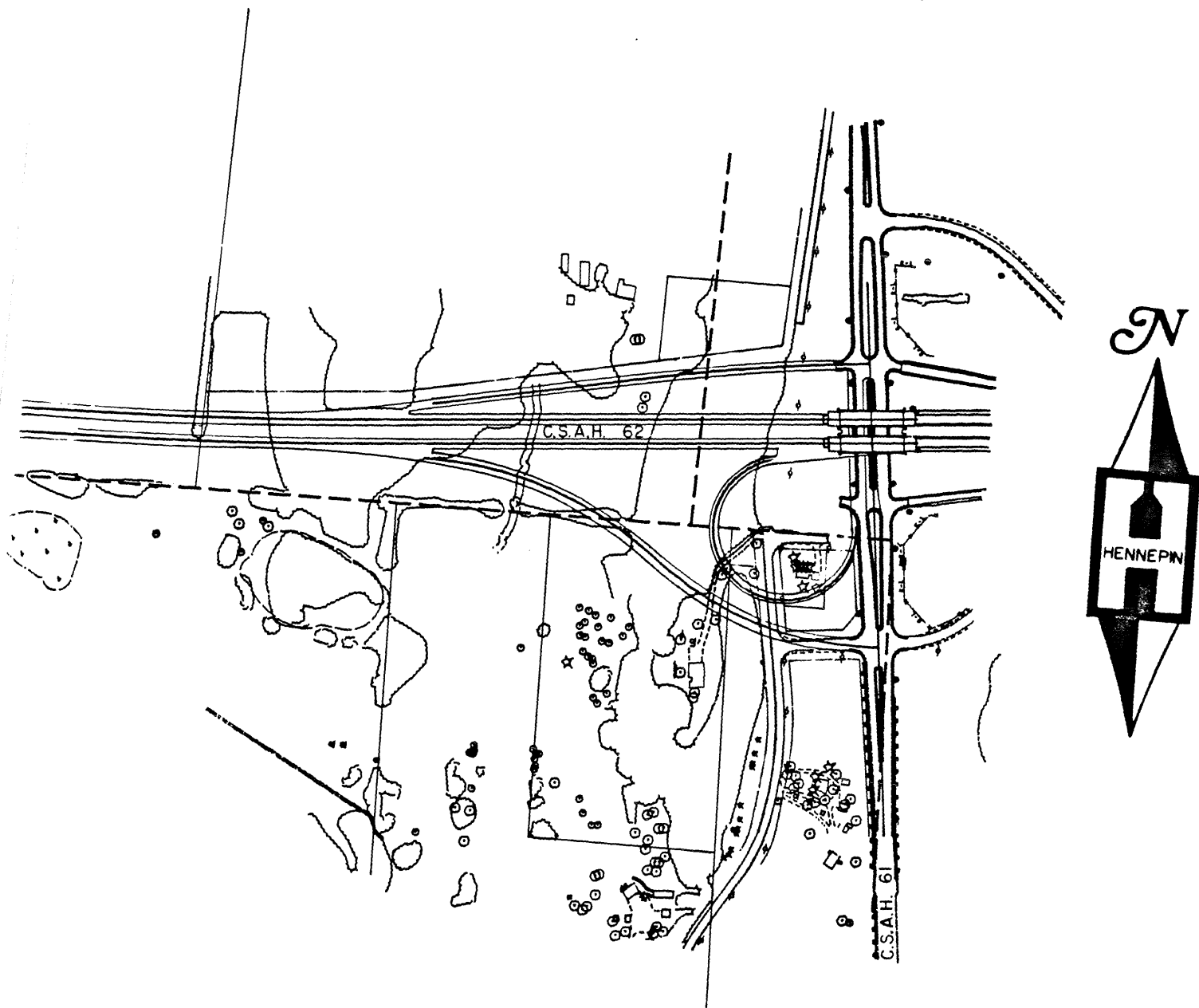


FIGURE 2-4

**TABLE 2-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Significant Effects	FROM C.S.A.H. 4 TO I-494						FROM I-494 TO C.S.A.H. 61			
	NO-BUILD	ALTERNATE 2 EXISTING ALIGNMENT RR AT-GRADE	ALTERNATE 3 NEW ALIGNMENT OVER RAILROAD	SUB-ALT A EXISTING ALIGNMENT	SUB-ALT. B REALIGN TO TOWNLIN WEST OF C.S.A.H 4	SUB-ALT. C THROUGH EDGE OF WETLAND	ALTERNATE 4 ROWLAND ROAD OVER CR 62 (Loop # 61)	ALTERNATE 5 ROWLAND ROAD AT-GRADE W/C.R. 62	SUBALTERNATE A & D BRIDGE	SUBALTERNATE B CULVERT
TRANSPORTATION Transportation Plans Accessibility	Not consistent No improvement	Consistent Moderate improvement	Consistent Moderate improvement	Not consistent with Minnetonka Consistent with Eden Prairie Minor improvement	Not consistent with Minnetonka Moderate improvement	Consistent with Minnetonka and Eden Prairie Moderate improvement	Consistent Major improvement	Consistent Major improvement	N/A N/A	N/A N/A
PROJECT CAPITAL COST 1982 DOLLARS	0	\$1.5 million	\$3.7 million	2A: \$1.1 million 3A: \$1.3 million	2B: \$1.5 million 3B: \$1.7 million	2C: \$1.9 million 3C: \$2.1 million	4 with Subalt. A or D: \$9.2 million 4 with Subalt. B: \$6.6 million 5 with Subalt. A: \$8.4 million 5 with Subalt. B: \$5.7 million			
LAND USE PLANNING	Not consistent	Consistent	Consistent	Consistent	Not consistent	Consistent	Consistent	Consistent	N/A	N/A
SOCIAL Population Growth (Year 2000) Neighborhood Cohesion	23,100 No effect	23,100 No effect	23,100 No effect	N/A No effect	N/A Affects neigh- borhood west of CSAH 4	N/A No effect	29,400 No effect	29,400 Improves access between neighborhoods	N/A No effect	N/A No effect
DISPLACEMENT AND RELOCATION	0	0	0	0	6 residences	1 residence	1 Residence	1 Residence	0	0
ECONOMIC Employment (Year 2000 TAZ's in Corridor)	18,200	18,200	18,200	N/A	N/A	N/A	21,000	21,000	N/A	N/A
PARKS, RECREATION AREAS	No use of land	No use of land	No use of land	No use of land	No use of land	No use of land	No use of land	No use of land, improves access to Regional Park	No use of land	No use of land, visually impacts trail
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	No use of land or adverse effect	No use of land or adverse effect	No use of land or adverse effect
ENERGY (Equivalent Barrels of Crude/Day)	62.2	26.9	28.6	N/A	N/A	N/A	24.0	23.3	N/A	N/A
AIR QUALITY Conformance with SIP Conformance with Standards	In conformance No violations	In conformance No violations	In conformance No violations	In conformance No violations	In conformance No violations	In conformance No violations	In conformance No violations	In conformance No violations	In conformance No violations	In conformance No violations
NOISE (Number of residences exceeding acceptable levels)										
FHWA Abatement Criteria	0	0	0	0	0	0	0	0	N/A	N/A
MPCA Daytime Standard	15	0	0	16	15	11	2	2	N/A	N/A
MPCA Nighttime Standard	34	13	10	22	32	24	5	5	N/A	N/A
VEGETATION AND WILDLIFE HABITAT	No Effect	19.5 acres taken	19.5 acres taken	(See Wetlands)	(See Wetlands)	(See Wetlands)	46.9 acres taken	46.9 acres taken	No significant effect	May disrupt movement of wildlife
SURFACE WATER MODIFICATION	No Effect	No significant effect	No significant effect	No significant effect	No significant effect	No significant effect	No significant effect	No significant effect	No significant effect	No significant effect
WATER QUALITY	No Effect	No significant effect	No significant effect	No significant effect	No significant effect	No significant effect	No significant effect	No significant effect	No significant effect	No significant effect
WETLANDS (Acres Affected)	No Effect	No effect	Visual impact	0.46 acres	1.38 acres	2.32 acres	0.4 acres	0.4 acres	No effect	No effect
FLOODPLAINS	No Effect	<1 acre feet	<1 acre feet	<1 acre feet	<1 acre feet	5.8 acre feet	No effect	No effect	No effect	2.0 acre feet
VISUAL IMPACT	No Effect	No effect	No sensitive receptors	No effect	Visual intrusion to residential neighborhood	Visual intrusion to residential neighborhood	No sensitive receptors	No sensitive receptors	Visual intrusion for trail users	Obstructs view of valley for trail users

2.1.2 Preferred Alternative

The alternative and subalternatives preferred by the Hennepin County Department of Transportation are:

- Alternative 3 west of I-494 (Relocated Roadway and Grade Separation with the Railroad Track)
- Alternative 4, with a loop at CSAH 61, east of I-494 (Grade Separation with Rowland Road)
- Subalternative C at the western terminus (Alignment through the Edge of the Wetland)
- Subalternative D for the crossing of Nine Mile Creek (Shortened Bridge)

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.

The implementation of the preferred alternative for County Road 62 will result in the following generalized positive and negative impacts.

Positive Impacts of the Preferred Alternative

- Implements a regional and local transportation facility that is needed to support the growth as planned by Eden Prairie and Minnetonka.
- Eliminates the safety hazard at the crossing of the Chicago Northwestern Railroad and proposed County Road 62.
- Does not create a potential safety problem at the intersection of Rowland Road and County Road 62 due to the proposed grade separation.
- Provides the most desirable option for the crossing of Nine Mile Creek; avoids the cost associated with the initial bridge subalternative, as well as the negative effects on pedestrian safety, wildlife movement and aesthetics associated with the culvert subalternative.
- Provides user benefits through a more efficient transportation system that reduces vehicle miles of travel as compared to the no-build.

Negative Impacts of the Preferred Alternative

- Requires the removal of 2.3 acres of wetlands at the western terminus of the project.

- Results in the conversion of 46.9 acres of woodland and grass/meadow wildlife habitat.
- Water quality of Mine Mile Creek could be affected if hazardous spills occur on the roadway.
- Results in a violation of Minnesota Pollution Control Agency nighttime noise standards for 29 residences and violation of state daytime noise standards for 13 residences; no violation of FHWA noise abatement criteria are predicted.
- Results in the displacement and relocation of 2 residences.

The decisions described in detail 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.

2.1.3 Build Vs. No-Build Alternative

The build alternative is preferred over the no-build alternative for the following reasons:

- Supported by the City of Eden Prairie and the City of Minnetonka
- Supported by the businesses in the area
- Compatible with the Transportation Policy Plan of the Metropolitan Council
- Consistent with the State of Minnesota Air Quality Implementation Plan

Objections to the build alternative include:

- The removal of vegetation and wildlife habitat in the area
- Alteration of wetlands
- Soil erosion during construction

2.1.4 Present Alignment (Alternative 2) Vs. Relocated Alignment (Alternative 3) West of I-494

Two options were considered for County Road 62 west of I-494, upgrading on the existing roadway with an at-grade intersection with the railroad and relocating the roadway approximately 160 feet to the north in order to facilitate a grade separation with the railroad tracks. The grade separation is preferred because:

- The hazard of a forecasted year 2000 traffic volume of 17,900 vehicles per day crossing an at-grade railroad with approximately 10 trains per day is removed.
- The existing roadway can serve as a frontage road to provide access to the properties abutting the south side of existing County Road 67; access to this frontage road will be safer than direct access to a roadway with 17,900 vehicles per day.
- Less impact on the topography west of Birch Island Road and south of existing County Road 67 is associated with the northerly alignment.

2.1.5 Western Terminus Subalternatives

Three options were studied in detail at the western terminus of the project at County Road 4 (Eden Prairie Road). A large wetland of approximately 49 acres lies southeast of County Road 4 and existing County Road 67; this prohibits a straight alignment connecting Townline Road on the west with proposed County Road 62 on the east. The alternative that skirts the northern edge of the wetland is preferred since it:

- Results in reasonable roadway geometrics at the intersection of County Road 4 and Townline Road on the west and proposed County Road 62 on the east.
- Only requires the acquisition of one home, as compared to six dwelling units with subalternative B.
- Provides for continuity of the future alignment west of CSAH 4 rather than creating an offset intersection at CSAH 4 as Subalternative A does.
- Public opinion presented at the hearing favored Subalternative C.

2.1.6 Rowland Road Grade Separation with County Road 62 (Alternative 4) Vs. Rowland Road At-Grade with County Road 62 (Alternative 5)

Of these two options, the grade separation is preferred because it:

- Complements the land use plans of Eden Prairie and Minnetonka; both cities felt that access to County Road 62 at Rowland Road would present pressures to reguide the land use in the area to higher densities.
- Provides the safest traffic operations on County Road 62. At-grade access at Rowland Road would be the first signalized intersection on County Road 62 from the east. The at-grade access would be within approximately 2,000 feet of the on-ramp from the interchange of Shady Oak Road/County Road 62.

- Is consistent with the roadway function of major arterial; in general major arterial roadways should not have direct access to local roads such as Rowland Road.

2.1.7 Nine Mile Creek Crossing

Considerable opposition was raised at the public hearing and in written testimony relative to the two culverts (Alternative B) proposed to accommodate Nine Mile Creek and a proposed regional trail. The cost of the bridge was a major disadvantage of Alternative A. This situation prompted the Hennepin County staff to conduct further investigation of the situation. This research lead to the identification of two compromise options: the BEBO arch, and a shortened bridge crossing. The reasons the shortened bridge is preferred are:

- The cost is significantly less than that of the bridge alternative initially considered.
- An ample opening under the roadway can be provided, thus accommodating the creek, a recreational trail, and wildlife movements in the area.
- A safer environment is provided recreational trail users under the shortened bridge subalternative than under the culvert or BEBO arch options.

2.2 CONFORMANCE WITH STATE AIR QUALITY IMPLEMENTATION PLAN

This project is in an air quality nonattainment area where the State Implementation Plan (SIP) is required to contain transportation control measures. The transportation planning process was reviewed by the Federal Highway Administration (FHWA) on November 12, 1981, and the plan was determined to conform to the SIP which was (conditionally) approved by the U.S. Environmental Protection Agency on June 16, 1980. 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, the project conforms to the SIP.

**IMPACT
MITIGATION
MEASURES**

3.0 IMPACT MITIGATION MEASURES

3.1 NOISE MITIGATION

Implementation of the preferred alternative will result in noise impacts in the project area. Without mitigation, noise levels will exceed the State of Minnesota Noise Standards in some areas.

The noise analysis identified the number of residential structures expected to be impacted by traffic noise from the proposed project. The following table shows this tabulation for the selected alternative.

TABLE 3-1
RESIDENCES IMPACTED BY NOISE LEVELS

<u>Location</u>	<u>Daytime</u> ^{1/}	<u>Nighttime</u> ^{2/}
Western Terminus to CSAH 4 ^{3/}	10	19
CSAH 4 to Birch Island Road	1	5
Birch Island Road to Baker Road	0	8
Baker Road to I-494	0	2
I-494 to Shady Oak Road	2	5

^{1/} Noise levels expected to exceed L₁₀ 65 dBA or L₅₀ 60 dBA.

^{2/} Noise levels expected to exceed L₁₀ 55 dBA or L₅₀ 50 dBA.

^{3/} These values are different from those reported in the DEIS due to further definition of the western terminus and counting only occupied dwelling units as opposed to structures.

It is not cost effective to install noise abatement measures in the form of a barrier based on studies accomplished so far. These preliminary indications of abatement measures are based on the following tabulations:

<u>Location</u>	<u>MPCA Daytime Standards</u>			<u>MPCA Nighttime Standards</u>		
	<u>Affected Residences</u>	<u>Average Reduction (dBA)</u>	<u>Barrier Cost</u>	<u>Affected Residences</u>	<u>Average Reduction (dBA)</u>	<u>Barrier Cost</u>
Western Terminus to CSAH 4	10	4	\$102,000	19	7	\$558,000
CSAH 4 to Birch Island Road	1	7	\$184,000	5	9	\$400,500
Birch Island Road to Baker Road	-	-	-	8	5	\$145,000
Baker Road to I-494	-	-	-	2	6	\$ 54,000
I-494 to Shady Oak Road	2	4	\$ 65,500	5	7	\$353,000

If it subsequently develops during final design that these conditions have substantially changed, the abatement measures may be provided. A final decision of the installation of the abatement measures will be made upon completion of the project design and public input. A variance will be requested from the Minnesota Pollution Control Agency where abatement is not feasible.

3.2 WETLANDS

Three wetlands will be directly affected by the preferred alternatives for County Road 62. The locations of these wetlands are described in Section 6.1, Wetlands Finding. Various measures have been proposed to mitigate the impacts of the proposed project on the affected wetlands. These mitigation measures are also discussed in Appendix 6.1.

3.3 SOIL EROSION

To mitigate the impacts of construction-related soil erosion, temporary and permanent erosion control measures will be used. To reduce the level of erosion, the area of soil exposed and the time of soil exposure will be kept to a minimum. This will be accomplished through the construction of temporary and permanent erosion control structures, proper construction scheduling of the required grading, and turf re-establishment immediately after grading. Temporary erosion control practices will include: hay bale erosion checks and filter fabric perimeters of embankment construction where the potential exists for eroding soil to enter water bodies or storm sewer systems. Hay bale checks will be used in ditches and at aprons to reduce the velocity of water and to settle out erosion materials. Hay bales will be used to encircle culvert inlets and storm sewer systems to impede sediment transport.

Permanent erosion control measures will include: temporary ponding of storm water run-off to increase sediment reduction through settlement before discharge into natural water bodies and rip-rapping of culvert outlets to reduce flow energy. Erosion control methods specified in Section 1803.5 of the Minnesota Department of Transportation's "Standard Specifications for Highway Construction" will be adhered to during construction. These specifications require the installation of erosion control devices, provide the project engineer with the authority to limit exposed surface area and require the contractor to install temporary erosion control devices during earth-moving operations.

3.4 WATER QUALITY

Utilization of the proposed roadway will result in the generation of insignificant amounts of traffic-related water pollutants including salt, particulates and metals.

A series of storm water retention ponds will be designed and constructed to reduce sediment in pollutant loads from storm water run-off. A storm water retention pond will be located near Nine Mile Creek for the purpose of collecting road surface run-off from this vicinity to allow sedimentation treatment prior to discharge into the creek. The pond will also trap

hazardous spills which might occur on the roadway and prevent these spills from entering the creek. The holding pond will be designed with a control structure so that hazardous spills can be retained until treated or removed to an acceptable disposal site.

Ponding areas to be used are those which were proposed in the Draft EIS. Where practical the ponds will be designed as wet ponds so these areas may serve as wetland habitat for a variety of wildlife species.

3.5 AESTHETICS

Construction of the project will create a visual intrusion to the environment, particularly where the roadway cuts through the wooded ridges and crosses valleys on fill. Views of the new roadway will include fill sections, ridge cuts and a bridge structure. The roadway will be designed to integrate with the topography and create minimal visual disturbance. Construction areas will be revegetated and rights-of-way will be landscaped to reduce visual impacts.

Visual impacts of the Nine Mile Creek Crossing will be mitigated through the use of a two-span bridge designed to accommodate both the Nine Mile Creek bed and a recreational trail. Construction of an approximately 200-foot, two-span bridge will allow the continued recreational use of the stream as a hiking corridor and also provide a movement corridor for wildlife species.

Fill slopes associated with the creek crossing would be sensitively graded to blend with surrounding terrain. All disturbed cut and fill areas would be revegetated with a combination of grasses and seedlings of species common to the area and highly suitable as wildlife habitat.

By the appropriate use of vegetative screening, sensitive grading and revegetation of disturbed areas, the visual impacts of the build alternative will be minimized.

3.6 PROPERTY DISPLACEMENT AND RELOCATION

Construction of the selected alternative would require the displacement of one residence and one vacant residence proposed for commercial development.

Adequate replacement housing is available in both Eden Prairie and Minnetonka. Approximately 20 houses were available in the vicinity at the time of this report. Adequate financial assistance for relocation is available to reduce the impacts of residential relocation. The owners of the properties to be acquired will be compensated at current market value with the owners having the option of obtaining independent appraisals. Relocation benefits, including moving, mortgage differential and other costs are available to displaced residents. In addition, Hennepin County will inform the relocated individuals of the various public, semi-public and private agencies available in the area for counseling and other assistance to minimize the emotional effects of moving from an established residence.

A displaced owner-occupant may be eligible to receive a supplemental replacement housing payment of up to \$15,000.00. This payment is the amount, if any, which, when added to the amount Hennepin County pays for the acquired dwelling, equals the actual cost which the owner pays for a comparable dwelling or the amount determined by Hennepin County as necessary to purchase a comparable dwelling, whichever is less.

Increased interest payments are provided to eligible owner-occupants to compensate for the increased cost required for financing a replacement dwelling. Displaced residents will also be reimbursed for moving costs, closing costs, and appraiser's fees.

3.7 VEGETATION AND WILDLIFE

The construction of County Road 62 will disturb or sever several mature woodlands, some grass lands and three wetlands. Field investigation indicates that an area immediately south of the divided highway, along the ridge east of Rowland Road, presently provides resting cover for deer. Some movement from this day resting cover to a feeding area just north of the proposed divided highway is present. This daily or periodic movement pattern could be interrupted by the construction of County Road 62.

The bridge crossing of Nine Mile Creek will accommodate continued north-south deer movements along the creek. The structure will also permit unimpeded movement for other wildlife species along and parallel to the creek bottom.

To enhance the value of the storm water retention ponds for wildlife, they will be designed as wet ponds with the minimum of depth of standing open water of eighteen inches at one end with the bottom gradually sloping upward to the opposite end of the pond. The pond design should be irregular in shape and emergent aquatic vegetation should be allowed to grow in the shallower portions of the pond. Where practical stop-log control structures should be incorporated into pond design to allow periodic draw-down of the pond for purposes of vegetation management and pond cleanout.

3.8 FLOODPLAIN ENCROACHMENT

Construction of Subalternative C across the upper portion of the Birch Island Lake wetland will result in encroachment into the flood plain; this encroachment has been determined as insignificant (5-58, DEIS). To mitigate the impacts of the floodplain encroachment, the wetland area lying between the proposed roadway and the existing roadway will have open water impoundments excavated to provide more suitable wildlife habitat and to provide additional storm water storage.

The impact on the floodplain of the west branch of Nine Mile Creek is considered insignificant (5-61, DEIS). The crossing of the creek at this location is at a point near the beginning, therefore existing flows are very small with minimum potential for doing any damage to the proposed roadway. A culvert will be used to convey the stream under the roadway and will be designed to minimize any stage increase.

Construction of an approximately 200-foot, two-span bridge crossing of Nine Mile Creek will result in an insignificant floodplain impact. The bridge used to span the creek at this point will be wide enough to prevent any increase in flood stages at this location.

3.9 SIGNING FOR BRYANT LAKE PARK

The preferred alternative does not provide access to Rowland Road directly from County Road 62. Thus park users approaching from the west on County Road 62 or the north on I-494 must gain access to the park via the Shady Oak Road interchange with County Road 62, south to Rowland Road, and then west to the Regional Park entrance. Park access signs will be erected on the regional roadway system to guide users to the park and mitigate the circuitous route.

3.10 HISTORIC AND CULTURAL SITES

The State Historic Preservation Officer has reviewed the project information and has found that the County Road 62 project will have no effect on sites of historic, architectural, cultural, or archeological significance which are on the National Register, or eligible for inclusion on the National Register. A letter from the State Historic Preservation Officer making this determination is included in Chapter 8, Comments and Coordination, DEIS.

**SUPPLEMENTAL
INFORMATION**

4.0 SUPPLEMENTAL INFORMATION

4.1 TRANSPORTATION

4.1.1 Access at Beach Road

The issue has been raised by a reviewing agency that there are no alternatives presented in the DEIS without access at Beach Road and County Road 62. It was requested that the FEIS document the reasons for this situation and alternatives that are consistent with the metropolitan Transportation Policy Plan should be included.

County Road 62 is functionally classified as a Major Arterial roadway. (The transportation policy plan in effect at the time of the preparation of the DEIS called this same functional classification Intermediate Arterial.) Major arterials as defined in the latest Transportation Policy Plan "should be designed as controlled access using either controlled at-grade and grade-separated interchanges with land access restricted to major traffic generation. Access should be controlled to ...selected collectors only."

Much effort was expended in the planning process to find an alternative to the at-grade access at Beach Road/County Road 62. The following conclusions were reached:

- Access to the south is extremely difficult and costly due to the swamp and marshland next to Bryant Lake.
- Access to the east to Rowland Road is feasible; the access would be through the Bryant Lake Regional Park. Hennepin County Park Reserve District, however, does not want 24-hour a day, public access to a residential area to traverse their Regional Park.
- Access to the west would require a bridge over or under I-494; in addition, no road exists on the west side that could tie into a new bridge.
- A frontage road along the south side of I-494 to Rowland Road was analyzed in the Scoping Report and dropped due to the environmental consequences of crossing Nine Mile Creek, the impact on the topography and the cost.

Of equal importance is the development to the north. Trammel Crow Company is developing a major industrial park/business center in the northeast corner of I-494 and County Road 62. At-grade access to the north presently exists. The plan is to close the existing at-grade access of Beach Road and the access to the north and relocate the intersection to the east a distance of approximately 500 feet from the present at-grade intersection. This will provide adequate stacking distance for the intersection of Beach Road (to the south), Clearwater Drive (to the north) and County Road 62. Figure 8 on page 3-17 of the DEIS illustrates this plan.

Thus, alternatives to the at-grade intersection of Beach Road/Clearwater Drive/County Road 62 were analyzed, and all were found not to be feasible.

4.1.2 Functional Classification

The issue was raised in the review of the DEIS by a reviewing agency that if access is to be provided at Beach Road and/or Rowland Road, should County Road 62 be classified as a major arterial, or a minor arterial.

County Road 62 east of I-494 is properly classified as a major arterial for the following reasons:

- No direct land access will be provided at Rowland Road.
- The roadway connects two subregions and provides a connection to outstate.
- The roadway provides a high level of mobility.
- The roadway is located on the boundaries of Eden Prairie and Minnetonka.
- All intersections would be high-capacity at-grade intersections or grade-separated interchanges.
- Parking is restricted and all trucks are allowed.
- Proposed County Road 62 complements I-494 by reducing the volume on I-494 between TH 169 and County Road 62.
- Proposed County Road 62 complements TH 169 by reducing the volume on TH 169 between County Road 62 and I-494.
- The forecasted volume is 21,500 vehicles per day.

Thus in almost every category except "system access," County Road 62 is expected to function as a major arterial. The required at-grade access to a local road due to unique circumstances should not change the functional classification to a minor arterial. If County Road 62 were classified as serving a minor arterial function, many inconsistencies would exist.

4.1.3 Traffic Forecasts for No-Build

The issue was raised in the review of the DEIS by a reviewing agency as to the difference in the year 2000 traffic forecasts on I-494 under the build and no-build alternatives. Year 2000 traffic on I-494 south of the intersection with County Road 62 is 5,500 vehicles per day lower under the build alternative.

4.2 AIR QUALITY

The following supplemental air quality information is provided in response to comments on the air quality section of the Draft Environmental Impact Statement.

The air quality analysis identified two receptor sites where the predicted 8-hour average concentration approached the state and federal eight-hour ambient air quality standard of 9.0 PPM. Receptor R2 was predicted to reach an eight-hour concentration of 8.9 PPM in the year 2006 and receptor R12 was predicted to reach an eight-hour concentration of 8.5 PPM in 2006. These relatively high values are a result of the conservative assumptions used in the modeling procedure. Peak hour traffic which comprises 10.5% of average daily traffic was modeled to predict peak one-hour concentrations. Eight-hour average concentrations were predicted by applying a correction factor of 0.7 to account for the lack of persistence of the worst case meteorology assumed for the peak hour. No correction was made for the lack of persistence of peak hourly traffic volumes for eight consecutive hours. Thus, the reported concentrations are those which would be expected if 10.5% of average daily traffic occurred in each of eight consecutive hours. The Department of Transportation has projected that average hourly traffic for the peak eight hours of the day will comprise just 6.5% of average daily traffic. The state Indirect Source Permit regulations suggest that peak hourly traffic volumes should comprise 12.5% of ADT and average hourly traffic for the peak eight-hours should comprise 7.5% of ADT. Receptors R2 and R12 have been re-analyzed using these suggested values.

The analysis was carried out using the Modified ISMAP model. It was deemed inappropriate to utilize a different model since ISMAP was used in the Air Quality Technical Report for this project and was considered adequate at that time. All of the assumptions used in the previous analysis were applied in this reanalysis. Traffic volumes were adjusted to reflect 12.5% of ADT for the peak hour and 7.5% of ADT for the peak eight hours. The analysis was done for the year 2006 since this was identified as the worst case in the previous analysis. The following table shows the revised results.

TABLE 4-1
REVISED CARBON MONOXIDE CONCENTRATIONS (PPM)

Year - 2006

<u>Receptor</u>	<u>1-Hour Concentration</u>	<u>8-Hour Concentration</u>
R2	16.8	6.8
R12	17.7	5.4
State Standard	30.0	9.0

No violations of state or federal air quality standards are predicted. The one-hour average concentrations are higher than previously reported due to

the higher traffic volumes assumed. The eight-hour average concentrations are lower than previously reported due to the lower average hourly traffic assumed.

The reported concentrations include background concentrations of 2.2 PPM one-hour average and 1.8 PPM eight-hour average. These background values were determined from monitoring carried out during spring of 1981 near the project site. The monitored values were adjusted to the worst-case winter season using procedures outlined in Guidelines for Air Quality Maintenance Planning and Analysis Volume 9 (Revised): Evaluating Indirect Sources (EPA - 450/4-78-001). This process was documented in the Air Quality Technical Report.

4.3 NOISE ANALYSIS

The following supplemental information regarding noise is provided in response to comments on the Draft Environmental Impact Statement.

Typographical errors occurred in Tables 22 and A-16. The State Nighttime Noise Standard is L_{10} 55 dBA and L_{50} 50 dBA. These were reversed in the tables; the number of residences within L_{10} 50 dBA Noise Contour under Alternative 4 should be 5. Table A-15 should have identified site 3 under subalternative B and site 2 under subalternative C as exceeding the State Daytime Standard.

There are two parks and a regional trail corridor which will be impacted by traffic noise from the proposed project. Birch Island Lake Park borders the east side of CSAH 4, 0.25 miles south of County Road 62 under the alignment of Alternative C. This park is used for picnicking and other passive recreation but does not permit overnight camping. Bryant Lake Regional Park borders the south side of County Road 62 at Rowland Road. This park is currently under development and will likely include designated picnicking areas. The Nine Mile Creek Recreational Trail passes through Bryant Lake Regional Park and continues under proposed County Road 62.

In parks with designated picnic areas, the applicable state noise standard is a daytime level of L_{10} 65 dBA. Because the two parks are immediately adjacent to roadways, this standard will be exceeded along the border of the parks. The distances to the noise contours through the parks have been estimated and are shown in the following table.

TABLE 4-2
DISTANCE (METERS) FROM ROADWAY CENTERLINE TO NOISE CONTOUR

<u>Location</u>	<u>Roadway</u>	<u>L_{10} 65 dBA</u>	<u>L_{10} 70 dBA</u>
Birch Island Lake Park	CSAH 4	30	<15
Bryant Lake Regional Park	CR 62	62	20

The designated picnic areas in each park do not fall within the L_{10} 65 dBA contour. Due to the distance from the proposed County Road 62 alignment, Birch Island Lake Park will not be impacted by traffic noise from County Road 62.

4.4 WATER QUALITY

This section expands the DEIS discussion of the impact of the proposed project on water quality.

The parameters used for the analysis of water quality impacts are those established by 6 MCAR 4.8015. This set of regulations sets water quality standards for receiving bodies of water in the state. The Minnesota River, into which Nine Mile Creek discharges, is classified 2C, 3B (Fisheries and Recreation; Industrial Consumption) for the project area. For the other subwatersheds, the standards for Class 4, Agriculture and Wildlife, were used.

Predicted increases in pollutant loads resulting from the construction of this project do not exceed the standards for any of the pollutants. The pollutant load analysis did take into account additional roadway length and width and increased traffic volumes.

To protect the water quality of Nine Mile Creek and Bryant Lake, a sump catch basin with a baffle will be constructed to prevent spills on the bridge from entering directly into the creek. To protect the water quality of Birch Island Lake a ponding area will be constructed between the proposed alignment of CSAH 62 and existing CSAH 67. This will aid in settling out solids and bound chemicals before release to receiving waters.

4.5 VEGETATION AND WILDLIFE

This section clarifies the DEIS discussion of the impacts of the proposed project on vegetation and wildlife.

The maps used in the preparation of the DEIS were based on information from the Soil Conservation Service. They indicated there is no prime or unique agricultural land in the project area.

The occurrence of various vegetative types in the project corridor provides the needed diversity that various wildlife species find desirable and necessary to survival. Wooded areas such as those found in the project area are commonly used by a variety of song birds and mammals particularly cardinal, robin, white breasted nuthatch, brown thrasher, red-tailed hawk, red squirrel, white-tailed deer, raccoon, and eastern chipmunk to name but a few. The open field areas and brushy fence rows will commonly have species such as the starling, English sparrow, brown thrasher, ringnecked pheasant, meadowlark, western kingbird and red-tailed fox. Species commonly associated with wetlands include a variety of ducks such as the mallard, wood-duck, blue-winged teal, red-winged blackbird, bank swallow, black-crowned night heron and others. The wetlands in this area are used on an occasional basis as feeding areas for the black-crowned night heron.

Construction of the proposed project will result in the conversion of the habitat types listed in Table 4-3 to transportation corridor right-of-way. This habitat type normally consists of roadside ditches and back slopes which have been seeded to moderately tall grasses such as brome grass. Roadside ditches provide some cover for wildlife species, particularly pheasants, meadowlarks and various small mammals which use the grassy

strips for nesting and protective cover. Conversion of the existing habitat cover types to a wider transportation corridor or new corridor in the case of Alternative 4 will not appreciably change either wildlife species abundance or diversity. There will be some effects on wildlife species movement. Divided highways and the relatively wide corridor that they require serve as barriers to small mammal movements. Also Alternative 4 passes near a day cover area for deer and will have some effect on day-night deer movements, on the east-facing slope of the ridge paralleling Rowland Road. Evidence is present of deer bedding down in the heavy cover in that area. The open meadows south of the proposed corridor in Bryant Lake Regional Park will continue to provide feeding areas to the deer. Also, construction of a bridge crossing of Nine Mile Creek will provide deer with the necessary passage beneath the roadway.

Table 4-3 shows the potential impacts on habitat types by each of the alternatives. Wetlands impacts are described in detail in Appendix 6-1, Wetlands Finding.

TABLE 4-3
WILDLIFE HABITAT TAKEN

Habitat Type	Alt. 1	CSAH 4 to I-494		I-494 to CSAH 61*		Acres
		Alt. 2	Alt. 3	Alt. 4	Alt. 5	
Mature Hardwoods	0.0	4.8	7.3	23.8	23.8	28.6-31.1
Brush	0.0	1.8	3.1	2.2	2.2	4.0-5.3
Grass/Meadows	0.0	1.3	2.2	20.4	20.4	21.7-22.6
Open Pasture	0.0	1.5	2.5	0.0	0.0	1.5-2.5
Wetlands	0.0	**	**	0.4	0.4	0.4
Total	0.0	9.4	15.1	44.0	44.0	53.4-59.1

* Right-of-way width for Alternatives 4 and 5 is identical. Includes area for loop at CSAH 61.

** For detailed wetlands impacts, see the wetlands section.

4.6 GOVERNMENTAL APPROVALS

Listed below are approvals to be obtained from various federal, state and local government agencies during the final design phase of the proposed project.

Federal

U.S. Army Corps of Engineers	-	Section 404 Permit (authorized under existing nationwide permit)
Federal Highway Administration	-	Location and Design Approval

State

Minnesota Department of Natural Resources	-	Work in bed of Public Waters Permit
Minnesota Pollution Control Agency	-	Indirect Source Permit
Minnesota Department of Transportation	-	Location and Design Approval

Local

Nine Mile Creek Watershed District	-	Project Review
City of Minnetonka	-	Final Design Approval
City of Eden Prairie	-	Final Design Approval

4.7 LIST OF PREPARERS

The following people were primarily responsible for the research, analysis and coordination resulting in the Final Environmental Impact Statement.

Name

Education

Professional Discipline	Experience	Project Responsibilities
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BENNETT-RINGROSE-WOLSFELD-JARVIS-GARDNER, INC.

Richard P. Wolsfeld B.S.C.E., M.C.P. P.E. - Minnesota A.I.C.P. Transportation Planning	16 years, transportation planning, traffic engineering, and EIS preparation	Overall project manager in charge of agency coordination, public information, and project progress
Susan E. Roux B.S.L.A. R.L.A. - Minnesota Transportation and Environmental Planning	12 years, environmental and transportation planning, and EIS preparation	Assistant project manager in charge of transportation and environmental elements including travel demand, land use, social, economic, and aesthetic impacts
Gary J. Erickson B.S.C.E., M.B.A. P.E. - Minnesota Civil Engineer	13 years, transportation planning, preliminary design, and EIS preparation	Preliminary design and energy impacts
Richard H. Nau B.S. Computer Modeling	4 years computer modeling and air quality analysis	Air Quality impacts
Lee W. Kellar B.S., M.A. Transportation Planning	8 years, transportation and transit planning	Noise impacts
Franklin J. Svoboda B.S. Wildlife Management	16 years, wildlife biologist and wildlife management	Wetlands, vegetation and wildlife impacts
Daniel W. Cook B.C.E. Engineering	4 years, water resources analysis and planning	Floodplains, surface water and water quality impacts

LIST OF PREPARERS (Continued)

Name			
Education			
Professional Discipline	Experience		Project Responsibilities

HENNEPIN COUNTY DEPARTMENT OF TRANSPORTATION

Vern Genzlinger B.S.C.E. - P.E. Transportation	20 years, highway planning, design, construction, maintenance	Project Manager for Hennepin County DOT
David Schmidt B.S.C.E. - P.E. Transportation	24 years, highway design, construction, maintenance	Project Coordinator
James Ault B.S.C.E. - P.E. Transportation	23 years, highway design location surveying, hydraulics	Hydraulics Engineer
Tenner Tangen B.S.C.E. - P.E. Transportation	26 years, bridge design and construc- tion	Bridge Engineer

MINNESOTA DEPARTMENT OF TRANSPORTATION

Charles Weichselbaum B.S.C.E. - P.E.	30 years, highway design, construction, specifications	Project Manager for Mn/DOT Office of State Aid
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FEDERAL HIGHWAY ADMINISTRATION

James Bednar B.S.C.E.	5 years, highway, planning, design, construction, main- tenance.	Project Manager
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**REPONSES
TO THE
DEIS**

5.0 RESPONSES TO THE DEIS

5.1 LETTERS RECEIVED REQUIRING A RESPONSE

The following pages include letters of comment on the County Road 62 DEIS from five governmental agencies and one business.

- 5.1.1 Department of Interior
- 5.1.2 Environmental Protection Agency
- 5.1.3 Pollution Control Agency
- 5.1.4 Department of Natural Resources
- 5.1.5 Twin Cities Metropolitan Council
- 5.1.6 Osmonics, Inc.

Each letter calls for expansion, clarification or revision of information presented in the DEIS. Where required, responses to the points raised in these letters appear in the right-hand columns of the pages.

Response



United States Department of the Interior

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

ER 83/168

March 24, 1983

Mr. William R. Lake
Division Administrator
Federal Highway Administration
7th and Robert Streets, Suite 490
St. Paul, Minnesota 55101

Dear Mr. Lake:

This is in response to the request for the Department of the Interior's comments on the draft environmental statement for CSAH-62 (from CSAH-4 to CSAH-6), Hennepin County, Minnesota.

POTENTIAL SECTION 4(f) INVOLVEMENT COMMENTS

On page 3-5 of the draft statement it is noted that "Nine Mile Creek is a small, intermittent stream which is designated as a public open space corridor in both Minnetonka and Eden Prairie." On page 5-16 it is stated that "a regional trail corridor is proposed by the Metropolitan Council [of the Minneapolis-St. Paul Metropolitan area] along Nine Mile Creek for use as a bicycle, pedestrian and equestrian trail." Because, as indicated on page 4-10, "the proposed highway crossing is located approximately one-half mile upstream from [Nine Mile Creek's] outlet to Bryant Lake," and because the creek corridor is a public recreation area of at least local significance as determined by the local officials having jurisdiction thereof, the proposed use of this corridor requires compliance with Section 4(f). The Department of the Interior, in its letter of July 10, 1981, to Mr. Herbert O. Klossner, Director of the Hennepin County Department of Transportation, has already stated that "we assume a Section 4(f) statement would . . . be prepared should the trail along Nine Mile Creek or Bryant Lake Park be impacted." This Department recommends that a Section 4(f) statement dealing with all alternatives be prepared and circulated for comment as soon as possible, and prior to alternative selection and preparation of the final environmental statement.

As indicated on page 1-6 of the DEIS, the land required for the proposed highway at the trail crossing is owned by the City of Minnetonka and dedicated for highway right-of-way use. The recreational and transportation corridors have been planned and developed cooperatively between the responsible agency officials. Until October, 1980, all of the property along the CSAH 62 corridor from CSAH 61 (Shady Oak Rd.) to Interstate 494 was in private ownership. Prior to this time, Osmonics, Inc., owner of the property, was proposing to redivide/rezone the property to facilitate commercial development.

Osmonics worked closely with the Minnetonka City Planning Commission during the plat approval process to adequately provide for the dedication of the necessary right-of-way for the extension of CSAH 62 as well as commercial and open-space areas. At the time of final plat approval and the deeding of appropriate parcels from Osmonics to the City of Minnetonka, all the deeds for the parcels adjacent to the CSAH 62 corridor contained the dedication for the CSAH 62 right-of-way in the legal description of the property, except for one parcel.

(continued on p. 5-3)

5.1.1 Department of Interior (continued)

Response

This one parcel was the parcel which contained the Nine Mile Creek corridor. As substantiated by information provided by the City of Minnetonka, it was clearly their intent to have dedicated all the necessary right-of-way for CSAH 62, and it was an oversight at the time of final plat approval that the deed for the parcel containing Nine Mile Creek did not contain the dedication for the CSAH 62 right-of-way. This mistake was subsequently discovered, and an addendum to the deed was filed with the City of Minnetonka containing the correct legal description.

In addition, all the alternatives contained in the DEIS provide for both the creek and the trail to be grade separated with either a bridge or culverts, so there will be no interference or disruption of any existing or proposed plans. Therefore the determination is made that because the recreational properties and transportation corridors are being developed cooperatively and coincidentally, and the highway will not use existing recreational land nor interfere or disrupt existing or proposed plans, Section 4(f) does not apply.

5.1.1 Department of Interior (continued)

Response

Mr. William R. Lake

2

ENVIRONMENTAL STATEMENT COMMENTS

Except as noted above, the draft environmental statement adequately identifies probable impacts associated with the several alternatives.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

Any combination of build alternatives selected for final project design will impact some of the five wetland areas within the CSAH 62 corridor. A Corps of Engineers Section 404 permit may be needed for construction of the project's western terminus in the area of the 49.1 acre palustrine emergent wetland located south of existing County Road 62 and east of CSAH 4. During public review of the permit application, the U.S. Fish and Wildlife Service (FWS) would likely propose measures to minimize any negative impacts to this wetland. In view of this, the FWS would like to be involved in planning the final design of the western terminus and highway segments affecting other wetlands. This could ensure that permit issuance, if needed, would not be delayed by FWS input under the Fish and Wildlife Coordination Act.

The proposed construction in wetland is authorized by the U.S. Army Corps of Engineers Nationwide Section 404 Permit. For detailed discussion on wetlands in the project area, see FEIS Section 6.1, Wetlands Finding.

SUMMARY COMMENTS

The Section 4(f) statement comments in this letter are provided to give you an early indication of our thoughts about the Section 4(f) information and involvements. They do not represent the results of formal consultation by the Department of Transportation with the Department of the Interior, pursuant to the consultative requirements of Section 4(f). Such requirements would be fulfilled only when the Office of the Secretary of this Department comments separately on any Section 4(f) statement which may be prepared and approved by you for circulation.

As this Department has a continuing interest in this project, we will be pleased to cooperate and coordinate with you on a technical assistance basis in further project evaluation and assessment.

For technical assistance concerning park and recreation resources, please contact the Regional Director, Midwest Region, National Park Service, 1709 Jackson Street, Omaha, Nebraska 68102 (phone: FTS 864-3431; commercial (402) 221-3431). For technical assistance concerning fish and wildlife resources and further coordination under the Fish and Wildlife Coordination Act, please contact the Field Supervisor, U.S. Fish and Wildlife Service (ES), St. Paul Field Office, 333 Sibley Street, St. Paul, Minnesota 55101 (phone: FTS 725-7131; commercial (612) 725-7131).

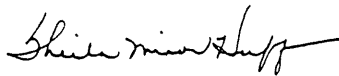
5.1.1 Department of Interior (continued)

Mr. William R. Lake

3

We appreciate the opportunity to provide these comments.

Sincerely,



Sheila Minor Huff
Regional Environmental Officer

cc:

Mr. C. E. Weichselbaum
District State Aid Engineer
Minnesota DOT, District 5
2055 North Lilac Drive
Golden Valley, Minnesota 55422

Mr. Vern Genzlinger
Design Engineer
Hennepin County DOT
320 Washington Ave. S.
Hopkins, Minnesota 55343

5.1.2 Environmental Protection Agency



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

REPLY TO ATTENTION OF:

29 MAR 1983

Mr. Vern Genzlinger, P.E.
Hennepin County Department of Transportation
320 Washington Avenue, South
Hopkins, Minnesota 55343

RE: NEPA-DE-FHW-F40176-MN(830220)

Dear Mr. Genzlinger:

We have reviewed the Draft Environmental Impact Statement (EIS) for County State Aid Highway 62 from County State Aid Highway 4 to County State Aid Highway 61 in Hennepin County, Minnesota. County State Aid Highway (CSAH) 62, is a major east-west highway which extends westerly from Minneapolis. The proposed improvement, located along the corporate boundry of Minnetonka and Eden Prairie, is to extend CSAH 62 west to I-494 from CSAH 61 as an intermediate arterial and as minor arterial from I-494 to CSAH 4 (Eden Prairie Road).

We have previously provided comments on the draft and final scoping documents and the air quality report, and have made a site visit to the project area. This Draft EIS has addressed the concerns which we raised in our earlier correspondence. In our opinion, the construction and the use of the highway will not result in any significant adverse environmental impacts. Any adverse impacts which do result can be avoided or mitigated. Impacts to the wetland area at the western terminus of the project, noise level increases and the routing of the highway across the Nine Mile Creek valley pose the most significant environmental impacts. Detailed comments are attached.

Two alternatives were considered in the Draft EIS: the no-build and a build alternative. The build alternative included several subalternatives. Based upon the information presented, we prefer Subalternative B at the western terminus, Alternative 3 from CSAH 4 to I-494 and Alternative 4 from I-494 to CSAH 61. A bridge over Nine Mile Creek is preferred, however, a large, arched culvert to accommodate both Nine Mile Creek and the recreational trail would be acceptable.

In light of the minor environmental impacts associated with the project's development, we have rated the project as LO (Lack of Objection) and classified the Draft EIS as Category 2 (Additional Information Necessary). Our request for additional information pertains to the need to commit to specific

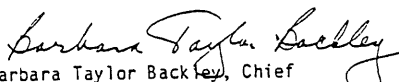
5.1.2 Environmental Protection Agency (continued)

-2-

mitigative measures. In accordance with our responsibility to inform the public of our views on other agencies' projects, a notice of the availability of our comments will be published in the Federal Register.

We appreciate the opportunity to review this Draft EIS. If you or your staff have any questions regarding our comments, please feel free to contact Mr. Bill Franz at 312/886-6687.

Sincerely yours,


Barbara Taylor Backley, Chief
Environmental Review Branch
Planning and Management Division

Attachment

5.1.2 Environmental Protection Agency

Response

U.S. ENVIRONMENTAL PROTECTION AGENCY'S COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR COUNTY STATE AID HIGHWAY 62 FROM COUNTY STATE AID HIGHWAY 61 TO COUNTY STATE AID HIGHWAY 4, HENNEPIN COUNTY, MINNESOTA

The proposed action is to extend County State Aid Highway (CSAH) 62 from CSAH 61 westerly to I-494 as an intermediate arterial highway and from I-494 to its terminus at CSAH 4, as a minor arterial highway. This proposed highway project extends for 2.5 miles along the corporate limits of Minnetonka and Eden Prairie in Hennepin County, Minnesota, completing a crosstown route which begins in Minneapolis.

The Draft Environmental Impact Statement (EIS) discusses the no-build and a build alternative. The build alternative has been divided into two segments. Two possible alignments within each segment have been evaluated in the Draft EIS. The two segments extend from CSAH 61 to I-494 and from I-494 to CSAH 4 (Eden Prairie Road). The environmental impacts associated with each of the alignments are similar, since the corridor where the highway will be located is constrained by natural areas and urbanization. Noise level increases and the loss of wetlands will be the most significant environmental impacts. Soil erosion during construction, potential water quality degradation, visual impacts to natural areas and air quality impacts have also been identified as potential environmental impacts.

Noise Impacts

Current noise levels in the project area are all below the Federal Highway Administration's Design Noise Level Guidelines and with the exception of one site are below the State of Minnesota's Noise Standards. Future noise levels were predicted using accepted modeling methods. These noise predictions indicated that the residential area near the western terminus of the project would be effected to the greatest extent by future noise level increases due to increased traffic on CSAH 62. These predictions indicate that the Federal Highway Administration's Design Noise Level Guidelines of 70 dBA will not be exceeded, but the State's Daytime Noise Standards will be exceeded at the residential sites at the west end of the project, and the nighttime noise standards will be exceeded throughout the corridor.

To reduce the adverse effects of increased noise levels, several mitigation measures are under consideration. The Final EIS should present information on the amount of attenuation that would result from each of the mitigation measures and the number of residences that would benefit from their implementation. This would permit a comparison of each mitigative measure's benefits and costs. Table 23 on page 5-45 presents a summary of the highway segments where abatement will be considered, however, it does not provide sufficient information on the abatement measures and benefits.

Refer to FEIS Section 3.1.

Wetlands

Wetlands are located throughout the project area. However, the largest wetland complex affected by the proposal, located near the western terminus of the project is connected to Birch Island Lake, and is identified as wetland "b" in the Draft EIS. Subalternative C would require the taking of 1.32 acres of this 49 acre complex and another 5 acres would be isolated by this subalternative. We would prefer that another subalternative be selected, in order to maintain and protect this wetland complex. However, we also realize that the selection of a route that avoids the wetland will impact a residential area. If Subalternative C is ultimately selected, a mitigative plan should be developed to replace wetland

5.1.2 Environmental Protection Agency (continued)

Response

habitat and assure the maintenance of water quality, wildlife, and wildlife habitat. Consideration should be given to the planting of wetland plant species tolerant of chlorides and other constituents of highway runoff, as well as providing open water areas for wildlife.

In our comments on the scoping documents, we noted there was a small wetland east of I-494 which would be effected by the extension of Clearwater Drive. The Draft EIS indicated that the proposed improvement of CSAH 62, would not require the relocation of Clearwater Drive. The Draft EIS further explained that the filling of the wetland for the relocation of Clearwater Drive was a project of the City of Minnetonka. We believe that both projects are interrelated and request that you work with the City of Minnetonka to see if Clearwater Drive can be realigned to preserve this wetland.

Soil Erosion

Soil erosion and attendant water quality degradation may occur, particularly at the eastern end of the project where a large amount of cut and fill work will be required. Measures to minimize soil erosion were outlined in the Draft EIS. Temporary erosion control measures will include haybale erosion checks or a filter fabric perimeter. However, the Draft EIS did not specify the maintenance measures to be included to assure that the temporary erosion control measures are effective. Therefore, we request that in addition to the temporary and permanent erosion control plan, a monitoring program be included to guarantee that the measures are effective.

Water Quality

The Draft EIS discussed how traffic related pollutants would have an insignificant effect on the water quality of Nine Mile Creek, the West Branch of Nine Mile Creek and the wetlands in the corridor. This estimate was made based upon a predictive "worst case" analysis. The Final EIS should present information on the parameter that were used for this analysis. The Final EIS should indicate whether or not the analysis took into account the additional roadway length and width and increased traffic volumes. If this information is available in a separate report which describes the model and input data, we would appreciate the opportunity to see it.

Hazardous spills and their potential impact upon water quality were also addressed in the Draft EIS. An area of particular concern is the crossing of Nine Mile Creek upstream of Bryant Lake, a recreational area. To protect Bryant Lake, a containment pond to capture runoff and any spilled material is proposed for this area. This holding pond will have the capability to retain spills and to permit removal. The Final EIS should provide information regarding the location and design of the pond, and what materials will be used as a liner. Clay is commonly used as a liner but some hazardous materials react with clay and cause leakage from the basin. Therefore, consideration should be given to using more than one liner at the retention basin. The potential for the retention basin being breeched by floodwaters should also be addressed in the Final EIS.

A plan to mitigate wetlands impacts is being developed with participation by the U.S. Fish and Wildlife Service, Minnesota Department of Transportation and Minnesota Department of Natural Resources. (Refer also to FEIS Section 6.1, Wetlands Finding.)

Relocation of Clearwater Drive is not possible. Private development on both sides of County Road 62 has progressed to the point where realignment is precluded.

A monitoring program will be implemented by Hennepin County during construction to ensure the effectiveness of the erosion control plan. (Refer also to FEIS Section 3.3, Soil Erosion.)

Refer to FEIS Section 4.4, Water Quality.

A containment pond to capture runoff and hazardous spill material is proposed, as noted in FEIS Section 3.4, Water Quality. Design details for ponding area are not available at this time. No determination has been made on the material to be used as a liner.

5.1.2 Environmental Protection Agency (continued)

Response

-3-

Visual Impacts

Visual impacts along the valley of Nine Mile Creek were identified in the Draft EIS. Because of the steeply rolling wooded terrain and the scenic attributes of the corridor along Nine Mile Creek from Bryant Lake Park north to Lone Lake, it is being developed as a hiking and horse back riding trail. Two alternatives are being considered to cross the valley and the creek: a 635-foot bridge, or fill with a culvert over the creek and another culvert for the trail. A potential mitigative measure being studied is a large arched culvert to accommodate both Nine Mile Creek and the trail. We find this mitigation measure to be an acceptable compromise.

Visual impacts could also be mitigated by contouring the fill to match the surrounding terrain and planting native vegetative species.

Air Quality

The Draft EIS indicated that a reduction of 14,500 vehicles miles per day will occur if CSAH 62 is completed as planned. This should result in an improvement in air quality, particularly, hydrocarbons and carbon monoxide. This benefit should be noted in the Final EIS. However, we also note that under Subalternative C, receptor site 2 is predicted to have 8-hour carbon monoxide concentrations of 8.9 parts per million. This predicted level is just below the National Ambient Air Quality Standard of 9.0 parts per million. Traffic volumes near receptor site 2 do not appear to be excessive, and other nearby receptors do not experience such high levels of carbon monoxide. Therefore, the Final EIS should either reanalyze the carbon monoxide levels at this receptor site, or provide additional information explaining why the carbon monoxide levels are so high at this site. One other receptor site, receptor site 12, has a predicted carbon monoxide level above 8.0 parts per million. We request that the impacts at this receptor site also be reevaluated or the reasons for the high levels be provided.

Alternatives

Based upon our review of the Draft EIS, we prefer the selection of Subalternative B at the western terminus (at the intersection with CSAH 4), Alternative 3 from CSAH 4 to I-494, and Alternative 4 from I-494 to CSAH 61, with either a bridge or a large arched culvert over Nine Mile Creek. This route should improve traffic flows and reduce air pollution by having overpasses at the railroad crossings and at Rowland Road; and in addition, minimizes wetland impacts. Mitigation measures to offset water quality impacts, soil erosion and noise level increases should still be implemented as part of the project.

A modification of the original bridge subalternative to an approximately 200-foot, two-span bridge was selected as the preferred crossing of Nine Mile Creek. Refer to FEIS Section 2.1.2 for a description of the bridge. Also refer to Section 3.5, Aesthetics.

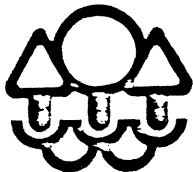
The potential improvement of air quality under the proposed construction of CSAH 62 is acknowledged (FEIS Section 4.2, Air Quality).

Refer to FEIS Section 4.2, Air Quality.

5.1.3 Pollution Control Agency

Response

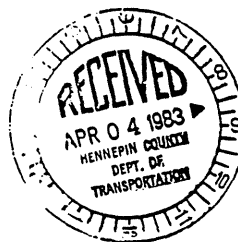
DWS
62/6839



Minnesota Pollution Control Agency

March 31, 1983

Mr. Herbert Klossner
Hennepin County Dept. of Transportation
320 Washington Avenue South
Hopkins, Minnesota 55343



Dear Mr. Klossner:

The Minnesota Pollution Control Agency staff has reviewed the draft environmental impact statement (DEIS) for County State Aid Highway 62, the Crosstown, located along the southern boundary of Minneapolis and has comments to offer in the areas of air quality, noise and water quality.

Air Quality

The highest predicted carbon monoxide concentrations for the project will occur at the intersection of County Road 62 and CSAH 4 with subalternative C at receptor site No. 2.

With alternatives 2C and 3C, the 8-hour carbon monoxide concentration at this site is predicted to be 8.9 ppm in the year 2006, just under the federal and state 8-hour ambient air quality standard of 9.0 ppm.

This carbon monoxide concentration, however, appears to be too high for the estimated year 2000 daily traffic volumes for this intersection (see Figure 5, page 2-6 of the DEIS and Figure 5, page 21 of the air quality report for the project). The estimated year 2000 daily traffic volumes are 16,300 for County Road 62 and between 9800 and 12800 along Eden Prairie Road. We recommend that this receptor site be reanalyzed for the year 2006, preferably with a line source model such as caline III rather than with ISMAP, and that this result be included in the final EIS.

Refer to FEIS Section 4.2, Air Quality.

Also, the staff noted that one of the comments we made regarding the air quality analysis for the project, a comment included in a letter to Gordon Fay of the Minnesota Department of Transportation, dated June 25, 1982, was not addressed in the DEIS. That letter states that more conservative estimates of peak traffic volumes (peak hourly traffic volumes and the average hourly traffic for the peak eight hours of the day) should have been used

Phone: 296-7301

1935 West County Road B2, Roseville, Minnesota 55113-2785

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5.1.3 Pollution Control Agency (continued)

Response

Herbert Klossner
page 2
March 31, 1983

for a worst case analysis of CO concentrations for indirect source permit purposes. The final EIS should contain this worst case analysis or a justification for not providing it. Also, the background CO monitoring was conducted in the months of May and June. The worst case background concentrations of carbon monoxide usually occurs in the fall or winter months. The background carbon monoxide concentrations should be adjusted to this worst case condition. Both of these factors could have caused an under prediction by the model.

Refer to FEIS Section 4.2, Air Quality.

Noise

Federal Highway Administration design noise levels are predicted to be exceeded with subalternative A at sites 2 and 5, and with subalternative C at site 5, but no residences will experience noise levels over the federal criteria. Without the implementation of noise abatement measures, state daytime noise standards would be exceeded at residences near the western terminous of the project; state nighttime standards would be exceeded at residences along the entire corridor. We recommend that the noise abatement measures listed on page 5-44 of the DEIS be implemented for the project, including traffic management measures, alternation of vertical or horizontal alignments, construction of noise barriers or acquisition of property to serve as a buffer zone in order to bring noise levels into compliance with state standards. The state noise standards must be met by compliance or a state variance must be obtained. Further noise questions should be directed to Dave Kelso at 296-7372. Mr. Kelso will handle the noise issues for the indirect source permit for the project.

Refer to FEIS Section 3.1, Noise.

The staff has noted two errors in the noise analysis section of the DEIS. One error was noted in Table 22 on page 5-43. The state nighttime noise standard L50 should be 55, not 50. This may affect the figures for the number of residences exceeding the state noise standards. Also, an error is noted in Table A-15 in the noise analysis in the appendix. The table didn't identify all sites exceeding the state noise standard. Site 3 subalternative B with a predicted daytime noise level L50 of 60.6 dBA and site 2 subalternative C with a predicted daytime noise level L50 of 60.1 should be listed as exceeding the state noise standards. These levels, however, would not be noticeably over the state standards.

Revisions to DEIS noise analysis data appear in FEIS Section 4.3, Noise Analysis.

In addition, a noise analysis should be conducted for the park and recreation areas located in the project area, including Birch Island Lake Park, the Bryant Lake Regional Park, and the recreational trail along Nine Mile Creek. State noise standards for land use category NAC-2, a daytime and nighttime L10 level of 70 dBA, apply unless the areas are designated camping and picnicking areas. In this case, NAC-1, a daytime L10 level of 65 dBA and a nighttime L10 level of 55 dBA, would apply. If the state noise standards

Refer to FEIS Section 4.3, Noise Analysis.

5.1.3 Pollution Control Agency (continued)

Response

Herbert Klossner
page 3
March 31, 1983

are to be exceeded in these areas, mitigative measures must be implemented. Traffic along CSAH 4 plus traffic along the project corridor should be used to assess noise levels at Birch Island Lake Park.

In addition to the mitigative measures proposed at pages 5-75 and 5-76 for construction related noise, the proposer should route truck traffic in such a manner as to minimize adverse noise impacts on nearby residences.

Water Quality

Our primary water quality concern is the potential for spills as is stated in our letter of July 21, 1981, regarding the draft scoping document for the project.

The proposed bridge or culvert crossing for Nine Mile Creek would have minimal water quality impacts once construction is complete. However, with either method of crossing the creek, consideration should be given to the feasibility of installing spill control measures. Spill control measures would appear to be essentially mandatory at this location. The DEIS states on page 5-50 that a "containment pond may be proposed." The containment pond should be proposed and evaluated for implementation at this location in the final EIS.

Thank you for the opportunity to comment on this project. Please contact Deborah Pile, Director of the Office of Planning & Review, (296-7216) if you have questions on these comments.

Sincerely,


Sandra S. Gardebring
Executive Director

SSG:es

For information on proposed noise mitigation measures, see FEIS Section 3.1, Noise.

An approximately 200-foot, two-span bridge is proposed for the crossing of Nine Mile Creek.

A containment pond will be designed as part of the Design Study Report. Design details will be part of project preliminary and final design.

5.1.4 Department of Natural Resources

Response



STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

BOX , CENTENNIAL OFFICE BUILDING • ST. PAUL, MINNESOTA • 55155

DNR INFORMATION
(612) 296-6157

FILE NO. _____

March 28, 1983

62/6837
HUK VG
DWS

Mr. Vern Genzlinger
CSAH 62 Project Manager
Hennepin County Department of Transportation
320 Washington Avenue South
Hopkins, Minnesota 55343

RE: DEIS for CSAH 62 in Eden Prairie and Minnetonka

Dear Mr. Genzlinger:

The Department of Natural Resources (DNR) has reviewed the Draft Environmental Impact Statement (DEIS) for the proposed extension of County State Aid Highway (CSAH) 62 between CSAH 4 and CSAH 61 in Eden Prairie and Minnetonka and offers the following comments for your consideration.

The Department has commented previously on two occasions (see letters in Chapter 8 of DEIS) and the comments expressed therein remain valid. Alternative A at the western terminus is DNR's preferred alternative, while Alternative C would be unacceptable because of its impact on the protected wetland (basin 27-815W). At the Nine Mile Creek crossing we feel that a bridge crossing (sub-alternative A) would be preferable to a culvert for accommodating the trail and allowing for the passage of wildlife.

Protected water permits would be required as outlined in the July 20, 1981 letter from Regional Administrator Karen Loechler.

The affected municipalities both have floodplain ordinances, and all development must be in compliance with the appropriate requirements. Watershed District and DNR permits will adequately address floodplain encroachment and flood stage increase problems.

The DEIS section on Vegetation and Wildlife (pp. 5-46 & 47) does not provide information on the acreages of vegetation and wildlife habitat affected for each of the different alternatives. It is not clear which alternative the figures given apply to. Therefore, Table 24 is of little use in the selection of alternatives. This should be corrected in the Final EIS.

All wetland losses must be mitigated, regardless of the alternative selected. Hennepin County should work with DNR and U.S. Fish and Wildlife Service biologists in preparing a mitigation plan for wetland and wildlife impacts.

Refer to FEIS Sections 2.1, Preferred Alternative Decision; 3.2, Wetlands; and 6.1, Wetlands Finding.

A modification of Subalternative A to an approximately 200-foot, two-span bridge is proposed for the crossing of Nine Mile Creek (FEIS Section 2.1, Preferred Alternative Decision).

Protected waters permit application will be carried out, as noted in FEIS Section 4.6, Government Approvals.

Refer to FEIS Section 4.5, Vegetation and Wildlife.

A plan to mitigate wetlands impacts is being developed with participation by the U.S. Fish and Wildlife service, the Minnesota Department of Natural Resources, and the Minnesota Department of Transportation. (Refer also to FEIS Section 6.1, Wetlands Finding.

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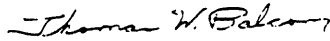


5.1.4 Department of Natural Resources (continued)

Mr. Vern Genzlinger
March 28, 1983
Page 2

The County should contact Wildlife biologist Jon Parker (296-3344) regarding the development of mitigation measures, and Regional Hydrologist Kent Lokkesmoe (296-7523) regarding protected water permit requirements. If you have any other questions, please feel free to give me a call.

Sincerely,



Thomas W. Balcom
Environmental Review Coordinator

TWB:pje
1854E

cc: Jon Parker
Ron Harnack
Karen Loechler
Kent Lokkesmoe

5.1.5 Twin Cities Metropolitan Council



Metropolitan Council
300 Metro Square Building
Seventh and Robert Streets
St. Paul, Minnesota 55101

Telephone (612) 291-6452
Office of the Chairman

April 4, 1983

62-6839
HOK VG
DWS

Mr. Vern Genzlinger, P.E.
CSAH 62 Project Engineer
Hennepin County Dept. of Transportation
320 Washington Avenue, South
Hopkins, Minnesota 55343

RE: FHWA-MN-EIS-83-05-D
Draft Environmental Impact Statement
For County State Aid Highway 62
From CSAH 4 to CSAH 61
In Hennepin County, Minnesota
County Project 6839
Notice of Completion
Metropolitan Council Referral File No. 11048-1

Dear Mr. Genzlinger:

At its meeting on March 24, 1983, the Metropolitan Council considered the above Draft Environmental Impact Statement on CSAH 62. This consideration was based on a report of the Physical Development Committee, Referral Report No. 83-29. A copy of this report, which was adopted as presented, is attached.

The Council is transmitting the above report as the Metropolitan Council's official comments on the CSAH 62 Draft EIS.

Sincerely,

METROPOLITAN COUNCIL


Gerald J. Isaacs
Chairman

GJI:dh
Attachment

cc: Fred Tanzer, Regional Coordinator, Mn/DOT
Sandra Gardabring, Executive Director, Minnesota Pollution Control Agency
Connie Kozlak, Metropolitan Council Staff

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5.1.5 Twin Cities Metropolitan Council (continued)

For Release: 3/24/83; 4:00 p.m.

Bus. Item B-12

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

REPORT OF THE PHYSICAL DEVELOPMENT COMMITTEE

REFERRAL REPORT NO. 83-29

March 18, 1983

TO: Metropolitan Council

SUBJECT: Draft EIS for Hennepin County Road 62
Referral #11048-1, Metropolitan Council District 16

At its meeting on Thursday, March 24, 1983, the Physical Development Committee reviewed the Draft EIS for Hennepin County Road 62. The committee approved the following recommendation:

RECOMMENDATION:

That this report be submitted to Hennepin County as the Council's official comments on the CSAH 62 Draft EIS.

Respectfully submitted,

Marcia Bennett
Chair

MB:lh
LA664A

5.1.5 Twin Cities Metropolitan Council (continued)

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

REPORT OF THE TRANSPORTATION SUBCOMMITTEE

March 18, 1983

TO: Physical Development Committee
SUBJECT: Draft EIS for Hennepin County Road 62
Referral #11048-1, Metropolitan Council District 16

The Transportation Subcommittee considered this subject at their March 15 meeting. Staff was directed to further analyze the following issues:

1. Whether or not access should be provided to Rowland Road, in terms of need for park access and safety;
2. Type of structure across Nine-Mile Creek to provide for trail continuity.

These issues are addressed in the attached memorandum, and the findings revised accordingly.

RECOMMENDATION:

That this report be submitted to Hennepin County as the Council's official comments on the CSAH 62 Draft EIS.

Respectfully submitted,

Dirk deVries
Chairman

MB:lh
LA664A

5.1.5 Twin Cities Metropolitan Council (continued)

METROPOLITAN COUNCIL
Suite 300 Metro Square Building, St. Paul, Minnesota 55101

MEMORANDUM

March 8, 1983
Revised March 15, 1983
Revised March 17, 1983

TO: Transportation Subcommittee
FROM: Connie Kozlak
SUBJECT: Draft EIS for Hennepin County Road 62
Referral #11048-1, M.C. District 16

AUTHORITY TO REVIEW

The passage of the National Environmental Protection Act in 1970 established the requirement that an environmental impact statement (EIS) be written for all major federally-funded projects, including highways. In 1971 the Federal Highway Administration issued guidelines for preparation of highway EIS's. Either an EIS or a negative declaration statement must be prepared on any major highway project which did not have FHWA location approval prior to February, 1971. The draft EIS must be circulated to federal, state, and local agencies with jurisdiction by law or special expertise with respect to any environmental impact involved, and these agencies must be given at least 45 days to return their comments. All submitted comments on the draft EIS must then be taken into account in the preparation of the final EIS.

Action on the referral before the committee should be limited to comments which can be used by Hennepin County Department of Transportation to improve the final document, including a determination of consistency with Council policy.

PROJECT DESCRIPTIONS

In accordance with FHWA guidelines, on February 7, 1983, Hennepin County submitted for Metropolitan Council review and comments its draft environmental impact statement on completion of CSAH 62 (Crosstown) from CSAH 61 (Shady Oak Rd.) to CSAH 4 (Eden Prairie Rd.) along the Eden Prairie-Minnetonka border, a distance of 2.5 miles (Fig. 1 and 2). The road would be built as an intermediate arterial from CSAH 61 to I-494 and as a minor arterial from I-494 to CSAH 4.

Five alternatives are proposed in the EIS, including the no-build alternative. The two alternatives from CSAH 4 to I-494 include upgrading of the existing alignment from two lanes to four lanes with an at-grade railroad crossing (Alternative 2) or construction of a four lane road approximately 160 feet north of the existing road with a grade separated crossing. The existing road would be maintained as a frontage road (Alternative 3).

From I-494 to CSAH 61 a four-lane divided highway would be built with at-grade intersections at the I-494 ramps and Beach Road/Clearwater Drive. Alternative 4 shows a grade-separation at Rowland Road while this would be an at-grade intersection in Alternative 5.

The total cost, depending on which alternative is chosen, would be \$9.7 million to \$17.4 million. Partial funding with FAU dollars was approved by the Metropolitan Council in 1981.

DISCUSSION

DEVELOPMENT FRAMEWORK - Carl Ohrn

The proposed roadway is consistent with the provision of urban services within the Metropolitan Urban Service Area. There are no conflicts with MDF policies.

The Draft EIS on Figure 15 (attached) records the projected land use in Minnetonka and Eden Prairie as proposed in the cities' plans. As noted in that figure, the proposed land uses between Shady Oak Road and I-494 north of the proposed alignment in Minnetonka are low, medium and high-density residential, office and industrial. In Eden Prairie, the uses are medium-density residential, undesignated and park. The Eden Prairie land use plan records the undesignated area with the term residential in parentheses. The assumption is made that the city does not know what land use it wants to promote, but it might be residential.

The local land use and access decisions are key determinants for including or excluding an intersection at Rowland Road. Based on MDF policies, either alternative is acceptable so it would appear the local decision-makers should indicate their preference.

TRANSPORTATION - Connie Kozlak

The Transportation Policy Plan shows the completion of CSAH 62 from Shady Oak Road to I-494 as a major arterial (formerly intermediate arterial). Construction of the road from I-494 to CSAH 4, which the county proposes as a minor arterial, would not be part of the metropolitan highway system, although this is an important facility since it could provide a good alternative route to TH 5, which has capacity problems. For this reason, subalternatives B and C at the western terminus, either of which provide a direct connection to Townline Road, would be preferable to Subalternative A.

The EIS shows two alternatives for the metropolitan highway portion of the road, with and without access at Rowland Road. There are also two subalternatives for crossing Nine Mile Creek. From a transportation viewpoint, the type of crossing of the creek is a design detail; it will not affect the function of the road.

There has been much discussion of whether an access point should be provided at Rowland Road. The EIS indicates (on p. 5-7) that "Both alternatives will provide a high level of safety." The distance from the end of the Shady Oak ramp to Rowland Road is approximately 2000 feet and the existing rolling topography will be graded down to provide slopes of 1-2% on both alternatives, providing adequate sight lines. However, Rowland Road is identified in both local and metropolitan plans as a local road. The Transportation Policy Plan

The preferred alternative is Alternative C.

5.1.5 Twin Cities Metropolitan Council (continued)

Response

3

states that major arterials should have no direct land access except to major traffic generators and that access points should be spaced at 1-3 mile intervals. Also, the provision of signalized intersections that are closely spaced reduces the speed to levels below those appropriate for major arterials. Bryant Lake Park will probably draw 500-1200 vehicles per weekend, not enough to be considered a major traffic generator and Rowland road is only about 1/2 mile from the Shady Oak Road Interchange, and therefore will not significantly inconvenience park users. Therefore, Alternative 5 is inconsistent with the Transportation Policy Plan, and no access should be provided at Rowland Rd.

The preferred alternative does not provide access at Rowland Road.

A further issue that arises in reviewing the proposed roadway is that all of the alternatives outlined in the draft EIS show an at-grade intersection at Beach Road, a local road approximately 700 feet from the I-494 ramps. Provision of local access at this point is also contrary to the Transportation Policy Plan for the same reasons as Rowland Road access. The EIS contains no discussion about why there are no alternatives without access at Beach Road. Conversations with Hennepin County officials indicate there may be some valid reasons to provide this access, at least initially until traffic volumes on the Crosstown are higher. This should be documented in the final EIS and alternatives (such as staged phase-out of this access) that are consistent with the Transportation Policy Plan should be included.

Refer to FEIS Section 4.1.1, Access at Beach Road.

One option that should be considered if Hennepin County intends to provide land access at Beach and/or Rowland Road is whether the section of CSAH 62 from CSAH 18 to I-494 is properly classified as a major arterial or whether it should be a minor arterial. The designation is based in large part on the idea that this road will function as part of the Metropolitan Highway System by carrying traffic that might otherwise use I-494 between CSAH 18 and TH 169. The Transportation Policy Plan indicates that this portion of I-494 will be over capacity by 2000. Figure 16 of the EIS indicates that under the no-build situation traffic on I-494 would be greater than if CSAH 62 was built. However, no specific numbers are given. This should be elaborated on in the final EIS.

Refer to FEIS Section 4.1.2, Functional Classification.

PARKS AND OPEN SPACE - Arne Stefferud

There are two major issues regarding the impacts of road design alternatives on Bryant Lake Regional Park and a regional trail along Nine Mile Creek.

The first issue is whether building an at-grade intersection to Rowland Road (Alternative 5) or a grade-separated crossing of Rowland Road (Alternative 4) is consistent with Regional Recreation Open Space Policy Plan/Development Guide policies.

Policy 5 states:

"Metropolitan Council planning for mass transit systems and highway routes shall include appropriate service to regional recreation facilities."

The question is, what alternative provides "appropriate" service to Bryant Lake Regional Park? Staff has used the projected park use data and estimated that at least 500 cars will enter the park on a summer weekend day. The at-grade intersection (Alternative 5) at Rowland Road would provide direct access to the park. If a grade-separated crossing at Rowland Rd. is built (alternative 4), park users would have to exit onto Shady Oak Road (Cty. Rd. 61), travel 2/3 mile south, then go west/northwest another 2/3 mile on Rowland Rd. (see Fig. 20). This less direct route could discourage some use of the park. Proper signing could alleviate that problem.

Refer to FEIS Section 4.1.3, Traffic Forecasts for No-Build.

5.1.5 Twin Cities Metropolitan Council (continued)

Response

4

A secondary impact of the indirect access to the park is routing park traffic adjacent to a residential area east of Rowland Road. Both alternatives have similar impacts on the residential area due to the placement of the park entrance. 2000 feet of residential frontage would be affected using the indirect alternative (4). Because of these off-setting impacts, it is staff's opinion that "appropriate" service to the park can be provided by both alternatives if proper signing directing park users to the park is used for Alternative 4.

Refer to FEIS Section 3.9, Signing for Bryant Lake Park.

The second issue is whether building a bridge (subalternative A) or placing two culverts (Subalternative B) in the Nine Mile Creek Valley would be consistent with Council policy on regional trails. Policy 6 states:

"In planning, design and construction of highway facilities, there shall be consideration of trail corridors in at least the following situations:

- o Highways that cross existing or proposed regional trail corridors
- o Bridge crossings of regional trail corridors.
- o Highway corridors as they may parallel regional trails."

The DEIS (p. 3-16) states that the bridge subalternative would require two spans - one for eastbound and one for westbound traffic. The spans would be 465 feet long. The estimated cost of the bridge would be \$5.1 million for "middle profile" bridges and \$6.65 million for "low profile" bridges (table 3 of DEIS).

The culvert alternative would provide two culverts - one for Nine Mile Creek and another for a proposed regional trail along the creek. (See fig. 10) There were no cost estimates given for the culvert alternative, but Hennepin County DOT staff stated that this alternative would be \$2 million less than building the bridge.

In a follow-up conversation with Hennepin County DOT staff, it was found that the culverts would be precast concrete arches-called BEBO arches. The arches designed in Switzerland and recently introduced to the United States, provide significantly greater clearance dimensions than box culverts. The arch proposed for the trail would be 27 feet high and 41 feet wide at the base. Total length of the arch is dependent upon its placement but will be at least 100 feet long. One of these arches has already been installed in Edina for Nine Mile Creek.

Because of the arch design, creek beds don't have to be disturbed as would be the case in installing a culvert. These arches have all the environmental and clearance benefits of bridges with the reduced construction and maintenance cost benefits of culverts. Consequently, both alternatives are consistent with Council policy if the BEBO arches are used for Subalternative B.

The BEBO arch was considered as a subalternative for the crossing of Nine Mile Creek. Another subalternative, a shortened bridge crossing of the creek, was selected as the preferred subalternative. (Refer to FEIS section 2.1, Preferred Alternative Decision.)

ENVIRONMENTAL - Marcel Jouseau, John Harrington, Lynne Bly Takemoto

This EIS adequately addresses environmental issues. A statement from Nine-Mile Creek Watershed District is attached.

5.1.5 Twin Cities Metropolitan Council (continued)

5

FINDINGS

DEVELOPMENT FRAMEWORK

- The EIS adequately addresses all Development Framework issues, and is consistent with the comprehensive plans of the cities of Eden Prairie and Minnetonka.

TRANSPORTATION

- To the west of I-494 Subalternatives B and C, which provide a direct connection from CSAH 62 to Townline Road, are preferred because they would partially alleviate congestion on TH 5.
- To the east of I-494, CSAH 62 is classified as a metropolitan highway. Alternate 4 proposes an access point at Rowland Road; Alternates 4 and 5 propose an access point at Beach Rd. Neither of these intersections are consistent with Transportation Policy Plan standards for major arterials.
- The need or desire to provide inconsistent land access between I-494 and Shady Oak Road raises the question whether this segment of CSAH 62 should be on the Metropolitan Highway system.

PARKS AND OPEN SPACE

1. Road design Alternatives 4 and 5 for access to Bryant Lake Regional Park are consistent with Council policy on providing appropriate service to regional parks if proper signing directing park users to the park is installed for Alternative 4.
2. Road design Subalternatives A and B for crossing Nine Mile Creek are consistent with Council policy on providing regional trail crossings of highways if BEBO arches are used in Subalternative B.

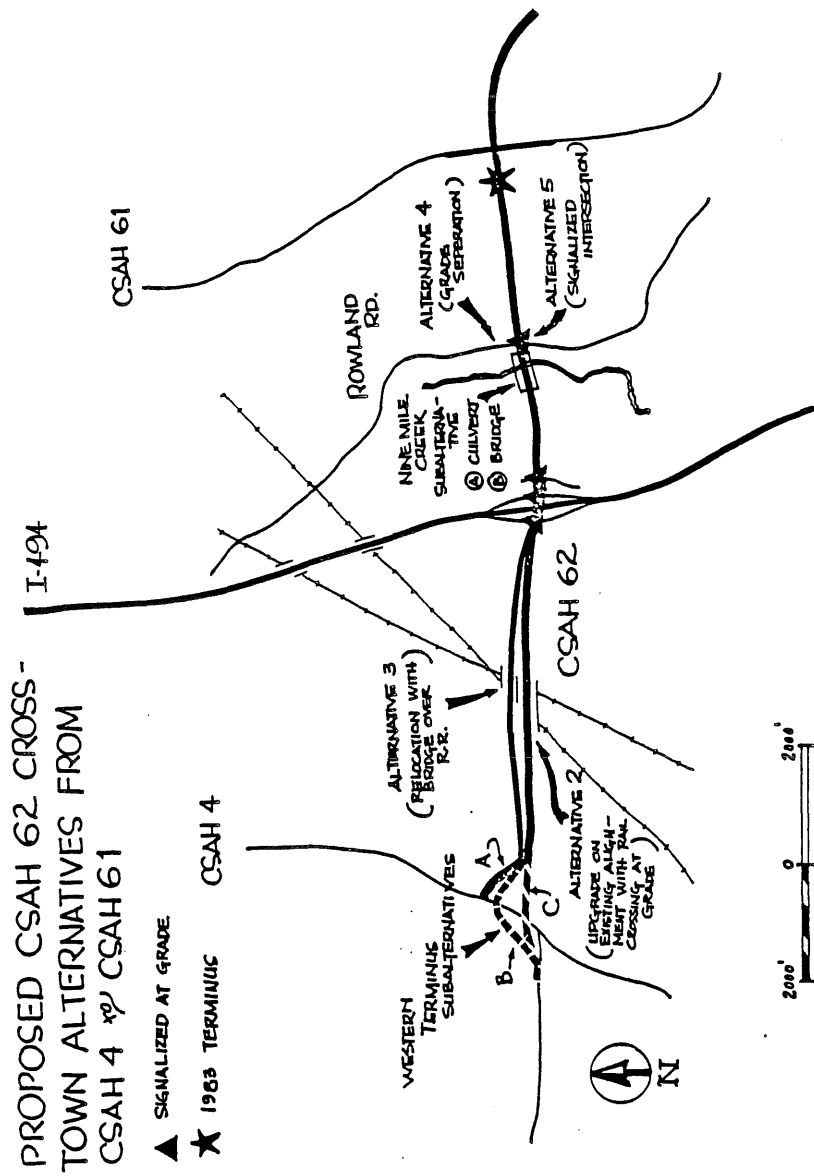
ENVIRONMENTAL

The CSAH 62 Draft EIS adequately addresses all environmental issues.

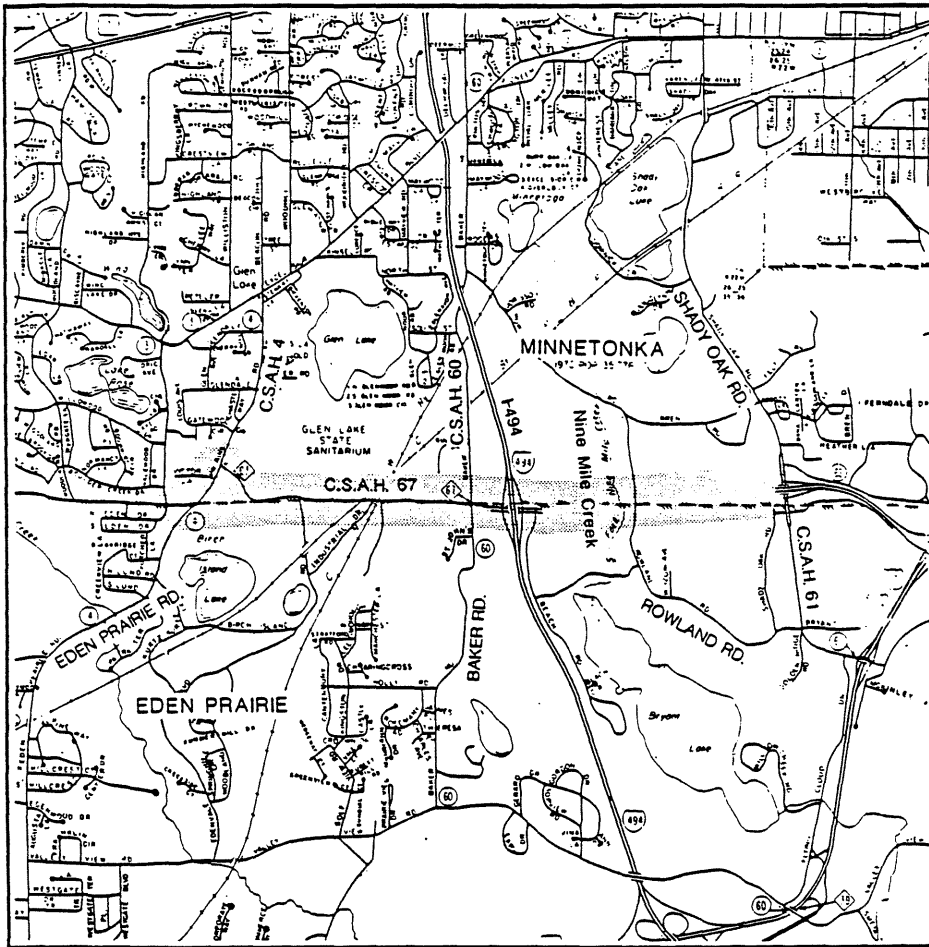
RECOMMENDATION

That this memorandum and findings be submitted to Hennepin County as the Council's official comments on the CSAH 62 Draft EIS.

LA664A



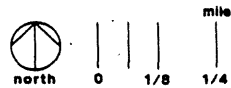
5.1.5 Twin Cities Metropolitan Council (continued)

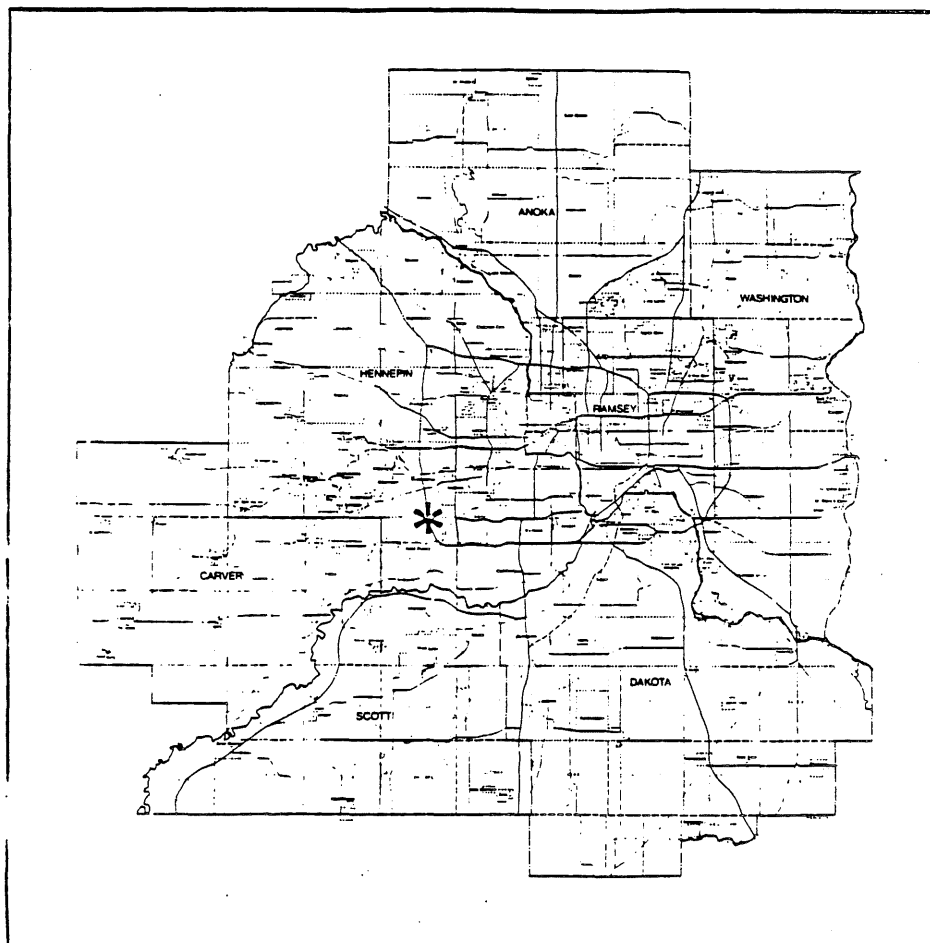


County Road 62
Environmental
Impact
Statement

STUDY AREA LOCATION

FIGURE 2





County Road 62

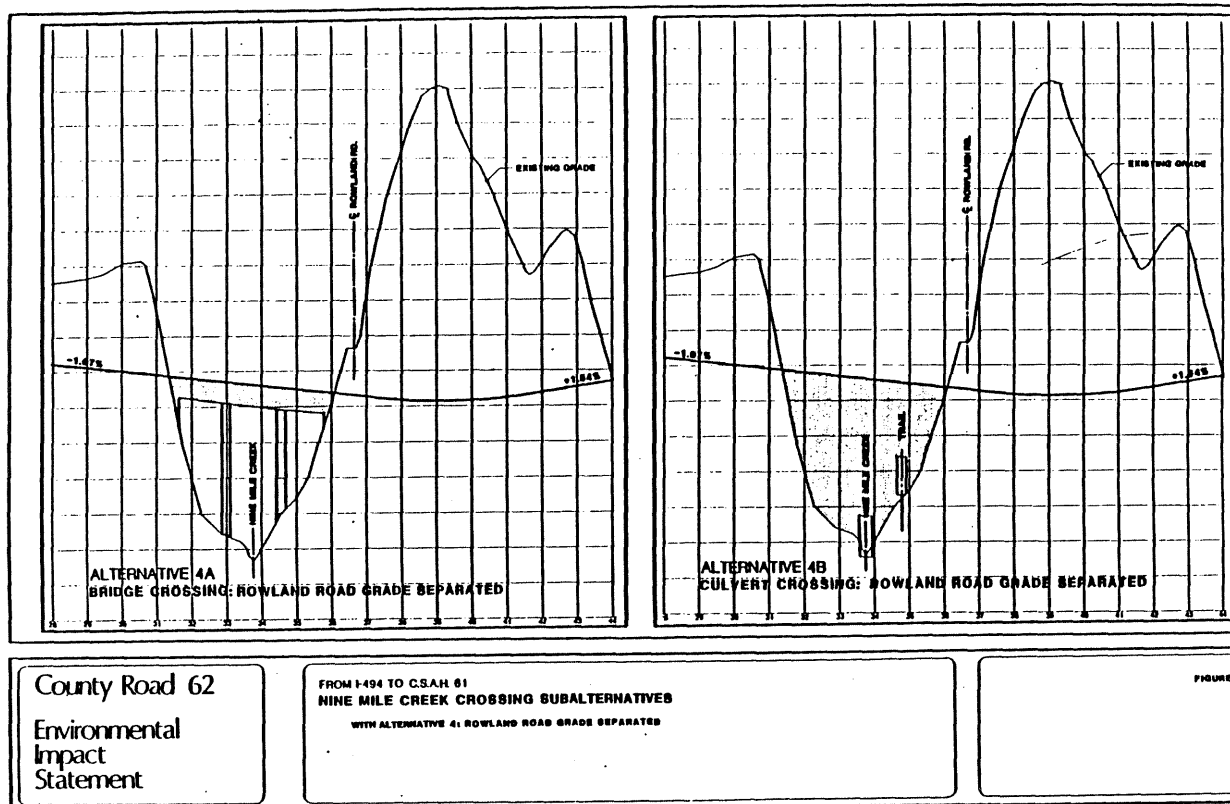
Environmental
Impact
Statement

REGIONAL LOCATION

FIGURE 1



0 10 20
miles



County Road 62
Environmental
Impact
Statement



Nine Mile Creek Watershed District

4344 IDS CENTER
MINNEAPOLIS, MINNESOTA 55402

February 16, 1983

John Rutford, Referral Coordinator
Metropolitan Council
300 Metro Square Building
Seventh and Robert Streets
St. Paul, Minnesota 55101

Re: Draft Environmental Impact Statement for
CSAH 62; Shady Oak Road to Eden Prairie Road;
Cities of Minnetonka and Eden Prairie; Your
File No. 11048-1 - Our File No. 1333-001

Dear Mr. Rutford:

Thank you for the referral regarding the draft environmental impact statement for County State Aid Highway #62 to be improved in the Cities of Minnetonka and Eden Prairie from Shady Oak Road to Eden Prairie Road.

I have reviewed the summary report from the viewpoint of the regulatory programs and interests of the Nine Mile Creek Watershed District. The final upgrading and improvement of this roadway corridor has been recognized in the overall planning of the Nine Mile Creek Watershed District. The details of actual construction and impacts will be reviewed by the Managers at the time specific construction proposals are submitted for review. We have no specific comments on behalf of the Watershed District concerning the need for this transportation corridor and the impact on the local municipal streets.

Thank you for the opportunity of commenting.

Very truly yours,

Raymond A. Haik
Attorney for the District

RAH/kar

cc - Board of Managers
Mr. John D. Dickson

2-23

Response



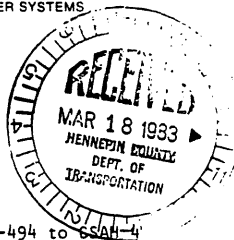
OSMONICS, INC.

5951 CLEARWATER DRIVE
MINNETONKA, MINNESOTA 55343 U.S.A.
(15 miles west of Minneapolis airport)
TELEX: 29-0847-OSMONICS MTKA
PHONE: 612/933-2277

SPECIALISTS REVERSE OSMOSIS • ULTRAFILTRATION • PURE WATER SYSTEMS

March 15, 1983

Mr. Herbert O. Klossner, Director
HENNEPIN COUNTY DEPT. OF TRANSPORTATION
320 Washington Ave. So.
Hopkins, MN 55343



Re: Proposed extension of Crosstown Highway 62 from I-494 to 65th

Dear Mr. Klossner:

This is in response to the recent public hearing regarding the extension of the Crosstown Highway 62. It is my understanding that you have proposed to take a rather substantial amount of the property we own adjacent to the railroad tracks in what is now referred to as the Railroad Farm. We have owned this property since 1978 with the intention of building a facility of at least 120,000 ft². In order to build a building of this size, we require eight acres of land. It is critical that we have eight acres of land which is set aside for zoning to I-1 zoning. We expect to require railroad access and we expect to have some outside storage.

Because of our intended use for our property, we are quite concerned about the possibility of the County infringing upon a substantial amount of our property. For this reason, we believe that the most appropriate approach to the problem of crossing the railroad tracks is for an overpass to occur on the present road bed.

We are certainly willing to review this matter with you in more depth. However, you must recognize that should we have less than eight acres of land in this location, our intended use of this land would have to be changed substantially and therefore, the value of the land would decrease substantially.

If you would like to discuss this by telephone, please feel free to contact me or Doug Olsen to review it in more detail.

Sincerely,

OSMONICS, INC.

D. Dean Spatz
President

DDS/dh

cc: Mr. Douglas L. Olsen, Mfg. Mgr, M&S, Osmonics, Inc.

62/683;
DWS
VG

The alternative of constructing a grade separation with the railroad on the present alignment of County Road 67 was analyzed by County staff prior to the initiation of the Draft Environmental Impact Statement. Geometric design standards required that the roadway would have 22 feet clear from the existing tracks to the bottom of the overpass structure; the estimated depth of the structure is 5 feet. Thus the distance from the top of the roadway to the existing rail would be 27 feet. With a grade of 4% the length of the overpass would be 1,400-1,500 feet. Over this distance, access to the north or south of existing County Road 67 would not be possible. This condition led to the conclusion that it was not feasible to have a grade separation on the existing County Road 67 alignment and that the grade separation alternatives would have to be on a new alignment. Given that there is vacant land to the north and some development on the south, the north location for a relocated grade separation was selected.

5.2 LETTERS RECEIVED REQUIRING NO RESPONSE AND FAVORING A PARTICULAR ALTERNATIVE

Following are copies of letters received that express support for a particular alternative. The originator of each letter and the alternative favored are summarized below.

Letter Origination	Alternative Favored
City of Minnetonka	Subalternative C at Western Terminus and either Subalternative A or B over Nine Mile Creek
City of Eden Prairie	Alternative 3 west of I-494, Subalternative C at Western Terminus, Alternative 4 east of I-494, and Subalternative A (bridge) over Nine Mile Creek
Hennepin County Park Reserve District	Alternative 5 east of I-494 and Subalternative A over Nine Mile Creek
30 Residents of Glen Lake Area of Minnetonka	Subalternative C at Western Terminus
Opus Corporation	Alternative 3 west of I-494, Subalternative C at Western Terminus, Alternative 4 east of I-494, and Subalternative B (culvert) over Nine Mile Creek
Chicago and Northwestern Transportation Company	Alternative 3 west of I-494
A & H Welding & Mfg. Co.	Alternative 3 west of I-494, Subalternative C at Western Terminus, Alternative 4 east of I-494, and Subalternative B (culvert) over Nine Mile Creek
Terry Mattord	No-build west of I-494
Rezsoe and Margaret Gracza	Subalternative C at Western Terminus
Jeanette and Lowell Capps	Subalternative C at Western Terminus
Donald Tesch	Subalternative C at Western Terminus
Donald Poupard	No-build
Herbert Weitz	Straight through Wetland, the Alternative dropped in scoping Process

minnetonka

March 11, 1983

Mr. Herbert O. Klossner
Director of Hennepin County
Department of Transportation
320 Washington Avenue South
Hopkins, Minnesota 55343

Re: CSAH 62, County Project 6839
Minnesota Project 27-662-37 and 27-662-38
Federal Project M5 168

Dear Mr. Klossner:

At its meeting of February 28, 1983, the City Council approved the enclosed resolution supporting the extension of CSAH 62 Crosstown from Shady Oak Road to CSAH 4.

With reference to the Western Terminus Subalternatives, the City particularly supports Subalternative 3 as having the least amount of impact, while providing the necessary four-way intersection at CSAH 4 with Townline Road.

The City is aware of the concerns expressed by the City of Eden Prairie concerning the manner in which Nine Mile Creek will be crossed, and while the City would support either alternative if they are environmentally sensitive and provide opportunity for recreational usage of the Creek, the City's primary concern again is that the Crosstown be completed in a timely manner. It is understood with respect to this concern, that an alternative to a culvert, the use of a Bebo, is still being considered. From the City's limited knowledge of this alternative, it would appear to provide a cost effective solution to the concerns articulated by the City of Eden Prairie.

I would be most happy to provide any further information in this regard if you desire.

Sincerely,

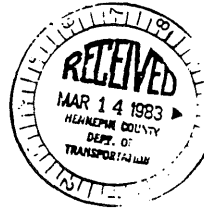
James F. Miller

James F. Miller
City Manager

JFM:bn
Enclosure

the city offices are located at 14600 minnetonka boulevard minnetonka, minnesota 55343 933-2511

62-6839
DWS. Jmw JLK
UG DLH



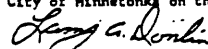
RESOLUTION SUPPORTING EXTENSION OF C.S.A.H. #62
CROSSTOWN FROM SHADY OAK ROAD TO C.S.A.H. #4

- WHEREAS, the Hennepin County Department of Public Works has prepared the Draft Environmental Impact Statement for the C.S.A.H. #62 Crosstown from Shady Oak Road to C.S.A.H. #4 and copies have been delivered to the City, and
- WHEREAS, the Minnetonka City Council did on November 16, 1981, by Resolution No. 81-6759, accept the Final Scoping Report for the C.S.A.H. #62 Environmental Impact Statement with the stipulation that the western terminus Sub. Alternate C (alignment through the edge of the wetland) be studied as the preferred alternate, and
- WHEREAS, the Draft Environmental Impact Statement does address Sub. Alternate C as a possible alignment near the western terminus of C.S.A.H. #62, and
- WHEREAS, the Council considers the main objective of the proposed construction to be completion of the C.S.A.H. #62 Crosstown segment between Shady Oak Road and C.S.A.H. #4, and
- WHEREAS, the Hennepin County Public Works Administration has scheduled a public hearing on the Draft Environmental Impact Statement for C.S.A.H. #62 Crosstown between Shady Oak Road and C.S.A.H. #4 on March 9, 1983 at 7:30 p.m. at the Eden Prairie High School.

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

1. That the Draft Environmental Impact Statement presented is hereby accepted in its entirety.
2. That Hennepin County is urged to proceed with the completion of this segment of C.S.A.H. #62 Crosstown at the earliest possible time.
3. That the Mayor and City Manager are hereby authorized and requested to present this resolution to Hennepin County at the public hearing for the Draft Environmental Impact Statement and are authorized to speak for the project on behalf of the Council.

Adopted by the City Council of the City of Minnetonka on this 28th day of February, 1983.


LARRY A. DUNLIN, MAYOR

ATTEST:


W.L. WENZEL, CITY CLERK



DWS
6-1-83

March 4, 1983

Hennepin County DOT
320 Washington Ave. So.
Hopkins, Minn. 55343
Attn: Mr. Vern Genzlinger, P.E.
CSAH 62 Project Manager

Re: Draft Enviromental Impact Statement
CSAH 62

Statements in this letter are directed to your attention as being the City of Eden Prairie's position regarding the construction of County State Aid Highway 62 as described in the draft enviromental impact statement. We request the following items be given consideration:

- A. After reviewing the profiles and the associated costs with the alternatives for the creek crossing and pedestrian pathway along the creek, it is our opinion that the bridge alternative significantly better meets the needs for the area. The esthetics of the proposed box culvert alternative are an important consideration to the City. However, perhaps even more important is the safety and maintenance aspect of the lengthy "tunnel" for pedestrians as necessitated by the massive amount of fill. Regardless of the size of the opening for the culvert, the length would probably require that the pedestrian way be lighted for safety purposes. Even with lights, the obscure nature of the pedestrian facility could lead to potential personal safety crimes against users. The bridge alternative would resolve our concerns regarding both esthetics and safety for the area.
- B. The City of Eden Prairie strongly favors sub alternative C for the western terminus of the project as shown in the document. This alternative provides a safe intersection with CSAH 4 as well as causes the least amount of disruption to neighborhoods in Minnetonka and limits the enviromental impact to the lowlands to the south.

Although the level of detail cannot be great with the small scale drawings as provided in the document, we would ask that specific attention be given the intersection of CSAH 62 and CSAH 4 during final design. The draft enviromental impact statement indicates a skewed angle at this intersection which should in fact be 90° for safety purposes.

- C. We acknowledge the statements by Mr. Klossner at our Council Meeting of March 1, 1983, regarding the inclusion of improvements to Townline Road between CSAH 4 and TH 101 as well as Baker Road south of CSAH 62

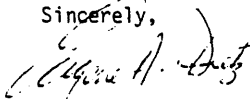
Mr. Vern Genzlinger, P.E.
March 4, 1983
Pg. 2

during the next 5 year capital improvement budget cycle. However, we request that both of these facilities be scheduled in that planning process so as to provide safe roadway facilities concurrent with each segment of the Crosstown construction being completed.

- D. The City of Eden Prairie favors a grade separation for both Rowland Road and the two Railroad crossings.
- E. Finally, we would request that a sidewalk/bikeway be provided between CSAH 4 and Beach Road. We believe that a pedestrian facility along this segment would provide access to the park system in the vicinity of this roadway corridor.

We appreciate the opportunity to comment on this document and make our staff available to discuss in more detail any of these items.

Sincerely,



Eugene A. Dietz, P.E.
Director of Public Works

EAD:sg

COMMENTS ON DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR COUNTY ROAD 62

The Board of Commissioners of the Hennepin County Park Reserve District has reviewed the Draft Environmental Impact Statement for County Road 62. On behalf of our Board of Commissioners, I would like to submit the following comments into the record. Our comments are relative to Alternatives 4 and 5 and Subalternatives A and B, all of which impact the Bryant Lake Regional Park.

Bryant Lake Regional Park is a major regional facility which will provide picnicking, swimming, boating and trail use opportunities. As a regional facility it is extremely important that good access be provided from other parts of the Metropolitan area. The completion of this segment of County Road 62 will greatly improve the access to the Bryant Lake Regional Park area, and the District, therefore, supports the project.

With regard to the impacts of Alternative 4 and Alternative 5 on the park, Alternative 4 calls for Rowland Road to pass over County Road 62 on a bridge with no connection between the two, while Alternative 5 calls for an at-grade intersection between Rowland Road and County Road 62. Under Alternative 4, park users coming from the west and the north must gain access into the park by traveling east on County Road 62 past the park to Shady Oak Road, south to Rowland Road and then west to the Regional Park entrance. This is a long and circuitous route, and the District contends it would have a significant impact on park use. Our experience has shown that ease of accessibility has a direct bearing on awareness of facilities, amount of use and distribution of users by origin area. In this case, convenient access from the north and west is extremely important in that this park is intended to serve as a primary regional recreation facility for residents of the Cities of Minnetonka and Eden Prairie.

Access to the park under Alternative 5 is direct from main roads, and would thus significantly better serve a majority of park users. The District's Board strongly advocates selection of Alternative 5 as it is critical to the success of the park in serving regional recreation needs.

Regarding Subalternatives A and B for the crossing of Nine Mile Creek and the proposed Regional Trail, the District supports the selection of Subalternative A. The bridge would have far less visual impact than the fill for a culvert crossing, and the environmental impact on the creek valley would be less with the bridge than with the culvert crossing. The District realizes that there are other factors influencing the determination of the type of crossing to be built, however, and finds either Subalternative A or B as an acceptable crossing for Nine Mile Creek and the Regional Trail.

Thank you for the opportunity the District has had for input during the Environmental Impact Assessment process and for the opportunity to enter these comments into the record.



Herbert O. Klossner, Director
Hennepin County Department of Transportation
320 Washington Avenue South
Hopkins, Minnesota 55343

WHEREAS, the undersigned are residents of the Glen Lake area of the City of Minnetonka; and

WHEREAS, said residents are all directly affected by the proposed extension of County State Aid Highway 62, and in particular by the proposed western terminus subalternatives; and

WHEREAS, said residents desire to collectively submit a written statement for inclusion in the record concerning the proposed extension;

NOW, THEREFORE, the undersigned residents hereby say as follows:

That, for the reasons set forth below, we favor Subalternative C.

Regarding Subalternative A, we are of the opinion that the following considerations are of sufficient detrimental magnitude to warrant its rejection:

1. Safety: The safety to the traveling public is suspect in this subalternative. Said subalternative perpetuates the existing dangerous curve located 1000-feet east of C.S.A.H.#4. The dangerous situation will be aggravated by the anticipated substantial increase in traffic volumes.

Subalternative A's selection would be a cosmetic solution to the problem of increasing traffic. The costly "improvements" are not proportional in scope to the anticipated growth in traffic volume. The unsafe skewed intersection of C.S.A.H.#67 with C.S.A.H.#4 is retained. East-west traffic flow on C.S.A.H.#67 and townline road is not improved. Access to C.S.A.H.#4 in the "jog" area between C.S.A.H.#67 and townline road is impaired, due to the extra "jogged" traffic.

Also of concern is the safety of those resident families whose access to C.S.A.H.#4 lies between the intersection of

current C.S.A.H.#67 and townline road. The additional volume imposed upon the C.S.A.H.#4 roadway may substantially aggravate access to this segment and create motorist, pedestrian and school bus safety problems. We are concerned that the daily traffic volumes in the "jog" area may exceed 10,000 ADT and necessitate the widening of C.S.A.H.#4 to 4 lanes.

2. Cost: While Subalternative A appears the least costly; we are concerned about the false-economy of it. We believe Subalternative A is a second rate solution to the problem of providing east-west continuity in the transportation corridor. Will Subalternative A later be replaced by Subalternative B or C when C.S.A.H.#62 is extended to T.H.101? If so, the public will have foolishly expended funds.

If Subalternative A is constructed, and is a permanent traffic corridor, what future upgrading costs of C.S.A.H.#4 will be necessitated which are attributable to the "jog" in east-west trips? These costs seem to have been ignored, and could be substantial.

3. Pollution & Waste: The implementation of Subalternative A may necessitate installation of two sets of traffic lights, one at the intersection of C.S.A.H.#67 & C.S.A.H.#4 and one at C.S.A.H.#4 and townline road. If this is the case, the double signalization would increase the noise and air pollution in the "jog" due to the increase in stops and starts in the traffic flow. This double intersection situation will be wasteful to the public time, and to our fuel resources.
4. Social Impact: Subalternative A does nothing to improve the living environment of those persons, aged and otherwise, living on the Glen Lake Sanitarium grounds. The draft EIS indicates that the construction of C.S.A.H.#62 will not adversely affect elderly persons located in the highway corridor. Selection of any of the subalternatives and the construction of the roadway will adversely affect the living environment of the Glen Lake Sanitarium residents. Selection of Subalternative A or B would affect them more than C.

Regarding Subalternative B, we are of the opinion that similar considerations apply, as follows:

1. Cost: The construction cost of Subalternative B exceeds the cost of the other subalternatives by from \$.6 million to \$1.6 million, a fact that certainly cannot be ignored in today's economy. Considering the fact that the above figures do not address the cost of potential litigation by abutting landowners affected by this alternative, the difference in cost

may be considerably greater.

We question whether the total projected cost of Subalternative B takes into consideration the cost of reconstruction and/or realignment of existing improvements, ie. sewer and water systems, etc.

2. Impact on Displaced Families: To date, much consideration has been given to statistics regarding traffic volume, cost, affects on wildlife, etc. However, the impact upon the displaced families has been virtually ignored. Physically uprooting families not only creates economic hardships, it creates psychological and sociological hardships as well. Families may be forced into a different school district, thus separating their children from established friends and faculty. It involves the splitting up of an established neighborhood and, ultimately, of friendships. The act of moving creates both physical and mental anguish for those required to move. It destroys the feeling of belonging.
3. Impact on Abutting Landowners: Although the abutting landowners won't be required to relocate, the effect of this alternative will be to considerably diminish the value of their real estate, possibly to the point of unmarketability. They may feel the need to relocate due to the effects of the highway, but may be unable to do so because of said diminished value. These residents would not only suffer from those impacts mentioned in paragraph 2 above, but they may also have to deal with the prospect and frustration of not being able to do anything to resolve them.

Those residents who relied upon the comprehensive transportation planning of the County and local governmental units regarding alignment across the wetlands (see Exhibit A attached hereto) before making their decision to purchase their property may be able to mitigate their damages through litigation. However, the added burden of such potential litigation gives rise to an additional adverse psychological impact on those families and to the erosion of the public's confidence in elected and appointed officials of said governmental units.
4. Access: Subalternative B apparently landlocks those residents living west of the proposed highway on Victor Lane in that no access to said highway is shown on the maps. We recognize that this is probably an oversight that will be addressed, but wonder if said oversight will give rise to increased costs.
5. Safety: The alignment of Subalternative B duplicates the curvature of the existing road and of proposed Subalternative A with the curve adjacent to the wetlands followed by an abrupt reverse curve. We wonder why an existing hazardous condition, the existing curve, should be compounded by the addition of an

equally hazardous reverse curve. Due to this, and the fact that some existing houses will be dangerously close to the proposed highway, we feel that this alternative poses a threat to the safety and well-being of not only the abutting residents but also to those motorists who will be attracted by the "convenience" of the road.

Regarding Subalternative C we are of the opinion that the detrimental considerations: loss of minimal acreage of wetlands; loss of one residence; impacts on abutting land owners; and, slightly higher costs than Subalternative A, are the least detrimental to the area surrounding the western terminus of County Road 62.

We are of the opinion that construction should proceed along the route of Subalternative C. It would be the least costly alternative in the long run as Subalternative A may have to be replaced by either B or C when construction continues on to Highway 101. Subalternative C would also have the smallest cumulative social and environmental impact on the surrounding neighborhood since it would not be broken apart. The more direct route, Subalternative C, would lessen noise and air pollution, and most importantly would displace only one family. Subalternative C would also provide the safest route since the highway would be further from the Glen Lake Sanitarium and schools. Traffic would flow via the most direct route with only one traffic light. Subalternative C would divide the existing wetland basin thereby segregating a 5 acre wetland area to the north of the road. Storm water runoff could be directed into this basin for natural cleansing before it flows into the main wetland basin to be retained south of the road.

If Subalternative A or B is selected over C, the proportionally minimal impact upon flora and fauna will have been considered to be of greater importance than the health, safety and welfare concerns of the general public and the substantial psychological and financial impacts upon nearly two dozen families.

We are also of the opinion that construction of the extension of C.S.A.H. #62 from Interstate Highway #494 to C.S.A.H.#4 should be concurrent with the construction from Shady Oak Road to I-494. The increased traffic along C.S.A.H.#67, should the eastern portion of C.S.A.H.#62 be completed first, would create an unsafe situation due to the existing steeply-sloped approach and acute angle of the intersection of County Roads 67 and 4, as well as the existing dangerous curve approximately 1000-feet east of said County Road 4.

If the economics of the highway construction costs are such that the roadway segment between Baker Road (C.S.A.H.#60) and C.S.A.H.#4 cannot be funded with the segment from Baker Road east to Shady Oak Road, then serious consideration must be given to the construction of the selected western terminus subalternative (preferably C). We are suggesting that the western terminus subalternative be constructed even if the Baker Road to C.S.A.H. #4 is not funded in its entirety.

We have taken this position due to the perception, over which we are

extremely concerned, that the doubling or tripling of daily traffic volumes on the present C.S.A.H.#67, coupled with the unsafe intersection at C.S.A.H.#4 and the even more hazardous curve to the east will result in loss of life during our numerous periods of inclement weather. We who live in the area of this curve and intersection are familiar with many examples of vehicles sliding off the road (many even tail first).

Date: MARCH 26, 1983

NAME	ADDRESS	PHONE
Michael R. Tolliver	14901 Williams Lane	935-0160
Glenn B. Tolliver	14901 Williams Lane	935-0160
Michael H. King	15700 Williams Lane	934-1055
Barbara King	15700 Williams Lane	934-1055
Jeanette Capps	15050 Victor Lane	934-3230
Donall V. Capps	15050 Victor Lane	934-3230
Edwin E. Foomis	14910 Williams Lane	934-0346
Raymond Glad	15001 Victor Lane	934-3232
Connie Glad	15001 Victor Lane	934-3232
Loralee E. Roth	6120 Eden Prairie Rd	934-3225
Barbara Roth	6120 Eden Prairie Rd	934-3225
Thomas J. Humer	6020 Pinewood Lane	934-3226
Susan Humer	6020 Pinewood Lane	934-3226
Ray A. Nelson	6036 Eden Prairie Rd	934-6066
Elizabeth A. Yonke	14950 Victor Lane	934-4427
Destal Yonke	15151 VICTOR LANE	934-9622
Pamela L. Nelson	6036 Eden Prairie Rd	934-6066
David A. Yonke	14950 Victor Lane	934-4427
Marianne C. Simone	15101 Williams Lane	934-5089
Michael L. Simone	15101 Williams Lane	934-5089
Janet E. Foomis	14710 Williams Lane	934-0346

NAME	ADDRESS	PHONE
Craig & Toni Barton	6008 Eden Prairie Rd	934-8658
Dwight & Esther Boese.	5916-Eden Prairie Rd.	934-4130
David & Ruth Hagner	5924- EDEN PRAIRIE ROAD	934-1727
Carrie & Al Clark	5824-Eden Prairie Road	934-3209
Mr & Mrs Mike Gendkamp	14112 S. Glendale Rd.	934-2500
Mr & Mrs. A F Ketter	5800 Eden Prairie Road	934-9606
James J. Sachs	14911 Williams Ln.	934-4271
Richard W. Sathre	14911 WILLIAMS LANE, MTKA	934-4271
Dorothy J. Buchsbaum	6016 Eden Prairie Rd, MTKA	934-3752 474-7030

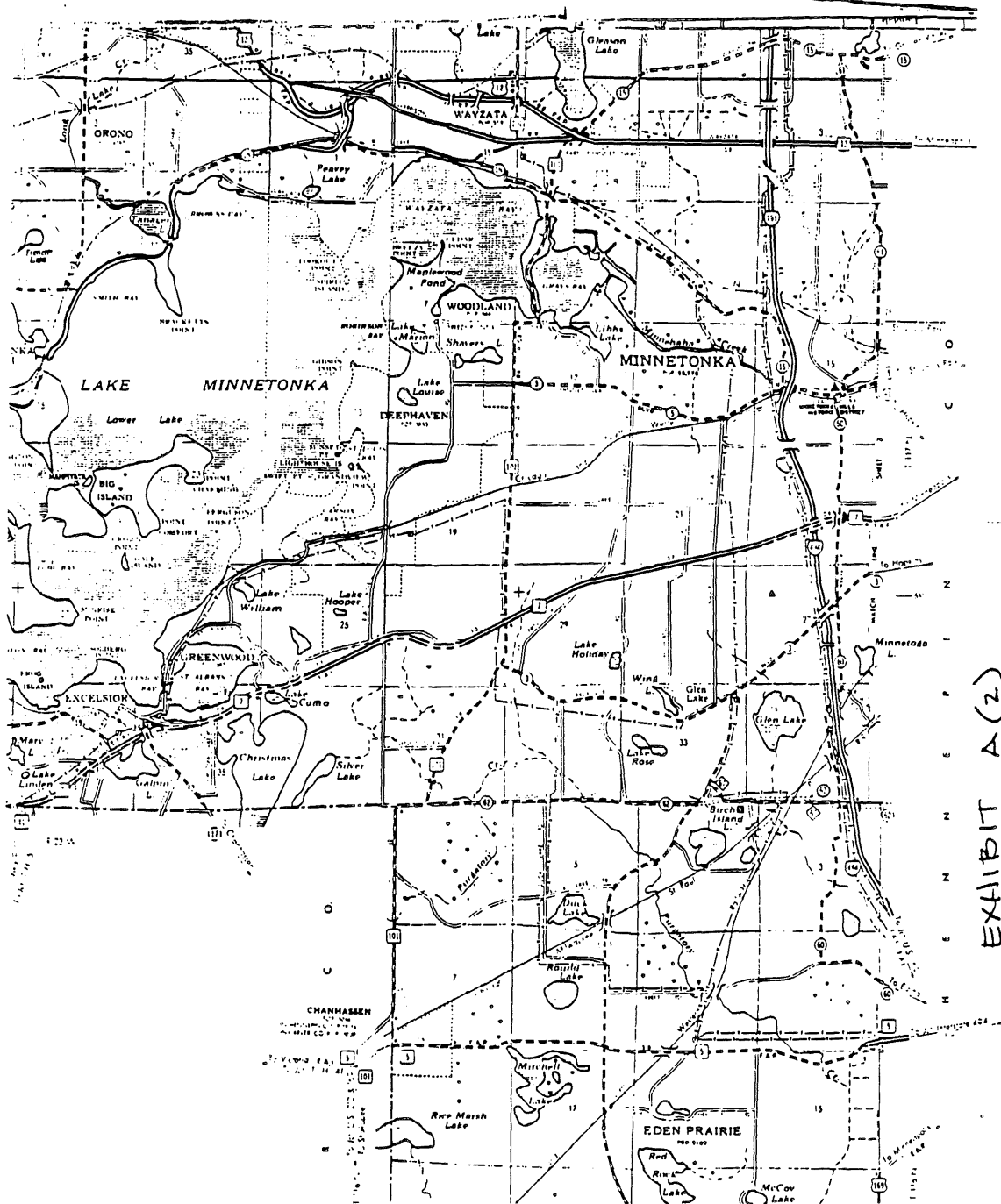
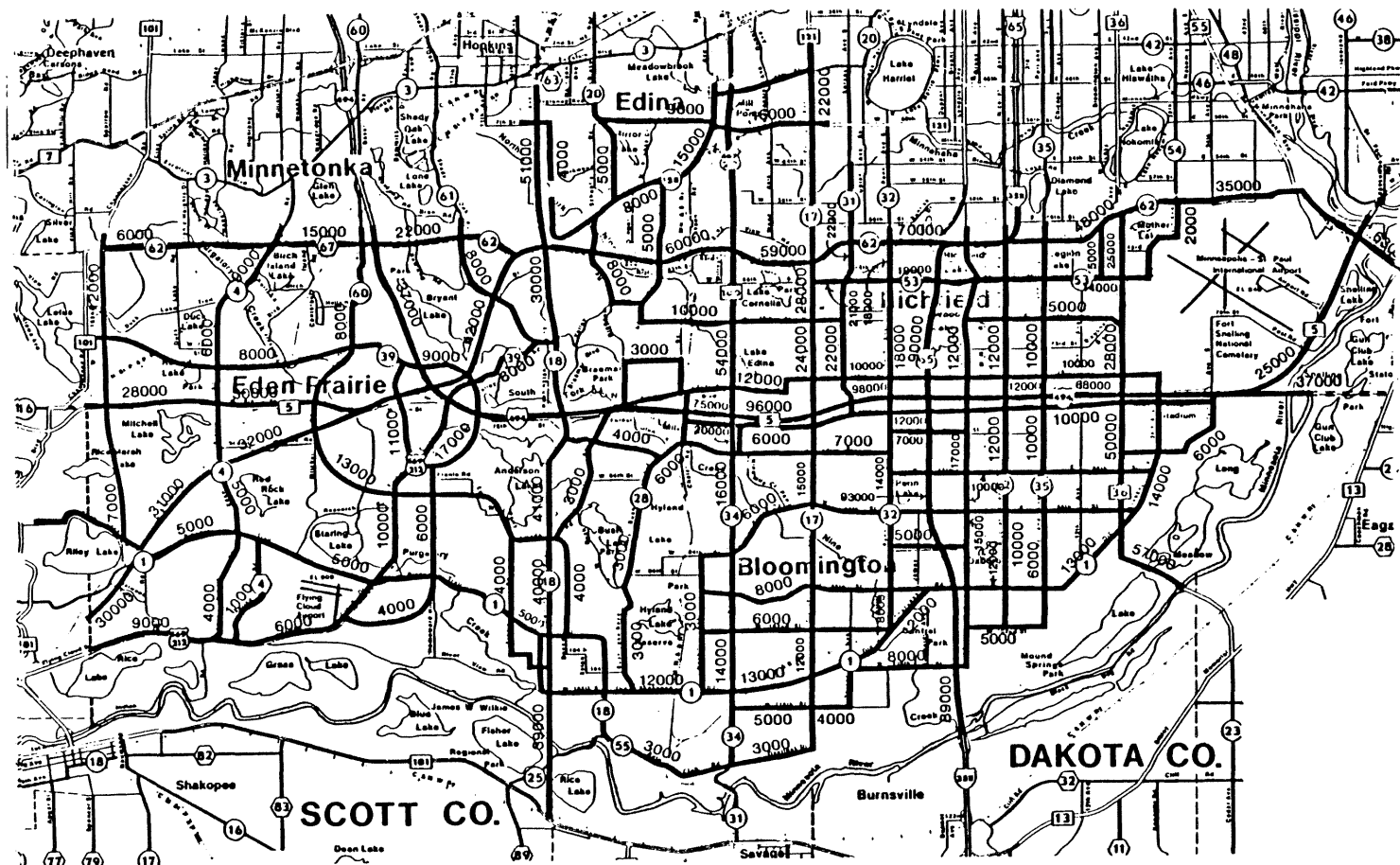


EXHIBIT A (2)

5-47



RECOMMENDED
ROADWAY
NETWORK
WITH YEAR
2000 MEDIUM
DAILY
TRAFFIC
VOLUMES

ROADWAY ON
SYSTEM NETWORK
31000
PROJECTED YEAR
2000 MEDIUM DAILY
TRAFFIC VOLUME

NOTE: COMPLETE FUTURE ROADWAY
SYSTEM WOULD INCLUDE
LOCAL ROUTES NOT SHOWN
ON NETWORK

NOTE: THESE VOLUMES ARE DEMAND
FORECASTS, NOT RESTRAINED
BY CAPACITY LIMITATIONS,
AND SHOULD NOT BE USED FOR
DESIGN PURPOSES. A TYPICAL
CONFIDENCE INTERVAL FOR
VOLUMES LESS THAN 10,000
IS 150%.

SUB-AREA 1:
SOUTH
HENNEPIN
COUNTY

↑
HENNEPIN COUNTY
TRANSPORTATION
SYSTEM STUDY

BATHER-RINGROSE-WOLSFELI

FIGURE 1-16

EXHIBIT A(1)



A RAUENHORST COMPANY
OPUS CORPORATION
DESIGNERS • BUILDERS • DEVELOPERS

62/6839

DWS

UG

March 15, 1983

Mr. Herbert Klossner, Director
Hennepin County Department of Transportation
320 Washington Avenue South
Hopkins, Minnesota 55343

Dear Mr. Klossner:

Opus Corporation is presently developing 450 acres in the northwest quadrant of County Roads 18 and 62; this development is called Opus 2. Approximately 5,800 people are currently employed on the site. Ultimately, with over 4 million square feet of development, employment levels of almost 12,000 are expected.

Opus Corporation strongly supports the proposed extension of County Road 62 to County Road 4. The construction of a limited access facility will provide motorists with the safest and most efficient means of travel possible. In addition, it will also remove through traffic from the local road system.

For the segment between County Road 4 and Interstate 494 we favor Alternative 4, Rowland Road grade separated and Subalternative B, the culvert crossing of Nine Mile Creek. Grade separations are inherently safer than at-grade intersections and in this particular case the bridge at Rowland Road will result in a greater continuity of design. The culvert crossing at Nine Mile Creek will be substantially less costly than a bridge and will present better opportunities for landscaping which can minimize the impact of the freeway crossing of the valley.

For the segment west of Interstate 494 we favor Alternative 3, relocation north of the existing roadway with the railroad crossings grade separated and Subalternative C, the alignment through the edge of the wetland. Grade separated railroad crossings will be safer than at grade crossings, particularly with the high volume of traffic forecasted for County Road 62. The alignment through the edge of the wetland provides the most logical connection to the existing street system, will provide the most efficient traffic operations and minimize the intrusion into the residential area west of County Road 4.

The extension of County Road 62 is necessary, is justified and will result in an improvement for this area.

Sincerely,


Robert A. Worthington
Director
Planning & Governmental Affairs

RAW/ms



MINNEAPOLIS • CHICAGO • PHOENIX • MILWAUKEE
EXECUTIVE OFFICES 800 OPUS CENTER • 9900 BREN ROAD EAST • P.O. BOX 150 • MINNEAPOLIS, MINNESOTA 55440 (612) 936-4444

CHICAGO AND



TRANSPORTATION COMPANY

ASSISTANT DIVISION MANAGER
ENGINEERING

March 1, 1983

62-6839
DWS
UG

Mr. Vern Genzlinger, P.E.
CSAH 62 Project Manager
Department of Transportation
320 Washington Ave. South
Hopkins, Minnesota 55343

Re: County State Aid Highway 62

Dear Mr. Genzlinger:

This is in reference to your letter of February 17, concerning possible improvements to the highway.

The C & N W expects to operate over this track well into the future. It is our main route to the South West. We presently have 8 regular trains daily on this line, and have run as many as 10 per day in busier times. This traffic would only increase on a seasonable basis.

We would naturally rather see a grade separation at this location, however, an improved crossing (such as rubber) should last many years, unless you anticipate a heavy increase in usage by trucks.

I hope this will be of service to your planning.

Very truly yours,

A handwritten signature in dark ink, appearing to read "N. H. Clark".

N. H. CLARK
Ass't. Division Manager-Engineering

275 EAST FOURTH STREET / ST. PAUL, MINNESOTA 55101 · 612/221-9317

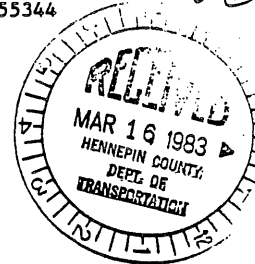
A & H Welding & Mfg. Co.

14301 WEST 62ND STREET, EDEN PRAIRIE, MN 55344
Phone (612) 937-9580

62-6839
DWS
UG

March 11, 1983

Herburt O. Klossner, Director
Hennepin County Dept. of Transportation
320 Washington Avenue South
Hopkins, Minnesota 55343



Re: CSAH 62, County Project 6839 to extend CSAH 62 from Shady Oak Road
(CSAH 61) to Eden Prairie Road (CSAH 4).

Dear Sir;

I am owner and President of A & H Welding & Mfg. Co. located at 14301 West 62nd Street. I also own the property which consists of 1.94 acres of land along West 62nd Street. Because this is along the route of the proposed Crosstown extension I want to add my comments to the record for your consideration. We have been at this location for 14 years so I am very familiar with the area.

I am in favor of alternative 3 with subalternative C, because a new four lane roadway would be built north of the existing road with a bridge structure over the two existing railroad tracks and using the existing road for a frontage road. The advantages to this would be better traffic flow because they would not wait for trains as they do now and also let side traffic in at two points instead of many. This would eliminate some great safety hazards as follows: number one being the existing at grade railroad crossings where people have been killed and injured, although the safety record has improved since installing crossing signals, a threat still exists: the second hazard is having side traffic enter from the many driveways and roads which will increase as the area gets built up with more business buildings resulting in more car and truck traffic.

Also favored is subalternative C (alt. 3) which I believe is the only sensible route because it is the straightest route, eliminating dangerous curves that cause accidents and slow traffic, which is what we have now. Also this roadway would require very little modifications in the future to upgrade it when required to carry more traffic.

Next, I favor alternative 4, because it would produce better traffic flow by not having Rowland Road traffic interrupt the Crosstown traffic flow.

I favor subalternative B (alternative 4), because of less costly maintenance if the safety issues regarding pedestrian traffic underneath can be resolved.

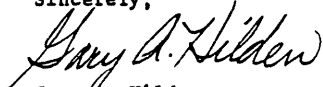
Page - 2 -

Lets build for the future, so we don't have an outdated road shortly after it is built. I feel this extension has been needed for many years and should result in a fuel savings, time savings and safer travel for thousand of people. There will be many new business and residential buildings, in the next ten years, built in this area. The proposed Crosstown Extension will do much to enhance the quality of life in this area with safer, more efficient travel on our roads. '

This project with the above alternatives will be the answer to our hopes and needs that have been asked for since the 1960's.

Thank you for this opportunity to offer my opinions and comments.

Sincerely,


Gary A. Hilden

GR/jj

C.C. - City Engineer, City of Eden Prairie
Adjacent property owners

STATEMENT

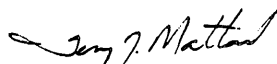
I, Terry J. Mattord, resident and property owner in Minnetonka, am opposed to construction of CSAH 62 into the Minnetonka area. I request that construction of CSAH 62 not exceed west of Highway 494.

In light of the Eden Prairie Shopping Center situation, proper planning of the community has been mis-managed. The Minnetonka/Eden Prairie community has not shown the growth in recent years to warrant such massive construction.

As a home-owner (6124 Route #4 in Minnetonka), I am faced with a heavy financial responsibility if my property were to be condemned. I have been living in my home for less than two years and I purchased my home at an extremely high selling price.

I appeal for your mature thinking and a practical outlook for the future of our community. Growth does not always mean progress.

Sincerely,

 3/9/83

Terry J. Mattord
6124 Route #4
Minnetonka, MN 55343
612/934-6978

62-6839

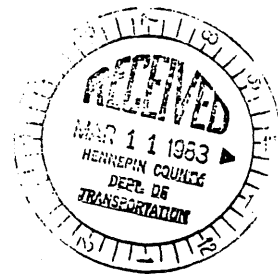
DWS

VG

Hennepin County Department of Transportation
Herbert O. Klossner, Director
320 Washington Avenue South
Hopkins, Minnesota 55343

March 10, 1983

Subject; Hennepin County Project 6839
County State Aid Highway 62



Dear Mr. Klossner;

In lieu of commenting on the March 9, 1983 public hearing of your department in the Eden Prairie high school, we are offering this written statement on the Western Terminus of the project, that lies close to our home.

We feel that subalternate C as shown on your maps in the school and on the handouts, is the best arrangement that considers present & future expectable traffic requirements and minimum waste & interference with environment & existing structures including sewers.

Arrangement C has also the substantial advantage of eliminating the bad curve on county road 67 just west of the access to the sanatorium. This curve is the scene of several accidents. For its character and accidents please contact the Minnetonka Police Department.

In reference to wildlife habitat we would like to keep the drainage creek from Lake Rose uncovered. This creek flowing year around, at present emerges from a culvert west of county road 4, serves as drainage for a small marshland and surrounding area before it passes below county road 4.

Sincerely yours

Laurel Graun Margaret Gracza

Rezsoe and Margaret Gracza
15151 Victor Lane
Minnetonka, Minnesota 55343
934-9622

15050 Victor Lane
Hopkins, MN 55343

Herbert O. Klossner, Director
Hennepin County Department of Transportation
320 Washington Avenue South
Hopkins, MN 55343

Dear Mr. Klossner:

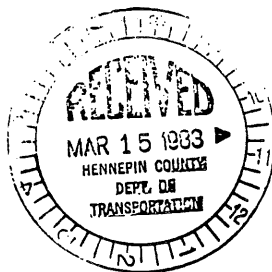
We would like the following to be recorded as part of the public hearing on March 9, 1983 concerning further construction of Crosstown 62 west of Baker Road.

Please add us to those favoring sub-alternative C and strongly opposing plans A or B. In addition to upsetting at least six family dwellings, our further concern is for those "border" dwellings, if wither plan A or B were chosen. There would be between 10 and 20 of us who would be so close to the Crosstown that it would:

1. Take away all privacy,
2. Be very psychologically upsetting,
3. Depreciate the value of our property,
4. Cause a hardship in sale of property,
5. Increase noise overwhelmingly,
6. Increase pollution in our direct living area.

If plan C were chosen, only a very small part of the wetlands area would be used, and then it would involve only the edge and highest parts of it. Very little wild life has been observed in this area during the last 15 years that we have resided in the area as most of it seems to be in the Birch Island Lake area. Relocating a few birds/animals seems like a minimal adjustment as opposed to disrupting several families.

Any consideration you would extend to we "border" dwellers will be appreciated very much.



Sincerely,
Jeanette M. Capps
Lowell V. Capps
Jeanette M. Capps
Lowell V. Capps

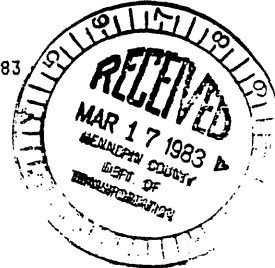
62-6839
DWS
VG

PAGE 1 OF 2

DONALD D. TESCH
6120 EDEN PRAIRIE RD.
MINNETONKA, MN. 55343

62-6839
DWS
UG

MARCH 14, 1983



HERBERT O. KLOSSNER, DIRECTOR
HENNEPIN COUNTY DEPARTMENT OF TRANSPORTATION
320 WASHINGTON AVE SO.
HOPKINS, MN. 55343

RE: PROPOSED COUNTY ROAD 62 SUBALTERNATIVE B

UNDER THIS PROPOSAL PROPERTY AT 6120 EDEN PRAIRIE RD, MINNETONKA, MN. WOULD BE SURROUNDED BY 3 MAJOR ROADS, COUNTY ROAD 4 TO THE EAST
PROPOSED 62 SUBALTERNATIVE B - 20 FT TO THE NORTH - ADJACENT TO PROPERTY
PROPOSED 62 SUBALTERNATIVE B - 75 FT ADJACENT TO THE WEST
TOWNLINE AND PROPOSED 62 SUBALTERNATIVE B TO THE SOUTH

VALUE OF PROPERTY WOULD BE DRASTICALLY REDUCED WITH 3 MAJOR ROADS SURROUNDING THE PROPERTY, PLUS ALL PRIVACY REMOVED AND A VERY HIGH NOISE LEVEL.

SUMMER NOISE LEVEL ON COUNTY ROAD 4 AT THE PRESENT TIME INTERRUPTS TELEPHONE CONVERSATION AND T.V. SEMI TRUCK AND TRAFFIC STOPPING AND STARTING AT THE PROPOSED INTERSECTION AT COUNTY ROAD 4 AND PROPOSED 62 WOULD MAKE NOISE LEVEL UNREARABLE. THREE BEDROOMS WOULD BE ON THE ROAD SIDES.

THE PROPOSED 4 WAY INTERSECTION WOULD PROHIBIT GETTING OUT OF DRIVEWAY FROM THE BACK UP TRAFFIC ON COUNTY ROAD 4.

ABSOLUTELY ALL PRIVACY WOULD BE REMOVED. VIEW FROM THREE SIDES OF PROPERTY WOULD BE MAJOR ROADS ONLY. HOUSE LEVEL BEING BUILT UP ON A HILL WOULD ALLOW TRAFFIC TO LOOK RIGHT THROUGH THE HOUSE.

PROPERTY WOULD BE UNSAFE DUE TO ACCIDENTS AND DRUNK DIVING ON THE NORTH SIDE OF THE PROPERTY.

REMOVAL OF ALT HOMES TO WEST WOULD OPEN US UP TO BURGLARY.

HEAVY CONSTRUCTION THAT CLOSE TO PROPERTY WOULD CAUSE DAMAGE TO HOME AND FOUNDATION.

PROPOSED 62 SUBALTERNATIVE B TO THE NORTH AND THE WEST BEING ADJACENT TO PROPERTY WOULD CAUSE CONSIDERABLE HIGHWAY LITTER TO YARD. COUNTY ROAD 4 PRESENTS US WITH THIS PROBLEM AS OF NOW. GLASS FROM BOTTLES AND TRASH ARE STREWN ON PROPERTY ALL SUMMER.

FEAR OF WATER RUN OFF TO THE PROPERTY FROM THE ROADS.

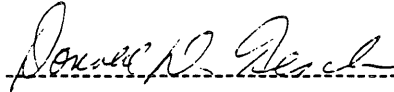
WE FEEL IF SUBALTERNATIVE B IS APPROVED, OUR PROPERTY SHOULD ALSO BE PRUCHASED UNDER THIS PLAN.

WE FEEL SUBALTERNATIVE A WOULD BE TOO DANGEROUS FOR EVERYONE.

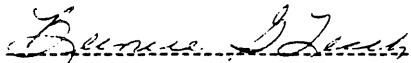
WE WOULD RECOMMEND SUBALTERNATIVE C AS AN ALTERNATIVE.

SEE PAGE 2 FOR SIGNATURES

PAGE 2 OF 2



DONALD D. TESCH
PROPERTY OWNER
6120 EDEN PRAIRIE ROAD
MINNETONKA, MN. 55343



BERNICE G. TESCH
PROPERTY OWNER
6120 EDEN PRAIRIE ROAD
MINNETONKA, MN. 55343

CC

64/6827
HOK JLK
DDS VG
DWS

March 24, 1983

Vern Genzlinger, P.A.
Department of Transportation
Hennepin County
Hopkins, MN 55343

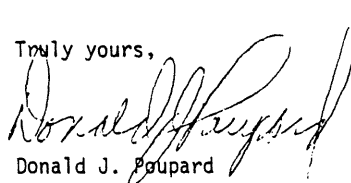
Dear Mr. Genzlinger:

As you know, my property is greatly affected by the proposed completion of Crosstown Highway 62.

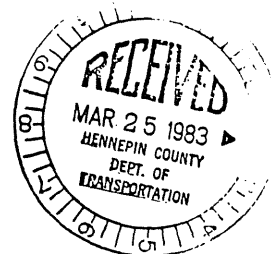
I am convinced I will not be able to have any access to my home, with the possible exception of by helicopter, after the proposed "taking" the county is suggesting.

As you are aware, the adjoining property has been approved for condominiums developed by Metram Properties at (13) thirteen units per acre. With water and sewer being brought along my north property boundary, I have already completed work on similar development. After a long conversation with an expert in the Attorney General's office, who specializes in this, I have decided to handle this on my own and will wait for Hennepin County to contact me.

Truly yours,


Donald J. Poupard

DJP:ssp
cc



Mr. Herbert O. Klassner, Director
Hennepin County Dept. of Transportation
320 Washington Ave So
Hopkins MN 55343

3-15-83

RE: CSAH 62, County Project 6839
MN Project 27-662-37 & 27-662-38
Federal Project MS 168

Comments on Western Terminus Sub Alternatives As I see
the effects on my land: LOT 2 Block 1 Edith Nelson Addition
OTHERWISE KNOWN AS 6117/6115 Eden Prairie Rd - Herbert D. Weitz, Owner.

Sub-Alternative A: Existing Intersections

I believe this will not solve the traffic flow
problem in this area. There will be far too much traffic
on Co. Rd 4, in front of my home.

You'll have to up grade again, soon, anyway so you
might as well do it all at once. This, however, is not
the way.

Sub-Alternative B: Re-alignment to Townline Rd west of CSAH 4.

This plan actually affects me the least

1) It is furthest from my home

2) It keeps traffic from flowing directly in front of my home.

However, it ~~disturbs~~ the entire neighborhood by destroying
so many homes.

Sub-Alternative C: Alignment through wetland.

Not a bad idea - But why not go straight through
the wetland? That route would be furthest from the
homes in the area. If you curve the road to the north west
of the Birch Island wetland you come within 200 feet of my
home (LOT 2 Block 1 Edith Nelson addition) and you come within 100
feet of my neighbor's (Jerry Nelson 6121 Eden Prairie Rd) home!

When I purchased the land I knew 62 was coming through --
but I didn't expect it in my back yard!

Cont. →

IN CONCLUSIONS

I'd like to question the accuracy of your maps. How accurate can they be, when my home, Lot 2 Block 1 Edith Nelson Addition does not even show up on them? According to the city of Minnetonka, it is the most valuable piece of property in this area, at least it is going by the amount of property taxes I pay each year.

When I purchased this land I knew 62 would be coming through this area, but I expected it to go through the middle of the wetland. I do not appreciate it curving into my back yard!

I have spoken to real estate agents and they agree that bringing CSAH 62 this close to the homes in the area will adversely affect the property values. Putting the road straight through the middle of the wetland will not affect our property values as badly as curving ~~that~~ road 100 to 200 ft. closer to our properties.

I do understand that it would probably cost more to put 62 through the middle, and I can appreciate that situation. I also believe ~~that~~ the effect to wildlife in the area would be no worse by going into the middle as opposed to curving northward along the edge of the wetland.

I am, however, greatly upset by the idea of having 62 right in my back yard!

Thank you

Mr. Herbert D. Weitz
6115/6117 Eden Prairie Rd
Mn 55343
(Lot 2 Block 1 Edith Nelson Addition)

5.3 LETTERS RECEIVED REQUIRING NO RESPONSE, IN SUPPORT OF PROJECT CONSTRUCTION, AND NOT FAVORING A PARTICULAR ALTERNATIVE

Following are copies of letters received that support the construction of County Road 62 without specifying a particular alternative. The letters were received from the following:

- Eden Prairie Chamber of Commerce
- Eden Prairie Chamber of Commerce - Transportation Committee
- Data Card Corporation
- Arteka Incorporated
- Motorola
- Lee Data Corporation
- Golle & Holmes Companies
- The Continental Insurance Companies
- Culligan
- Dow Chemical
- American Family Insurance Group
- Precision-Cosmet Co., Inc.
- Northern Telecom
- Harry Stevens
- Martin Kitts

62-6839
HOK DWS
JLK VG

EDEN PRAIRIE CHAMBER OF COMMERCE

EDEN PRAIRIE, MINNESOTA

RESOLUTION SUPPORTING THE 62 CROSSTOWN EXTENSION

WHEREAS, the Transportation Committee of the Eden Prairie Chamber of Commerce has identified the extension of the 62 Crosstown from Shady Oak Road to I-494 as an important addition to the regional transportation system as it serves Eden Prairie business; and,

WHEREAS, construction of the 62 Crosstown Extension will significantly increase traffic on Baker Road, thereby necessitating upgrading of Baker Road at the same time as the 62 Crosstown Extension; and,

WHEREAS, the extension of the Crosstown would have a significantly favorable impact on the traffic congestion on Highway 5 by providing an alternative road into the Twin Cities area for residents and businesses in Eden Prairie;

NOW, THEREFORE, BE IT RESOLVED that the Eden Prairie Chamber of Commerce Board of Directors endorses construction of the 62 Crosstown Extension and urges its early construction and completion as an asset to the transportation system that serves the Eden Prairie community.


George Bentley, President

Date: 3/10/83

62/6839
DWS
UG

March 28, 1983

Mr. Herbert O. Klossner, Director
Hennepin County Department of Transportation
320 Washington Ave. South
Hopkins, MN. 55343

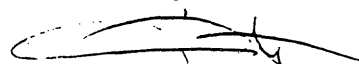
RE: Crosstown 62 Extension
County Project 6839

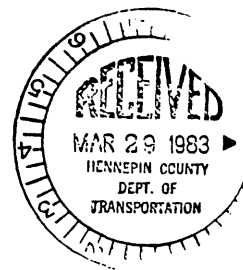
Dear Mr. Klossner:

Enclosed please find a resolution by the Eden Prairie Chamber of Commerce supporting the extension of the Crosstown Highway (CSAH 62) and urging the upgrading of Baker Road south of the Crosstown concurrently.

We request that you place this resolution in the record of the location and design public hearing.

Sincerely,


Timothy R. Eller, Co-Chairman
Transportation Committee
Eden Prairie Chamber of Commerce



EDEN PRAIRIE CHAMBER OF COMMERCE

EDEN PRAIRIE, MINNESOTA

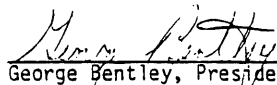
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WHEREAS, the extension of the Crosstown would have a significantly favorable impact on the traffic congestion on Highway 5 by providing an alternative road into the Twin Cities area for residents and businesses in Eden Prairie;

NOW, THEREFORE, BE IT RESOLVED that the Eden Prairie Chamber of Commerce Board of Directors endorses construction of the 62 Crosstown Extension and urges its early construction and completion as an asset to the transportation system that serves the Eden Prairie community.


George Bentley, President

Date: March 5, 1983



cc: Dave Schmidt
Dick Wolsfeld-BRS
Design File 62/6839

CHARLES R. SCHMIDT
Vice President Finance
Chief Financial Officer

January 27, 1983

Mr. Herbert O. Klossner
DIRECTOR OF HENNEPIN COUNTY
DEPARTMENT OF TRANSPORTATION
320 Washington Avenue South
Hopkins, MN 55343

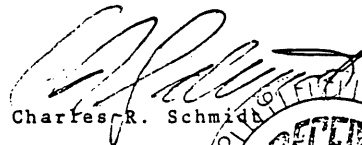
Re: Hennepin County Job #6839
County Road 62 Extension

Dear Mr. Klossner:

It is my understanding that the extension of Highway 62 Crosstown from its current terminus at Shady Oak Road to the Baker Road Interchange of I-494 is scheduled for the spring of 1984. The completion of this remaining portion of the freeway will benefit the community by alleviating existing traffic congestion on local streets and will help future development in the area.

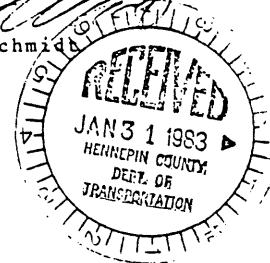
Data Card Corporation strongly supports the timely completion of this project. Presently we have 330 employees in the immediate vicinity of this extension, representing an annual payroll of \$5,000,000.

Very truly yours,


Charles R. Schmidt

CRS:rm

cc: James L. Paulsen



11111 BREN ROAD WEST • P.O. BOX 9355 • MINNEAPOLIS, MN 55440 • 612 / 933-1223



- wholesale landscape products
- recreation & landscape development

February 10, 1983

62-6839

DWS
VG

Mr. Herbert O. Klossner
Director of Hennepin County
Department of Transportation
320 Washington Ave. South
Hopkins, MN 55343

Re: Hennepin County Job #6839
County Road 62 Extension

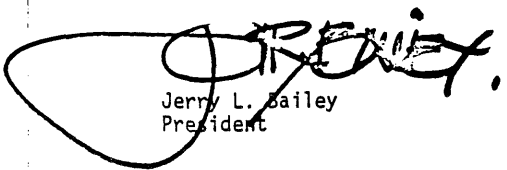
Dear Mr. Klossner:

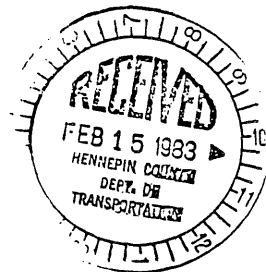
The purpose of this letter is to express our strong support of the extension of the Crosstown Freeway in the spring of 1984 from its current terminus at Shady Oak Road to the Baker Road Interchange of I-494. The completion of this remaining portion of the freeway will benefit the community by alleviating existing traffic congestion on local streets and will support future imminent development in this area.

At this time we have an average of 24 employees in the immediate vicinity of this extension which represents an annual payroll of \$315,000. In addition, we pay annual real estate taxes of \$8,857. We feel that this project represents a productive use of our tax dollars.

Very truly yours,

ARTEKA INCORPORATED


Jerry L. Bailey
President



6233 Baker Road • Eden Prairie, Minnesota 55344 • phone 612/937-1111



MOTOROLA
Communications and Electronics Inc.

Address Reply to:
11100 Bren Road West
Minnetonka, MN 55343
(612) 932-9500

February 10, 1983

62-6839
HOK DWS
JLK VG

Mr. Herbert O. Klossner
Director of Hennepin County
Department of Transportation
320 Washington Avenue South
Hopkins, MN 55343

Re: Hennepin County Job #6839
County Road 62 Extension

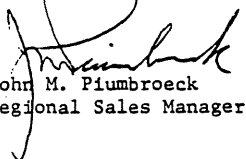
Dear Mr. Klossner:

The purpose of this letter is to express our strong support of the extension of the Crosstown Freeway in the spring of 1984 from its current terminum at Shady Oak Road to the Baker Road Interchange of I-494. The completion of this remaining portion of the freeway will benefit the community by alleviating existing traffic congestion on local streets and will support future imminent development in the area.

At this time we have fifty-six (56) employees in the immediate vicinity of this extension and feel that this project represents a productive use of our tax dollars.

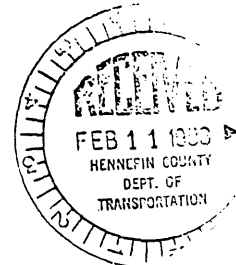
Sincerely,

MOTOROLA
Communications & Electronics, Inc.


John M. Piombroek
Regional Sales Manager

cc: Mr. James Paulsen

JMP:vjm



**LEE DATA
CORPORATION**

LDC

62-6839
DWS
VG

February 14, 1983

Mr. Herbert O. Klossner
Director of Hennepin County
Department of Transportation
320 Washington Avenue South
Hopkins, MN. 55343

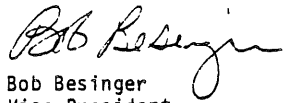
Re: Hennepin County Job #6839
County Road 62 Extension

Dear Mr. Klossner:

The purpose of this letter is to express our strong support of the extension of the Crosstown Freeway in the spring to 1984 from its current terminus at Shady Oak Road to the Baker Road Interchange of I-494. The completion of this remaining portion of the freeway will benefit the community by alleviating existing traffic congestion on local streets and will support future imminent development in the area.

At this time we have 500 employees in the immediate vicinity of this extension. We feel that this project represents a productive use of our tax dollars.

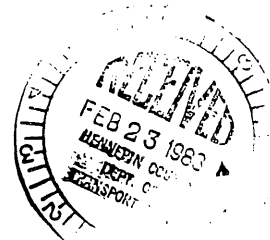
Sincerely,



Bob Besinger
Vice President,
Personnel and Administration

BB/bjs

cc: James L. Paulsen





5720 Green Circle Drive
Minnetonka, MN 55343
612/933-9900

Robert Holmes
Chairman and Chief Executive Officer

February 15, 1983

62-6839
DWS
VG

Mr. Herbert O. Klossner
DIRECTOR OF HENNEPIN COUNTY
DEPARTMENT OF TRANSPORTATION
320 Washington Avenue South
Hopkins, MN 55343

Re: Hennepin County Job #6839
County Road 62 Extension

Dear Mr. Klossner:

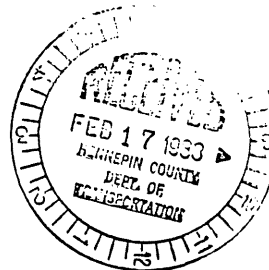
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At this time we have 70 employees in the immediate vicinity of this extension which represents an annual payroll of \$3,100,000. In addition, we pay annual real estate taxes of \$41,000. We feel that this project represents a productive use of our tax dollars.

Very truly yours,

Robert Holmes

RH:mm





The Continental Insurance Companies

subsidiaries of The Continental Corporation

10901 Red Circle Drive, P.O. Box 9375, Minneapolis, Minnesota 55440

February 17, 1983

Mr. Herbert O. Klossner
DIRECTOR OF HENNEPIN COUNTY
DEPARTMENT OF TRANSPORTATION
320 Washington Avenue South
Hopkins, Minnesota 55343

Re: Hennepin County Job #6839
County Road 62 Extension

Dear Mr. Klossner:

The purpose of this letter is to express our strong support of the extension of the Crosstown Freeway in the spring of 1984 from its current terminus at Shady Oak Road to the Baker Road Interchange of I-494. The completion of this remaining portion of the freeway will benefit the community by alleviating existing traffic congestion on local streets and will support future imminent development in the area.

At this time we have 125 employees in the immediate vicinity of this extension which represents an annual payroll of \$2,000,000. In addition, we pay annual real estate taxes of \$2,000,000. We feel that this project represents a productive use of our tax dollars.

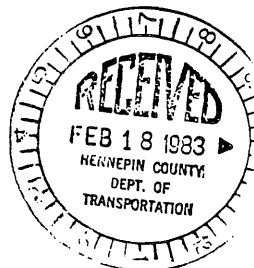
Very truly yours,

Bradley J. Williams
Continental Insurance

62-6839

DWS

V6



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ST. CLOUD, MINNESOTA



February 17, 1983

Mr. Herbert O. Klossner
Director of Hennepin County
Department of Transportation
320 Washington Avenue South
Hopkins, Minnesota 55343

Re: Hennepin County Job #6839
County Road 62 Extension

Dear Mr. Kossner:

The purpose of this letter is to express our strong support of the extension of the Crosstown Freeway in the spring of 1984 from its current terminum at Shady Oak Road to the Baker Road Interchange of I-494. The completion of this remaining portion of the freeway will benefit the community by alleviating existing traffic congestion on local streets and will support future imminent development in the area.

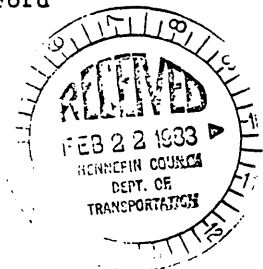
At this time we have 84 employees at our plant on Culligan Way, and operate 35 trucks. We feel the completion of the Crosstown to Baker Road would be a big improvement to the southwest section of the metropolitan area.

Sincerely,

A handwritten signature in dark ink, appearing to read "RJF".

Robert J. Ford
President

RJF:slb



62-6839
DWS
VG

RESIDENTIAL • COMMERCIAL • INDUSTRIAL • DRINKING WATER — SYSTEMS AND SERVICES



DOW CHEMICAL U.S.A.

11100 BREN ROAD WEST
MINNETONKA, MINNESOTA 55343

612 · 938-4300

February 23, 1983

Mr. Herbert O. Klossner
Director of Hennepin County
Department of Transportation
320 Washington Avenue South
Hopkins, Minnesota 55343

62-6839
DWS
VG

HENNEPIN COUNTY JOB #6839
COUNTY ROAD 62 EXTENSION

Dear Mr. Klossner:

The purpose of this letter is to express our strong support of the extension of the Crosstown Freeway in the spring of 1984 from its current terminus at Shady Oak Road to the Baker Road Interchange of I-494. The completion of this remaining portion of the freeway will benefit the community by alleviating existing traffic congestion on local streets and will support future imminent development in the area.

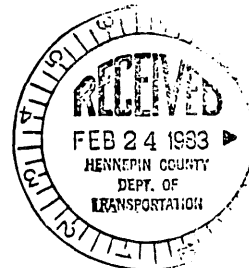
At this time we have 27 employees in the immediate vicinity of this extension which represents an annual payroll in excess of \$600,000.

Although we lease our office space, taxes are included in the lease cost and many of our employees are local taxpayers. We feel this project represents a productive use of tax dollars.

Sincerely,

D. K. Surgeon
General Sales Manager
Minneapolis Office

iaw



AN OPERATING UNIT OF THE DOW CHEMICAL COMPANY

American Family Insurance Group

6131 BLUE CIRCLE DRIVE • P.O. BOX 1246 • MINNEAPOLIS, MINNESOTA 55440 • PHONE (612) 933-4884

February 24, 1983



AMERICAN FAMILY MUTUAL INSURANCE COMPANY
AMERICAN STANDARD INSURANCE COMPANY OF WISCONSIN
AMERICAN FAMILY LIFE INSURANCE COMPANY
AMERICAN FAMILY FINANCIAL SERVICES, INC.

- Mr. Herbert O. Klossner
Director of Hennepin County
Department of Transportation
- 320 Washington Avenue South
Hopkins, Minnesota 55343

62-6839

DWS

VG

Re: Hennepin County Job #6839
County Road 62 Extension

Dear Mr. Klossner:

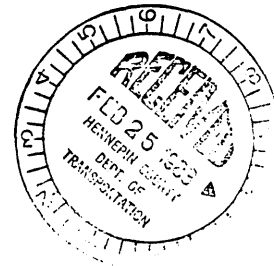
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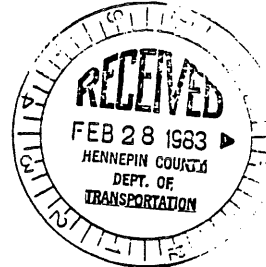
At this time we have 530 employees in the immediate vicinity of this extension which represents an annual payroll of \$8,100,000. In addition, we pay annual real estate taxes of \$193,172. We feel that this project represents a productive use of our tax dollars.

Very truly yours,

DUANE H. DEBOWER
Regional Operations Director

nm





February 25, 1983

62-6839
DWS
UG

Mr. Herbert O. Klossner
DIRECTOR OF HENNEPIN COUNTY
DEPARTMENT OF TRANSPORTATION
320 Washington Avenue South
Hopkins, Minnesota 55343

RE: Hennepin County Job #6839
County Road 62 Extension

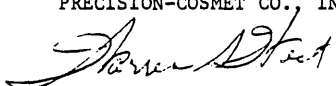
Dear Mr. Klossner:

The purpose of this letter is to express our strong support of the extension of the Crosstown Freeway in the Spring of 1984 from its current terminus at Shady Oak Road to the Baker Road Interchange of I-494. The completion of this remaining portion of the freeway will benefit the community by alleviating existing traffic congestion on local streets and will support future imminent development in the area.

At this time we have 300 employees in the immediate vicinity of this extension. We feel that this project represents a productive use of our tax dollars.

Sincerely,

PRECISION-COSMET CO., INC.


Warren S. West
President

WSW/pju

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- contact lenses
- accessories

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throughout
the U.S.

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CL Order Dept

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COL Order Dept

800-328-3961

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A3081A



Northern Telecom Inc. Tel. (612) 932-8000
P.O. Box 1222 TWX 910-576-2965
Minneapolis, Minnesota 55440

Electronic Office Systems

March 10, 1983

62-6839
DWS
VG

Mr. Herbert O. Klossner
Director of Hennepin County
Department of Transportation
320 Washington Avenue South
Hopkins, MN 55343

RE: Hennepin County Job #6839
County Road 62 Extension

Dear Mr. Klossner:

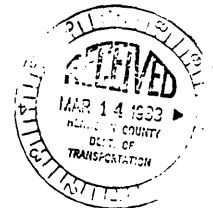
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At this time we have 1,100 employees in the immediate vicinity which represents an annual payroll of \$26,613,600. In addition, we pay annual real estate taxes of \$561,000. We feel that this project represents a productive use of our tax dollars.

Respectfully,

Thomas R. Hobson
Regional Manager,
Public Relations

TRH/kg



Data Park, Minnetonka, Minnesota 55343

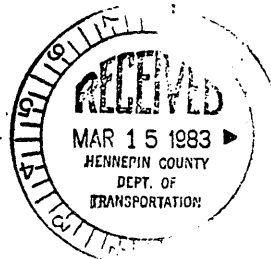
Feb 12, 1983

Mr. Herbert Klassner

I would certainly like to express
my concern for the completion of
the 63 Crosstown at least to 7-494
if not all the way to the 101-
intersection. We use this road
regularly and really feel it
should be completed.

Thank You

John Stevens



HARRY STEVENS
5248 PICHA RD
MINNETONKA MN 55343

62-6839
DWS
VG

I have reviewed the development w/ David Schmidt of Hennepin Co. and believe this improvement will be beneficial to the area.

MTS

Mr. Herbert O. Klossner
DIRECTOR OF HENNEPIN COUNTY
DEPARTMENT OF TRANSPORTATION
320 Washington Avenue South
Hopkins, Minnesota 55343

Re: Hennepin County Job #6839
County Road 62 Extension



Dear Mr. Klossner:

The purpose of this letter is to express our strong support of the extension of the Crosstown Freeway in the spring of 1984 from its current terminus at Shady Oak Road to the Baker Road Interchange of I-494. The completion of this remaining portion of the freeway will benefit the community by alleviating existing traffic congestion on local streets and will support future imminent development in the area.

At this time we have several Hundred * employees in the immediate vicinity of this extension which represents an annual payroll of _____. In addition, we pay annual real estate taxes of _____. We feel that this project represents a productive use of our tax dollars.

Very truly yours,

Martha Kells

- * Our Division Headquarters for Protection Services is located in 60,000 SF of OPRs Center.
- Avionics Division on corner of Bren Rd + Co. Rd. 18, (owned)
- Corporate Management Training Center in OPRs Center
- Residential Division H.Q. in OPRs II park. ± 80,000 SF.
- Ownership of 35 Acres at Shady Oak Road / Crosstown. (unimproved).

62/6839
DWS
VG

5.4 LETTERS RECEIVED REQUIRING NO RESPONSE AND NOT FAVORING ANY
ALTERNATIVE

Following are copies of letters received that do not require a response and do not favor any alternative. The letters were received from:

- Federal Energy Regulatory Commission
- U.S. Department of Commerce, National Oceanic and Atmospheric Administration
- U.S. Department of Transportation, Office of the Secretary of Transportation



FEDERAL ENERGY REGULATORY COMMISSION
CHICAGO REGIONAL OFFICE
230 SOUTH DEARBORN STREET, ROOM 3130
CHICAGO, ILLINOIS 60604

62-6839
HOK
DWS
VG

March 2, 1983

Mr. Vern Genzlinger, P.E.
CSAH 62 Project Manager
Hennepin County Department of
Transportation
320 Washington Avenue South
Hopkins, Minnesota 55343

Dear Mr. Genzlinger:

This is in response to your recent request inviting our review and comments on the Draft Environmental Impact Statement for County State Aid Highway 62 from CSAH 4 to CSAH 61 in Hennepin County, Minnesota; County Project 6839.

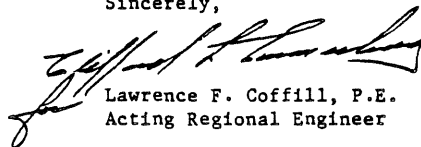
Comments of this office are made in accordance with the National Environmental Policy Act of 1969 and the August 1, 1973 Guidelines of the Council on Environmental Quality. Our review of the Draft Environmental Impact Statement is to determine the effect on matters concerning the Federal Energy Regulatory Commission's responsibilities. Such responsibilities stem from the Federal Power Act and the Natural Gas Act and relate to the licensing of non-Federal hydroelectric projects and associated transmission lines; participation in planning and development of Federal hydroelectric projects; certification for construction and operation of natural gas pipeline facilities, defined to include both interstate pipeline and terminal facilities; and the permission and approval required for the abandonment of natural gas pipeline facilities.

Because the above-noted proposed plan would not pose a major obstacle to the construction or operation of such facilities and because the Draft does not indicate that existing natural gas or hydroelectric developments would be adversely affected, we have no specific comments.

These comments are of this office and therefore do not necessarily represent the views of the Federal Energy Regulatory Commission. Please note the address changes for future correspondence.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,


Lawrence F. Coffill, P.E.
Acting Regional Engineer



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY
Rockville, Md. 20852

February 23, 1983

TO: PP2 - Joyce M. Wood
FROM: N/MB - Robert B. Rollins *for*
SUBJECT: DEIS 8302.03 - County State Aid Highway 62 from CSAH 4 to
CSAH 61, Hennepin County, Minnesota (County Project 6839)

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

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 (N/CG17) or Mr. Charles Novak, Chief, Network Maintenance Branch (N/CG162), at 6001 Executive Boulevard, Rockville, MD 20852.



10TH ANNIVERSARY 1970-1980
National Oceanic and Atmospheric Administration
A young agency with a historic
tradition of service to the Nation



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

HEV-10

Memorandum

Subject: Draft EIS: FHWA-MN-EIS-83-05-D
County State Aid Highway 62
Hennepin and Scott Counties, MN

Date: February 18, 1983

From: Eugene L. Lehr, Chief
Environmental Division, P-32

Reply to: I. Laster, P-37
Attn. of: X-64380

To: Ali F. Sevin, Director
Office of Environmental Policy, FHWA/HEV-1

We have reviewed the subject EIS and have no comments.

5.5 RESPONSES TO COMMENTS RECEIVED AT PUBLIC HEARING

This FEIS section contains comments drawn from the record of the Public Hearing for County Road 62, held March 9, 1983.

Public Hearing comments which raise topics not covered elsewhere in this document are summarized and addressed below.

1. The City of Eden Prairie asks that specific attention be given to the intersection of County Road 62 and County Road 4 during final design. The draft environmental impact statement indicates a skewed angle at this intersection which should in fact be 90 degrees for safety purposes.

Final design of the intersection of County Road 62 and County Road 4 will be addressed in the location/design study report for the project. The angle at this intersection will be designed in conformance with safety standards.

2. The City of Eden Prairie requests that a bikeway/sidewalk be provided between County Road 4 and Beach Road.

Provision of a bikeway/sidewalk along the corridor at this location will be addressed in the location/design study report for the project.

3. Will the tunnel leading from the main building of Glen Lake Sanitarium to the facility's power house, which is across 67, be affected?

No.

APPENDIX

6.1 APPENDIX: WETLANDS FINDING

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
E.O. 11990-WETLAND FINDING

Minnesota Project S.P. 27-662-38; M5168() and
S.P. 27-662-37; M5168()

The western terminus of the project, the intersection of CSAH 62 with CSAH 4, is located on the edge of a large wetland. Each of the three subalternatives considered in the area will result in an undesirable impact. Subalternative A would result in an unfavorable design from a safety standpoint, the offset intersection would result in two turning movements for vehicles desiring to travel east and west of Eden Prairie Road. Continuing County Road 62 on Subalternative B west of County Road 4 to meet Townline Road would disrupt an existing residential neighborhood and require the displacement of six families. Subalternative C, the preferred alternative, passes through the northern edge of the wetland but offers significant traffic operational improvements when compared to the offset intersection. Public response at the public hearing and on the DEIS favored Subalternative C at the western terminus.

This statement sets forth the basis for a finding that there is no practicable alternative to construction in the wetlands located along and within the corridor of the proposed Federal Aid highway project, and that the highway proposal includes all practicable measures to minimize harm to the wetlands which may result from such use. This finding is made in accordance with the requirements of Executive Order (E.O.) 11990 on the Protection of Wetlands, dated May 24, 1977.

6.1.1 Description of Project

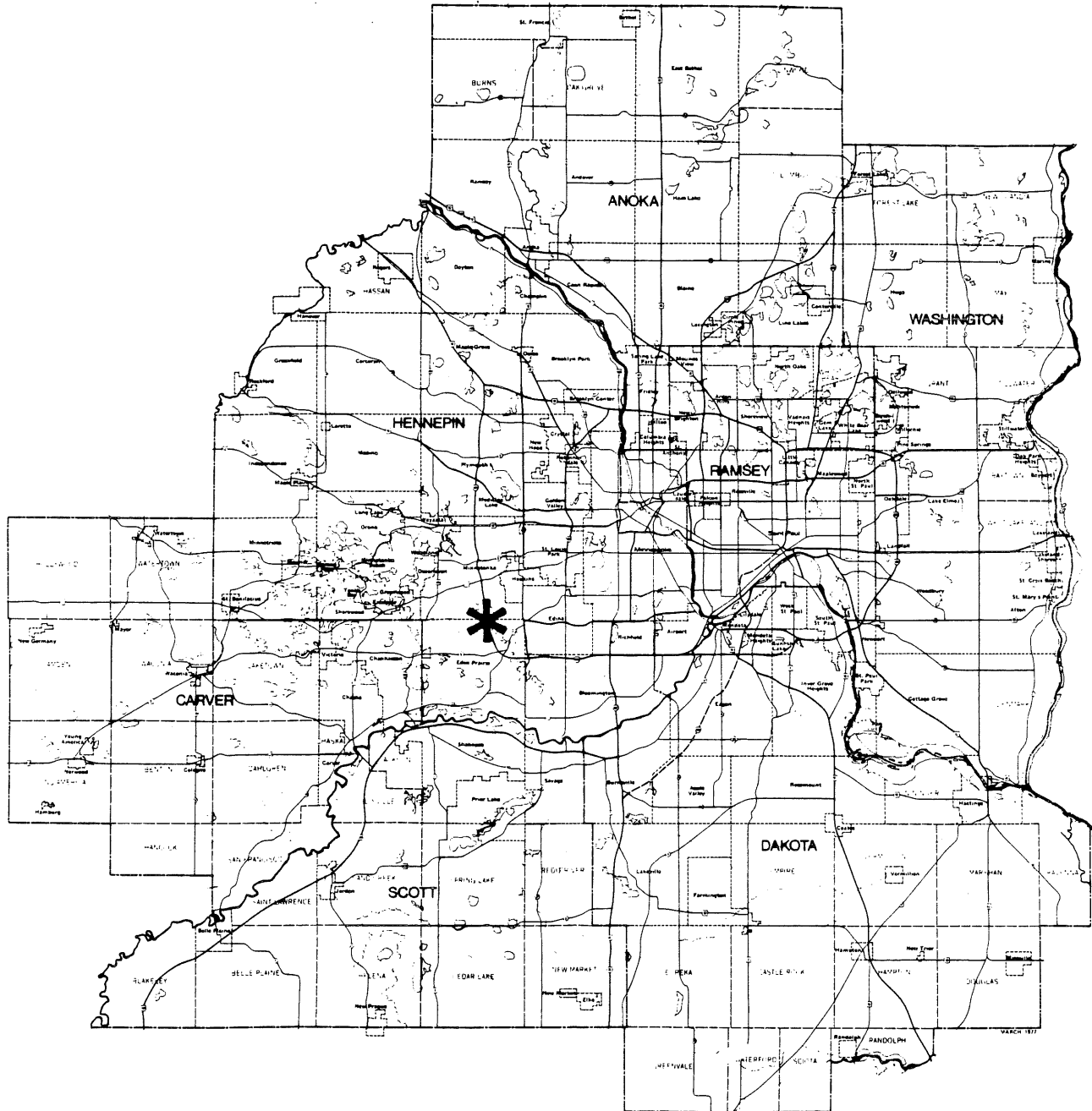
The proposed action is to extend County Road 62 westerly to I-494 as a major arterial and to transition to a minor arterial facility from I-494 to CSAH 4 (Eden Prairie Road). The total length of the project is approximately 2.5 miles. The corridor for the proposed improvement is located along the border between Minnetonka and Eden Prairie in Hennepin County. Figures 6-1 and 6-2 show the location of the project in the seven-county metropolitan area and the corridor study limits respectively.

At the present time no east-west road exists along the border of Minnetonka and Eden Prairie between CSAH 61 and I-494. From I-494 to CSAH 4, the existing highway is CSAH 67, a two-lane road with no access control and two at-grade railroad crossings.

6.1.2 Alternatives Considered

Alternative 1 - No Build

With the no-build alternative from CSAH 4 to I-494 the existing two-lane

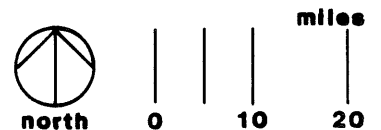


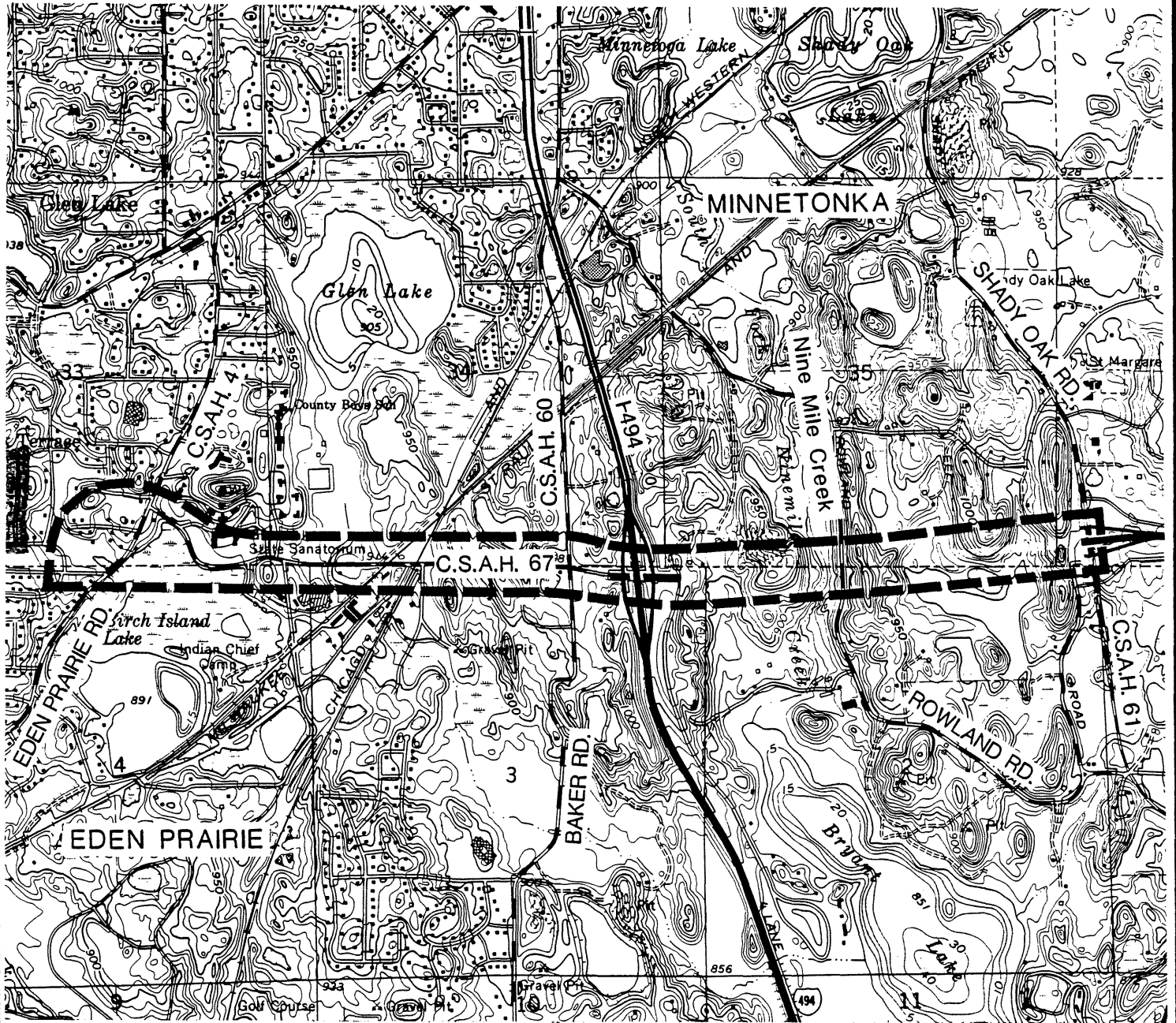
County Road 62

Environmental Impact Statement

REGIONAL LOCATION

FIGURE 6-1



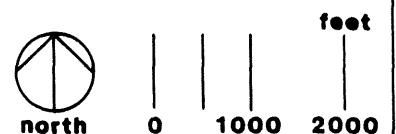


County Road 62

Environmental Impact Statement

STUDY AREA LOCATION

FIGURE 6-2



road would be maintained with minor construction activities to allow continuing operation of the roadway. These activities could include resurfacing, grading of shoulders or other safety improvements.

In the no-build alternative from I-494 to CSAH 61, no road would be constructed to link those two highways. With this alternative County Road 62 would terminate, as it does today, at CSAH 61.

The no-build alternative would not create any wetland impacts. However, the no-build alternative is undesirable since it would not support traffic demands and growth anticipated in the region.

Alternative 2

County Road 62 would be upgraded to a four-lane roadway west of I-494 on the existing alignment and with the railroad crossing at-grade.

Alternative 3

County Road 62 would be upgraded to a four-lane roadway west of I-494 on a new right-of-way 160 feet north of the existing roadway, with a grade separation of the railroad tracks.

Alternative 4

County Road 62 would be extended from Shady Oak Road (County Road 61) to I-494 as a four-lane divided roadway with a grade separation (no access) at Rowland Road and at-grade intersections at Beach Road and the I-494 ramp terminals.

Alternative 5

County Road 62 would be extended from Shady Oak Road to I-494 as a four-lane divided roadway with at-grade intersections at Rowland Road, Beach Road, and the I-494 ramp terminals.

Build Subalternatives

The first subalternative involves the western terminus of County Road 62 at the junction with Eden Prairie Road (County Road 4); the subalternatives relate to a wetland in the area and include:

- Subalternative A: Use the existing alignment of County Road 4 and County Road 62; this results in an offset intersection of approximately 1,000 feet and avoids the wetland entirely.
- Subalternative B: Uses the existing alignment of County Road 62 and penetrates directly across County Road 4 creating a four-way intersection, and then curves to the south through a residential neighborhood to connect with Townline Road; this only takes a very small edge of the wetland.

- Subalternative C: Curves through the northern edge of the wetland to line up with County Road 4 across from the future extension of Townline Road. The northern portion of the wetland is removed.

The second subalternative set involves the crossing of Nine Mile Creek; the subalternatives include:

- Subalternative A: Bridge over Nine Mile Creek with two bridges, one carrying eastbound traffic and one carrying westbound traffic.
- Subalternative B: Cross Nine Mile Creek using fill and culvert construction; one culvert would handle the hydraulic requirements of Nine Mile Creek and an adjacent culvert would accommodate the regional trail.

Subsequent to the completion of the Draft Environmental Impact Statement and the public hearing, Hennepin County staff developed two compromise designs for the crossing of Nine Mile Creek using a BEBO shaped arch, designated as subalternative C; and a shortened bridge crossing (modification of Subalternative A to an approximately 200-foot, two-span bridge), designated as Subalternative D.

6.1.3 Preferred Alternative

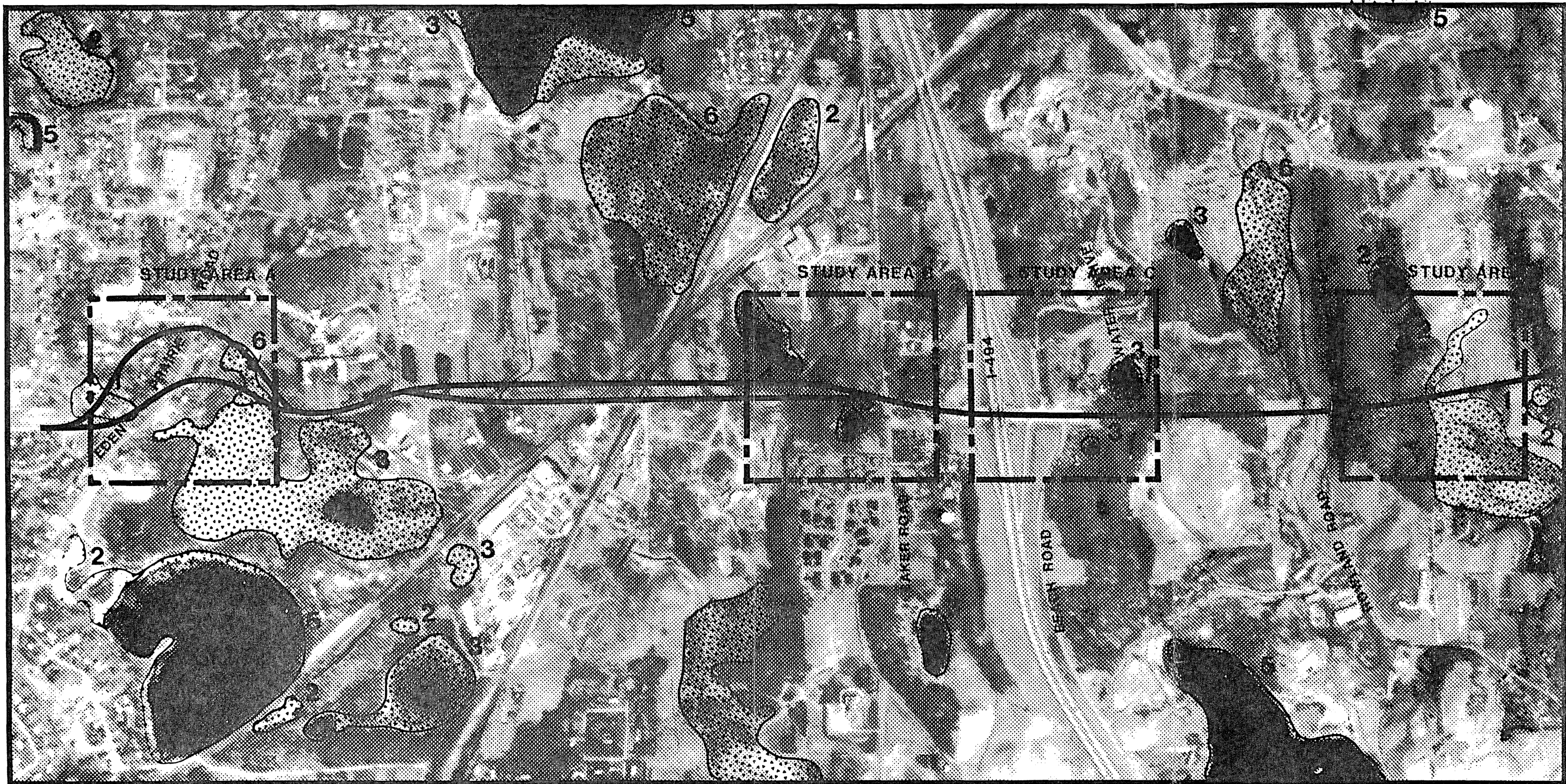
The alternative and subalternatives preferred by the Hennepin County Department of Transportation are:

- Alternative 3 west of I-494 (Relocated Roadway and Grade Separation with the Railroad Track)
- Alternative 4, with a loop at CSAH 61, east of I-494 (Grade Separation with Rowland Road)
- Subalternative C at the western terminus (Alignment through the Edge of the Wetland)
- Subalternative D for the crossing of Nine Mile Creek (Shortened Bridge)

Total wetland acreage within project construction limits is 2.72 acres for the recommended alternative. Wetland types and acreages affected under the preferred alternative are shown in Table 6-1.

6.1.4 Description of Wetlands

Five wetlands are within or adjacent to the proposed construction limits for CR 62. These wetlands are shown on Figures 6-3 through 6-8. Wetland types and acreages affected are summarized in Table 1. Wetlands a and b are connected hydrologically; the other wetlands exist as independent basins which are recharged by surface runoff from the surrounding watershed.



County Road 62 Environmental Impact Statement

FROM EDEN PRAIRIE ROAD TO I-494

WETLANDS

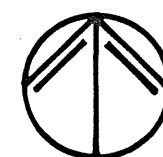
LEGEND

-  Route Alignment
-  Wetland Types
-  Study Area Boundaries
-  Wetlands

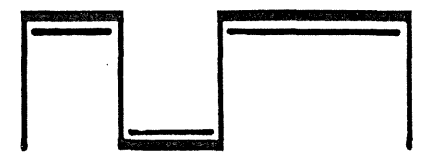


Hennepin County
Department of
Transportation

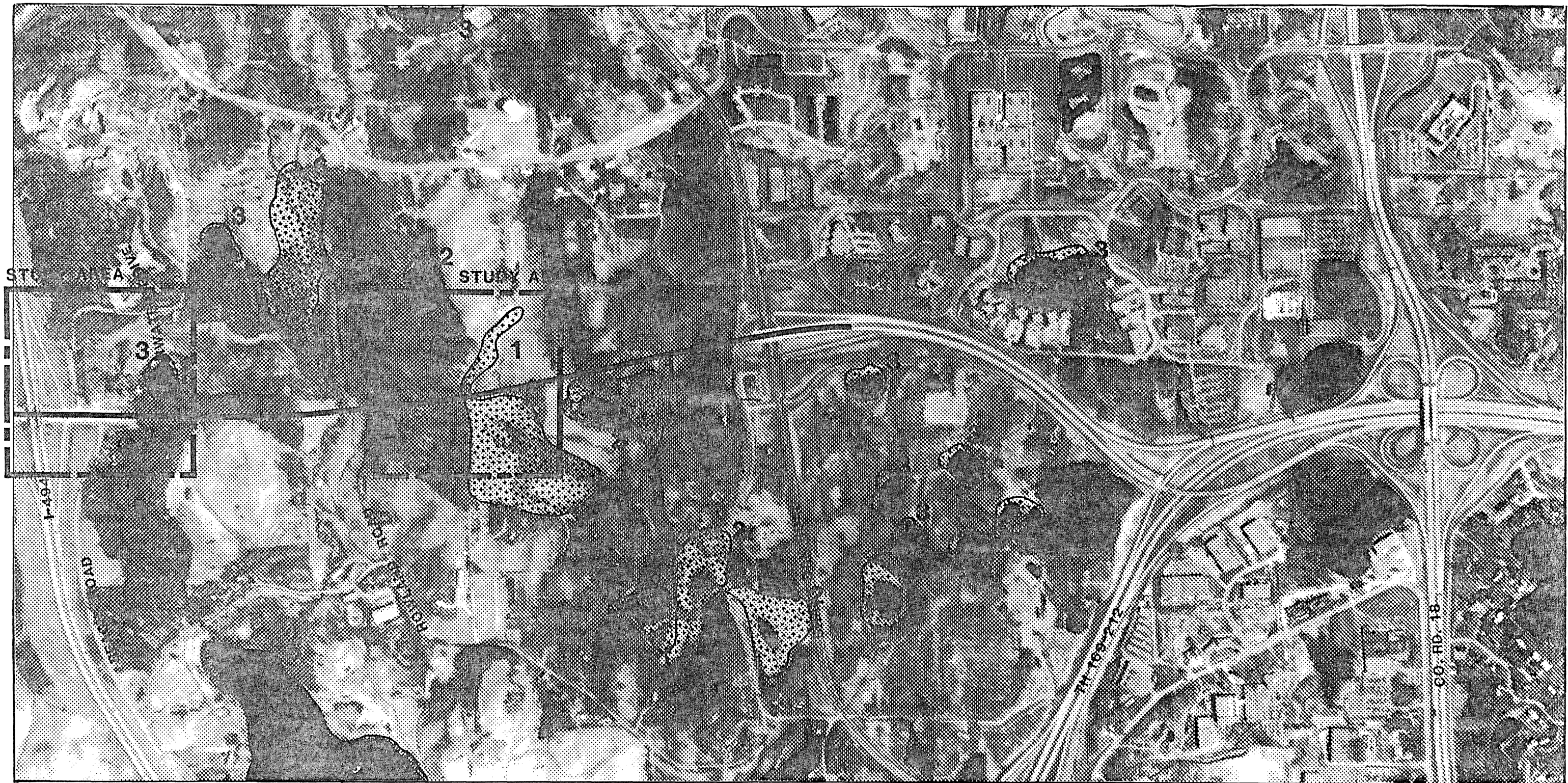
FIGURE 6-3a



north



0 400 800 1600



County Road 62
Environmental
Impact
Statement

FROM I-494 TO SHADY OAK ROAD

WETLANDS

LEGEND

-  Route Alignment
-  Wetland Types
-  Study Area Boundaries
-  Wetlands



Hennepin County
Department of
Transportation



north



0 400 800 1600

FIGURE 6-3b



County Road 62
Environmental
Impact
Statement

FROM EDEN PRAIRIE ROAD TO I-494

EXISTING DRAINAGE

LEGEND

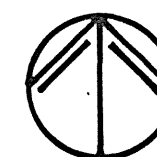
-  Route Alignment
-  Channels
-  Hydrological Connection
-  Subbasin Boundaries



Wetlands



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north

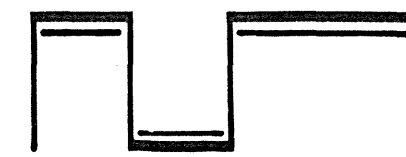
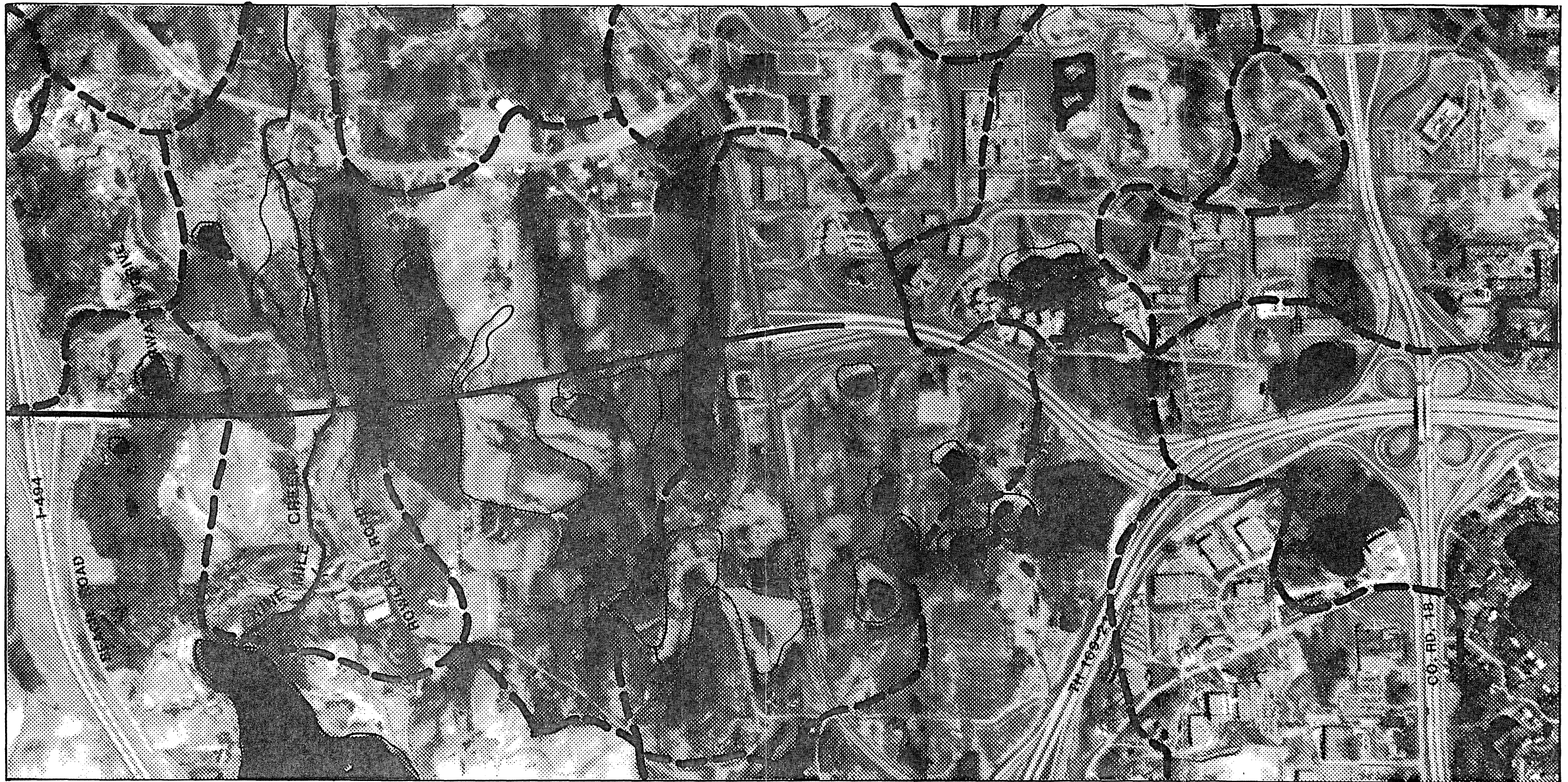


FIGURE 6-4a



County Road 62 Environmental Impact Statement

FROM I-494 TO SHADY OAK ROAD

EXISTING DRAINAGE

LEGEND

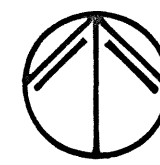
-  Route Alignment
-  Channels
-  Hydrological Connection
-  Subbasin Boundaries



Wetlands



Hennepin County
Department of
Transportation



north

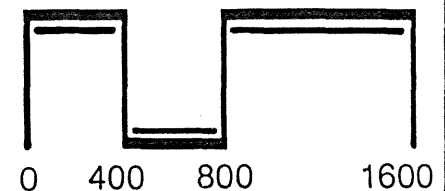
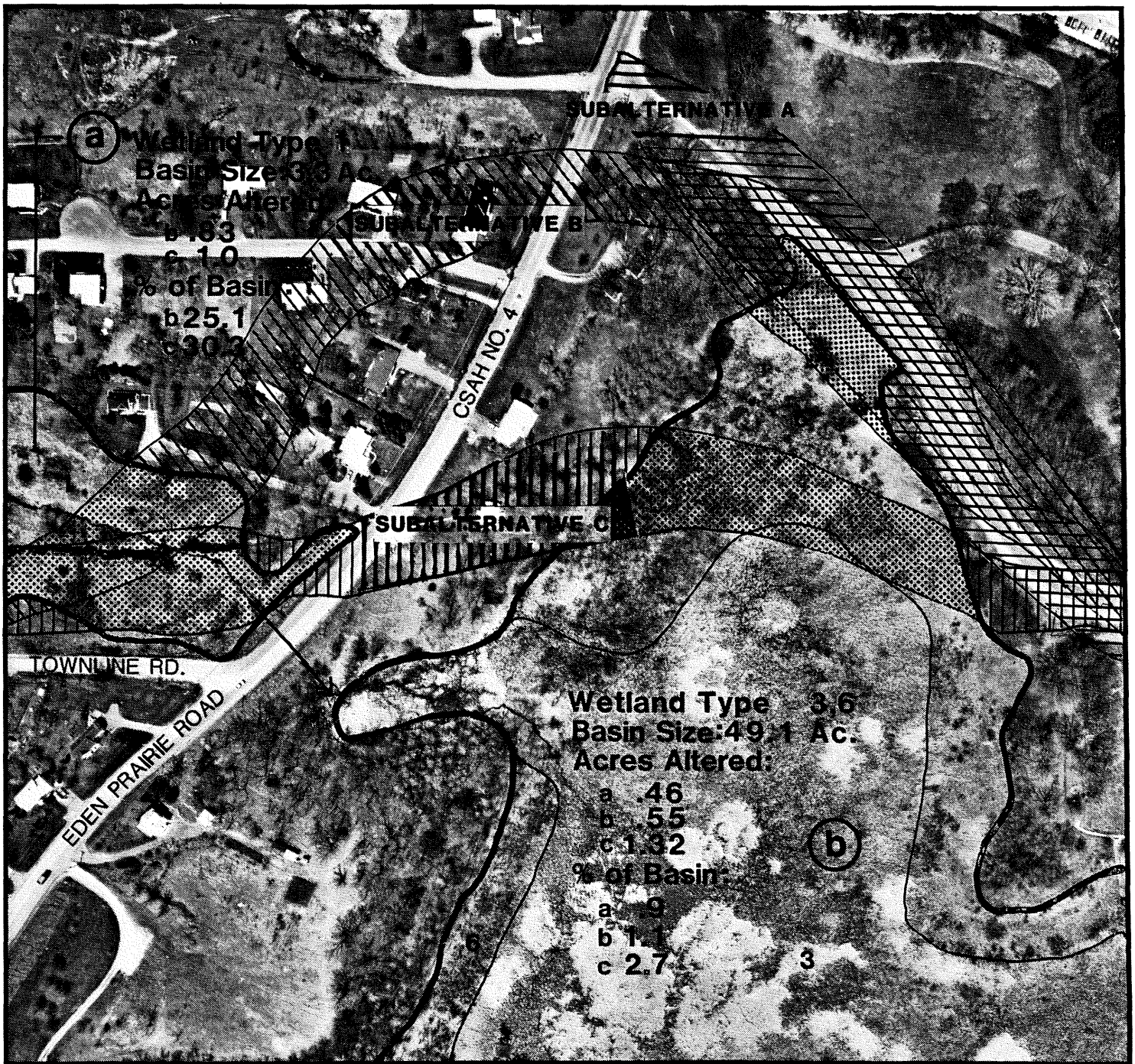


FIGURE 6-4b



County Road 62

Environmental Impact Statement

STUDY AREA A

FIGURE 6-5

→ HYDROLOGICAL CONNECTION /
DIRECTION OF FLOW

3

WETLAND TYPE

ROUTE LOCATION

ROUTE LOCATION

WETLAND IMPACT

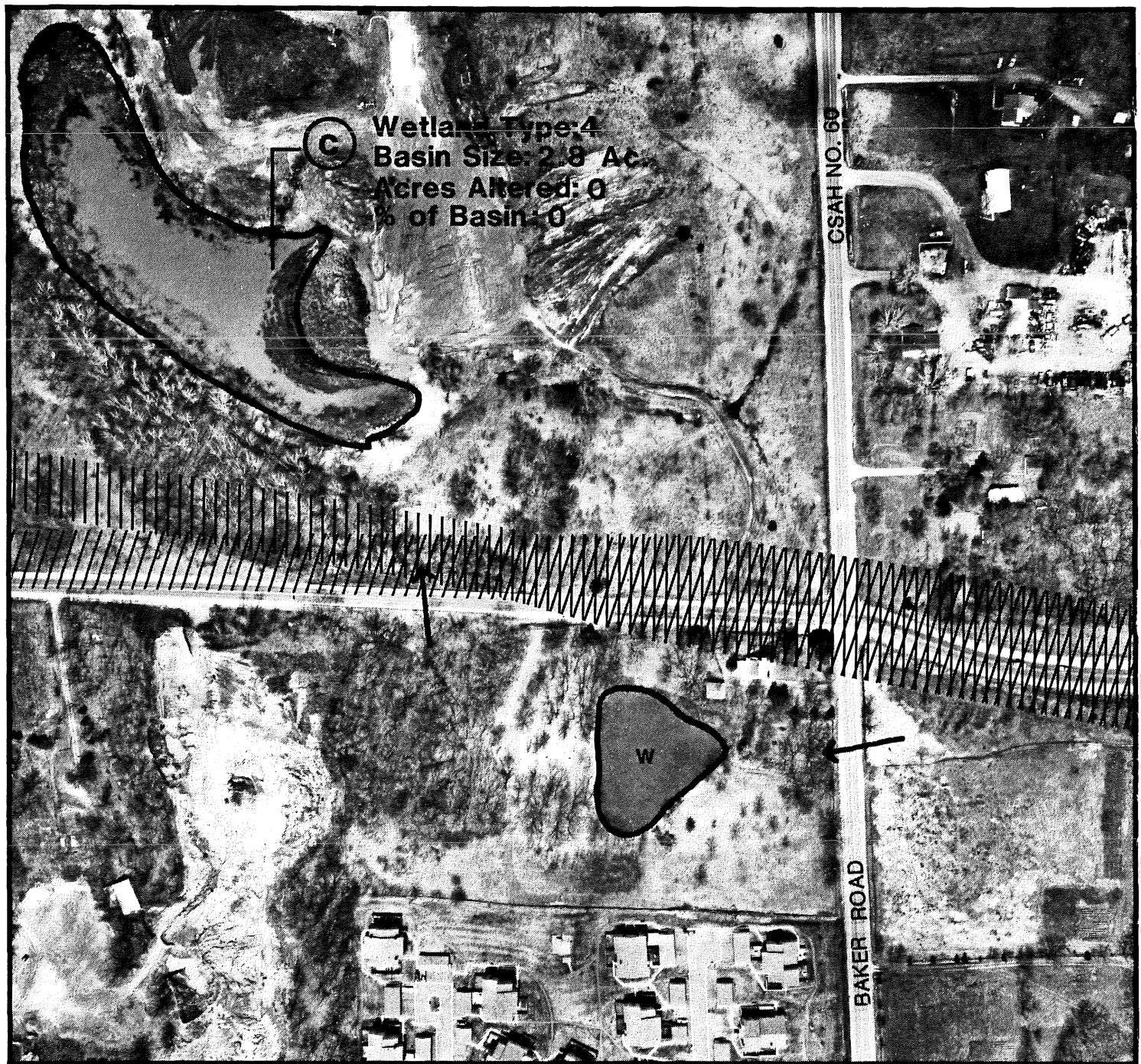
WETLAND IMPACT

W WATER



north

0 100 200 feet



County Road 62

Environmental
Impact
Statement

STUDY AREA B

FIGURE 6-6

→ HYDROLOGICAL CONNECTION /
DIRECTION OF FLOW

③ WETLAND TYPE

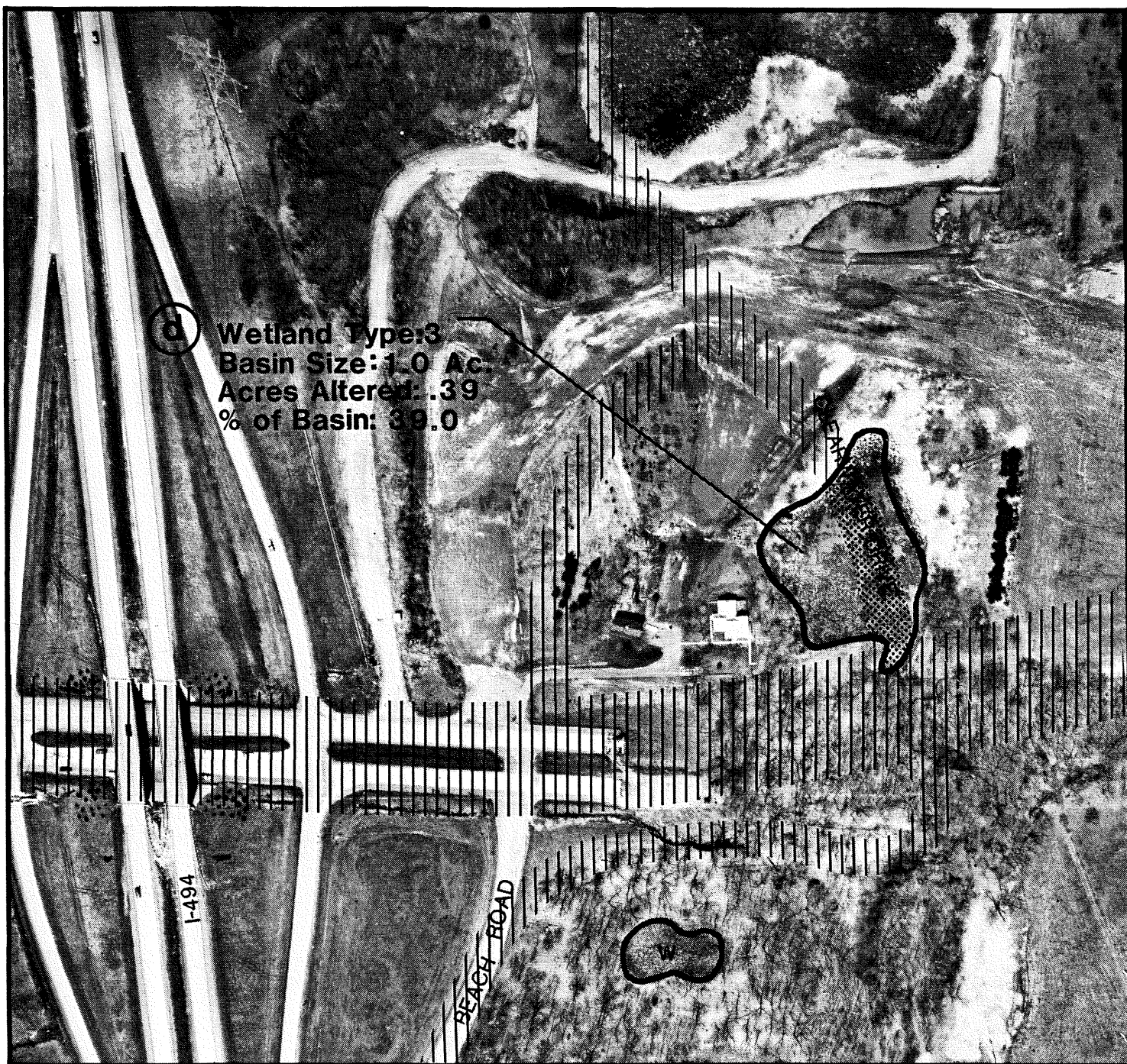
▨ ROUTE LOCATION

▨ WETLAND IMPACT

W WATER



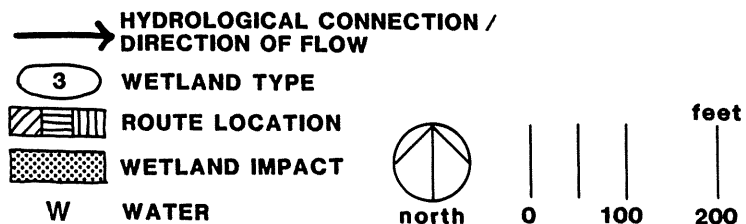
feet
0 100 200

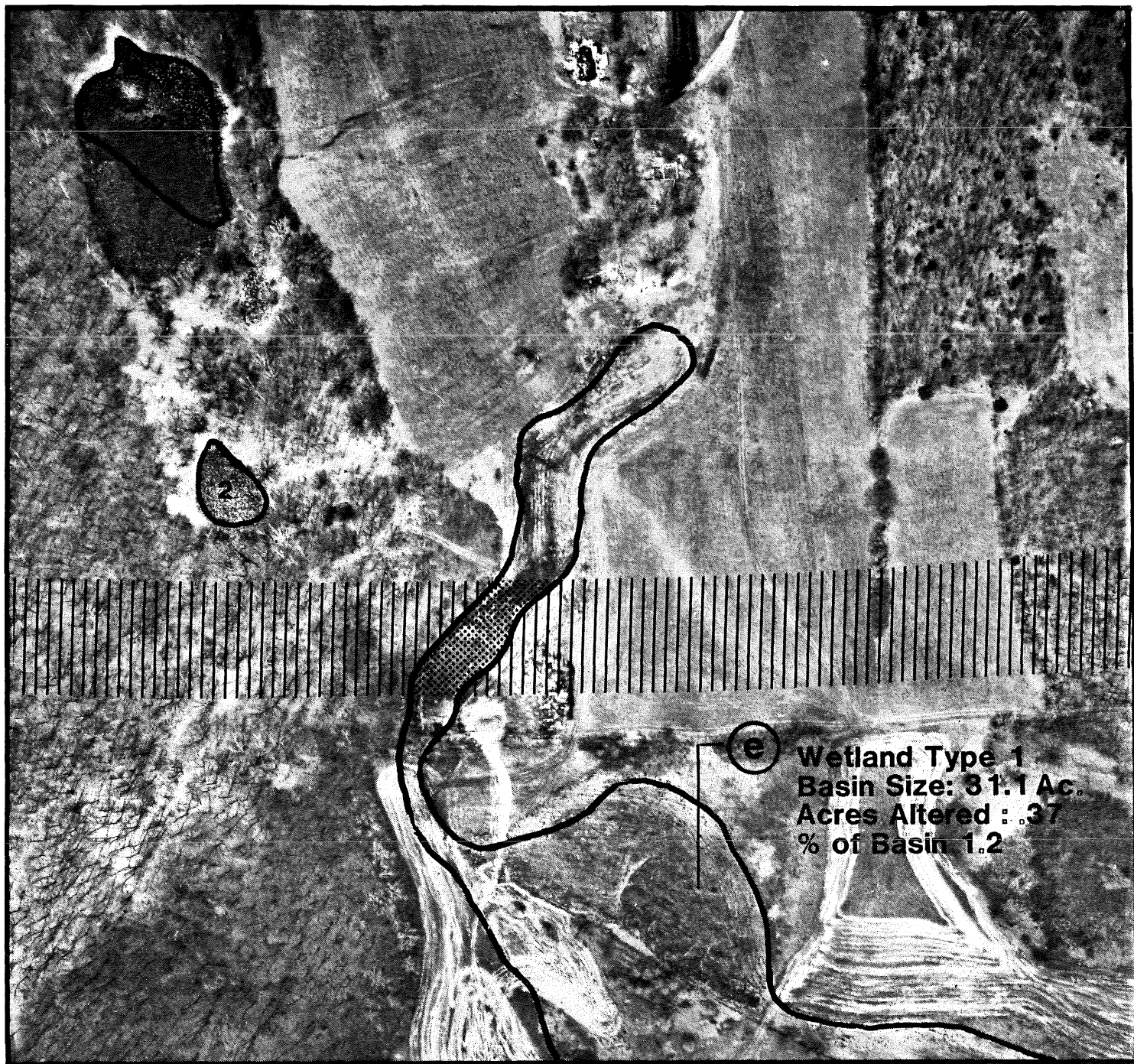


County Road 62

Environmental Impact Statement

STUDY AREA C

FIGURE 6-7



County Road 62

Environmental Impact Statement

STUDY AREA D

FIGURE 6-8

→ HYDROLOGICAL CONNECTION /
 DIRECTION OF FLOW

3 WETLAND TYPE

ROUTE LOCATION

WETLAND IMPACT

W WATER



north

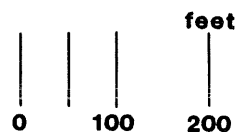


TABLE 6-1
ACRES OF WETLAND AFFECTED
BY CONSTRUCTION OF
THE PREFERRED ALTERNATIVE

Roadway Segment	Types - Acres Affected*			Total Acres Affected
	Type 1	Type 3	Type 6	
3C CSAH 4 to I-494	1.00	0	1.32	2.32
4 I-494 to CSAH 61	0.37	0.03	0	0.40
TOTAL	1.37	0.03	1.32	2.72
Total Study Area	41.7	79.6	83.8	607.2

* Classification according to Shaw and Fredine, U.S. Fish and Wildlife Circular No. 39, 1971 ed. Types 2, 4, 5, 7 and 8 are either not present in the study area or not affected by the project.

Descriptions of the individual wetlands are given in the data sheets which follow this statement.

6.1.5 Wetlands Affected

Table 6-1 details the wetlands impacts resulting from the construction of the recommended alternative. Individual impacts to each of the wetlands are described in the data sheets which follow this statement.

Total area impacted by the selected alternative is 2.72 acres. Total acreage of the basins affected by the project is 88.1. The recommended alternative will affect 3.1 percent of the total wetland basin acreage.

Wetland c is not impacted by the alternatives proposed. The remaining four wetlands are impacted in various degrees by the recommended alternative. The impacts to Wetland a will have a minor impact on Wetland b because the two are hydrologically connected by a culvert beneath Eden Prairie Road. Wetland a is fed by small watershed and does not have any standing or open water. Consequently, it does not contribute significantly to the normal water levels which exist in Wetland b on a permanent basis. Wetlands d and e are hydrologically independent from each other and other surrounding wetlands as well.

6.1.6 Measures to Minimize Harm

Various measures to minimize impacts to the wetlands were examined. Included in these measures were the enhancement of wetlands at other locations, the creation of an impoundment at an alternative location, and the creation of openings and open water in areas presently poorly suited as wetland habitat.

TABLE 6-2

WETLANDS AFFECTED BY CONSTRUCTION OF CSAH 62

Wetland	Alternative	Wetland Type	Size (Acres)	Basin		Other Wetlands Within 0.5 Mile Radius			
				Acres Altered	% of Basin	No.	Total Acres	Mean Closest Distance (ft.)	Feet of Ditch or Stream
a	3C	1	3.3	1.00	30.3	4	107.2(3)*	1,308	40
b	3C	1,3,6	49.1	1.32	2.7	10	133.1(8)	1,203	6,500
c	3	4	2.8	Visual	Impact	7	168.0 (7)	1,451	6,100
d	4	3	1.0	0.03	3.0	8	247.9 (8)	1,922	6,700
e	4	1	31.9	0.37	1.2	9	58.2 (9)	1,513	6,000

* Number in parentheses indicates number of wetlands used in acreage calculation.

To mitigate the impacts to Wetland a, side slope ratios of 3:1 will be maintained in the area of the wetland to minimize the amount of encroachment. This basin will also be used as a ponding area for surface water runoff management. Through appropriate design, this pond can function as a detention basin for stormwater to lessen potential water quality impacts on Wetland b. The pond outlet will be designed so that some permanent water can be held during years of normal rainfall. The area surrounding the pond will be seeded to a mixture of upland grasses which will provide nesting cover and food resources for a variety of wildlife species.

Impacts to Wetlands b, d, and e will be mitigated by the creation of 2.5 acres of open water in that portion of Wetland b lying north of the boundary of the Eden Prairie-Minnetonka city limits. A ratio of 2:1 aquatic vegetation to open water will be the desired objective. Opening size will range from .25 to 1.0 acre. Openings will be constructed on both sides of the roadway and will be distributed to achieve maximum interspersation between aquatic growth and open water. Roadway side slopes will be seeded with an upland seed mixture suitable to providing nesting cover for wildlife species. The roadway slopes will remain unmowed until August 15th to provide wildlife with undisturbed nesting cover. Adequate measures will be taken to ensure that subsurface flow is maintained between the two parts of Wetland b which will be divided by the new roadway. That portion of Wetland b lying north of the new roadway may be used for stormwater runoff ponding to increase the amount of water available to create suitable wetlands.

In all areas where construction runoff could affect water quality, hay bales and sedimentation screens will be used to prevent erosion and sedimentation.

Other mitigation measures to be applied in the appropriate locations will include (1) the taking of soil samples in areas to be seeded to determine fertilizer requirements and to accelerate revegetation; (2) sodding, seeding and mulching bare areas as soon as construction has been completed; and (3) if necessary, lining borrow pits with organic spoil material to a depth of six inches to allow aquatic plants to become established rapidly.

6.1.7 Coordination and Public Involvement

On-site field inspection meetings were held with representatives from the Minnesota Department of Natural Resources, the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, Minnesota Pollution Control Agency and the U.S. Environmental Protection Agency. Slide presentations which described the wetlands impacts were also made to agency representatives. An on-site visit with natural resource and State highway agency personnel was conducted to develop suitable measures for mitigating wetlands impacts.

A public hearing was held on March 9, 1983 to discuss the DEIS. At that time, members of the public were given the opportunity to present testimony regarding the potential environmental effects associated with this project.

The mitigation of wetlands impacts resulting from the construction of County Road 62 will continue to be coordinated with the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife service, the U.S. Army Corps of Engineers, and the Minnesota Department of Natural Resources.

The proposed construction in wetland b is authorized by the U.S. Army Corps of Engineers Nationwide Section 404 permit. A Minnesota Department of Natural Resources protected waters permit will be required.

6.1.8 Conclusion

Based on the above factors and considerations, it has been determined that there is no practicable alternative to construction in the wetlands located along and adjacent to the proposed County Road 62 corridor, and that the proposed construction includes all practical measures to minimize harm to the wetlands which may result from such use.

DATA SHEET A

Wetland: a

Water Source: Surface Runoff

Classification: Type 1; System: Palustrine, Class: Emergent Wetland,
Subclass: Persistent, Water Regime: Saturated, Water
Chemistry: Fresh, Soil: Organic.

Acres: 3.3

Total Feet of Stream or Ditch within 0.5 Mile: 40

Impacted by Alternative: 3C - 1.0 acre

Description of Impacts: Placement of fill needed to construct a four-lane roadway to permit the connection of existing CSAH 62 with Townline road will affect Wetland a. Existing vegetation will be removed and fill will be placed in the wetland.

Other Wetlands Within 0.5 Mile Radius

Type	Acres	Distance in Feet Two Closest Points
3, 6	49.1	150
5	-	1,880
2	8.6	2,200
5, 2	49.5	1,000

Other Comments: This wetland is hydrologically connected to Wetland b by a culvert beneath CSAH 4. Vegetation includes willow, boxelder, and reed canary grass as the most common species.

DATA SHEET B

Wetland: b

Water Source: Surface Runoff

Classification: Type 3, 6; System: Palustrine, Class: Emergent Wetland,
Subclass: Persistent, Water Regime: Semipermanently
flooded, Water Chemistry: Fresh, Soil: Organic.

Acres: 49.1

Total Feet of Stream or Ditch within 0.5 Mile: 6,500

Impacted by Alternative: 3C - 1.32 acres

Description of Impacts: Construction of Alternative 3C would require the placement of fill material in a Type 6 wetland in sufficient quantities to stabilize the underlying material and support a four-lane roadway. Alternative 3C would require the removal of existing vegetation which would be replaced by fill of sufficient width to accommodate four lanes of traffic.

Other Wetlands Within 0.5 Mile Radius

Type	Acres	Distance in Feet Two Closest Points
1	3.3	150
2	8.6	2,200
5	-	2,200
3	2.8	200
6	33.5	2,540
2	2.0	520
3	10.5	700
2	2.3	1,220
5	49.5	100
6	20.6	2,200

Other Comments: Vegetation in this wetland is predominantly cattail. Adjacent to the cattail areas are some smaller areas which include willow, reed canary grass and raspberries. This wetland was once drained by a county ditch at the southeast end. The ditch has been filled in and is no longer functional. Hydrological connections with Birch Island Lake exist at two locations.

DATA SHEET C

Wetland: c

Water Source: Surface Runoff

Classification: Type 4; System: Palustrine, Class: Aquatic Bed, Subclass: Rooted Vascular, Water Regime: Intermittently Exposed, Water Chemistry: Fresh, Soil: Unknown.

Acres: 2.8

Total Feet of Stream or Ditch within 0.5 Mile: 6,100

Impacted by Alternative: 3 - No direct impact

Description of Impacts: The wetland will not be affected by fill needed to widen the roadway to four lanes and to maintain the existing grade level in this area of abrupt topographic change. Existing upland vegetation adjacent to the wetland would be removed and the area covered with fill.

Other Wetlands Within 0.5 Mile Radius

Type	Acres	Distance in Feet
		Two Closest Points
6	33.5	500
2	8.5	580
5	99.6	2,040
3	2.0	480
6	20.6	1,780
3	2.8	2,260
3	1.0	2,520

Other Comments: Vegetation in Wetland c includes pond lilies in the open water area and willow, reed canary grass and cattails along the fringes. The topography on the south and west is steep. The slopes are wooded and include white oak, white birch, hackberry, red oak and basswood. Commercial/industrial development exists on the north and east sides. Some commercial/industrial development is beginning to encroach on the east side of this wetland.

DATA SHEET D

Wetland: d

Water Source: Surface Runoff

Classification: Type 3; System: Palustrine, Class: Aquatic Bed, Subclass:
Floating Vascular, Water Regime: Semi-permanently Flooded,
Water Chemistry: Fresh, Soil: Organic.

Acres: 1.0

Total Feet of Stream or Ditch within 0.5 Mile: 6,700

Impacted by Alternative: 4 - 0.03 acre

Description of Impacts: Existing vegetation will be removed and replaced with fill material. A portion of the CSAH 62 right-of-way will affect 0.03 acre of the southern edge of the wetland.

Other Wetlands Within 0.5 Mile Radius

Type	Acres	Distance in Feet Two Closest Points
4	2.8	2,250
3	2.0	2,040
3	2.8	2,280
5	191.0	2,020
1, 6	31.9	2,500
2	2.4	2,040
6	13.0	1,040
3	2.0	940

Other Comments: Vegetation includes cattails, reed canary grass and willows. This wetland is adjacent to a site which is being developed for commercial/industrial purposes. A residence is adjacent to the site on the west.

DATA SHEET E

Wetland: e

Water Source: Surface Runoff

Classification: Type 1; System: Palustrine, Class: Emergent Wetland,
Subclass: Persistent Water Regime: Saturated, Water
Chemistry: Fresh, Soil: Mineral.

Acres: 31.9

Total Feet of Stream or Ditch within 0.5 Mile: 6,000

Impacted by Alternative: 4 - 0.37 acre

Description of Impacts: Construction will sever this wetland into two separate wetland tracts. Existing vegetation will be removed and replaced with fill required to construct a four-lane divided highway.

Other Wetlands Within 0.5 Mile Radius

Type	Acres	Distance in Feet
		Two Closest Points
2	2.4	400
3	2.0	1,900
6	13.0	1,080
2	18.9	800
3	5.1	2,300
3	2.2	2,400
3	2.2	2,300
3	2.6	2,200
1, 6	9.8	240

Other Comments: Predominant vegetation in this wetland is reed canary grass with a few scattered willows.

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