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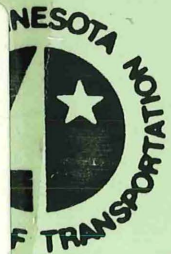
# DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR TRUNK HIGHWAY 3 (LAFAYETTE FREEWAY)

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STATE PROJECT 1928-22



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STATE OF MINNESOTA  
DEPARTMENT OF TRANSPORTATION  
Draft Environmental Impact Statement  
for  
S.P. 1928-22 TRUNK HIGHWAY 3 (Lafayette Freeway)  
from TH 55 to I 494  
in INVER GROVE HEIGHTS  
DAKOTA COUNTY

Submitted pursuant to Minnesota Rules Ch. 4410.4400 subp.16  
[MEQB Rule 6 MCAR S 3.039(0)]

This Draft EIS presents the route layout and associated impacts of the TH 3 extension from TH 55 to I 494. Included in the Draft EIS is a presentation of two design alternatives (Expressway and Freeway) and a No-Build option. This report discusses environmental, economic and sociological impacts identified in the Scoping Decision for this project.

Mn/DOT Technical Services  
Contact Person  
Frank Pafko  
Room 704  
Transportation Building  
St. Paul, MN 55155  
(612) 296-1642

Mn/DOT District 9  
Contact Person  
Robert C. Winter, P.E.  
3485 Hadley Ave. No.  
Box 9050  
No. St. Paul, MN 55109  
(612) 779-1209

  
\_\_\_\_\_  
Eugene Ofstead  
Assistant Commissioner  
Technical Services

6-5-86  
\_\_\_\_\_  
Date

## SUMMARY

This project proposes to add approximately 3.5 miles of four lane divided highway as an extension to Trunk Highway 3 (TH 3) through Inver Grove Heights, Minnesota. The new highway would run south from the junction of Interstate 494 (I-494) & TH 3 to a new intersection with TH 55. See Figures 1 & 2.

The southerly extension of TH 3, also called the Lafayette Freeway, has been studied intermittently since before 1960. However, planning and scheduling has been uninterrupted since 1983. A Scoping Environmental Assessment Worksheet was published in May 1984. The Scoping Meeting was held on November 15, 1984 and the consequent Scoping Decision was distributed for review on December 6, 1984. Potential environmental impact areas identified during Scoping are analyzed in this document. Right of way acquisition for the proposed highway extension began in the early 1970's and is about 95% complete. The immediate neighborhood of this previously acquired corridor is the main subject of this study.

This Draft Environmental Impact State (DEIS) analyzes the impacts of highway construction and operation in the project area. Topics reviewed are: noise, air quality, energy, stormwater runoff, groundwater, hazardous spills, wetlands, wildlife, soils and erosion, solid waste, economics, sociology, relocations, transportation, visual, farmland and parkland. These impacts are evaluated for each alternative design and mitigative measures for adverse impacts are presented.

This document is being published and distributed pursuant to Minnesota Rules Chapter 4410.2200-.3000 (6 MCAR S 3.031). Substantive comments and questions received concerning this Draft EIS will be addressed in the Final EIS.

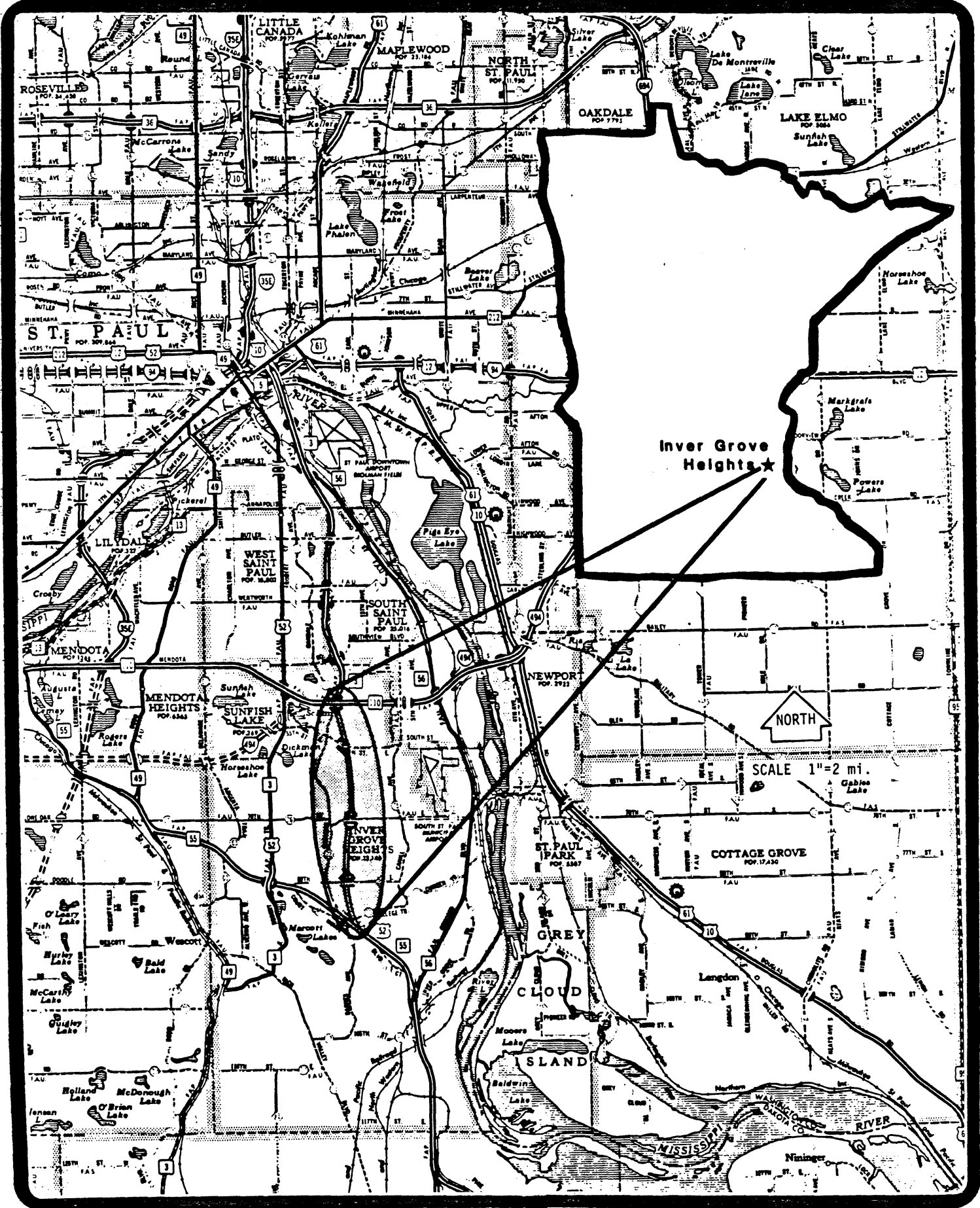


Figure 1 LOCATION MAP

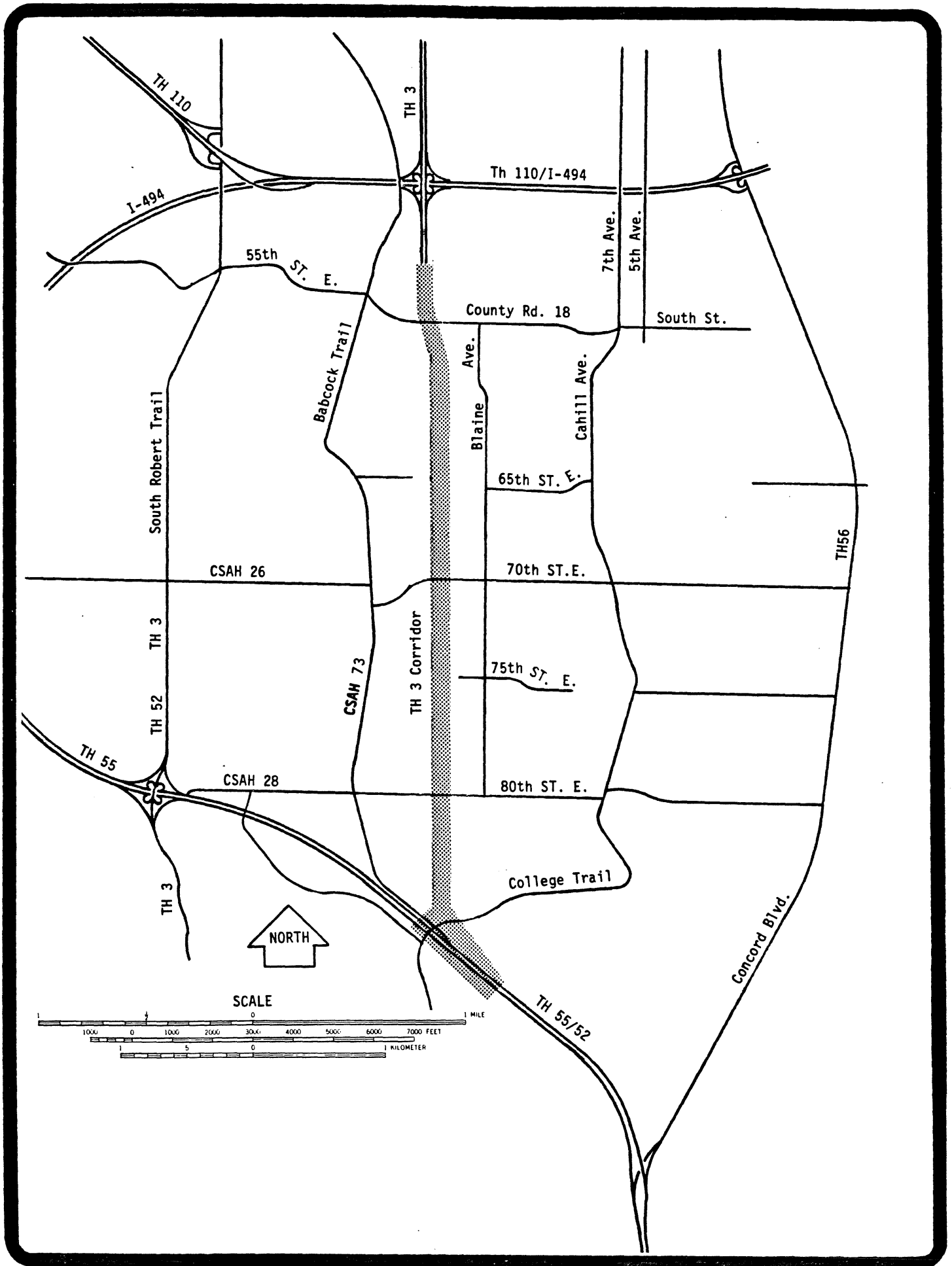


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LIST OF PREPARERS

<u>Name</u>	<u>Education</u>	<u>Years Experience</u>	<u>EIS Responsibility</u>
Scott Carlstrom	BS Forestry MS Hydrology	10	Vegetation, Soils/Erosion Stormwater Runoff
Shawn Chambers	BS Biology MA Cartography/ Geography	2	Bikeways
John Dustman	BS Geology	3	Groundwater Hazardous Spills Soils & Erosion Solid Waste Parkland EIS Editing
Larry Foote	PhD Agronomy/Ecology	24	EIS Editing
Steve Hurvitz		17	Relocations
Joe Jubert	BCE	1	Wetlands, Stormwater Runoff
Paul Kachelmyer, P.E.	BCE	6	Energy
Gerald Larson	MA	5	Social/Economic
Frank Pafko	BS Fisheries	10	EIS Editing
Sarma Straumanis	BS Zoology MS Biology	5	Wetlands Wildlife
Steve Wyczawski	BLA	7	Visual Impacts
Lawrence Erb	Engineering Technician	13	Noise & Air
Jerry Skelton	BA Business	22	Traffic Studies
Michael Louis	BA Social Analysis	22	Social Analysis
Stanley Thompson, P.E.	BCE	5	Project Manager Alternatives Accessibility to Facilities Transportation Farmland EIS Editing
Robert Winter, P.E.	BSCE	15	Project Manager

I. PROJECT HISTORY

The subject project was conceived nearly twenty-five years ago. At the time, planning for the northerly, and since completed, segment of the Lafayette Freeway was in progress. The southerly extension was projected to travel on an entirely new traffic corridor. This choice was made in order to comply with the functional classification\* systems of the Metropolitan Council and the City of Inver Grove Heights. A brief schedule of past project activities and Federal approvals is presented below.

Location Public Hearing	December, 1960
Design Public Hearing	April, 1970
Location and Design Approval	November, 1970
Design Study Report Approval	January, 1971
Section 4(f) Determination Approval**	December, 1971

In the mid-1970s, the emphasis was on completion of the Interstate Highway System in Dakota County. Manpower and financial resources were concentrated on the interstate system and TH 3 (the Lafayette Freeway extension) was not constructed.

In late 1983 project planning resumed. The McGroarty Park Section 4(f) Determination of December 1971 is still considered valid by the FHWA. Recent project activities include:

Acquisition of the St. Paul Rod and Gun Club Property	June, 1984
Acquisition of 11.2 acres from McGroarty Park	June, 1984
Replacement lands for McGroarty Park and land for Blaine Ave. extension deeded to City	October, 1984
Scoping Environmental Assessment Worksheet	October, 1984

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\*Functional classification involves the determination of what function each roadway should perform before determining street widths, speed limits, intersection control or other design features. It ensures that non-transportation factors, such as land use and development, are taken into account.

\*\*Section 4(f) of the DOT Act (80 Stat. 931 Public Law 89-670) states, among other things that a program is required to minimize harm to publicly owned recreation areas, parks or wildlife refuges.

Scoping Meeting	November, 1984
Scoping Decision document	December, 1984
Draft Environmental Impact Statement	May, 1986

The tentative schedule for future development is:

Informational Meeting	July, 1986
Final Environmental Impact Statement	September, 1986
Adequacy Decision	October, 1986
Study Report	November, 1986
1st Letting	April, 1988
End of Construction	October, 1989
Opening of Roadway	November, 1989

Present north-south trips in this general travel corridor are served by Trunk Highway 52 (South Robert Trail), County State Aid Highway 73 (Babcock Trail), County State Aid Highway 75 (Cahill Ave.), and Trunk Highway 56 (Concord Blvd.), see Figure 2. Each of these routes is basically a two-lane facility with little access control. The 1982 combined traffic volume on the above routes is approximately 48,000 vehicles per day. Thus the present two-lane routes are, as a group, nearing undesirable service levels (although volumes vary considerably on the individual routes). A major high capacity route in the T.H. 3 corridor would relieve much of the traffic pressure on these routes.

The city and county, among others, have anticipated this project for two decades and have asked that the facility be constructed as soon as possible.

## II. PROJECT DESCRIPTION

Minnesota Trunk Highway 3 is a primary north-south route providing access between the St. Paul Central Business District (CBD), the south suburban area and southeast Minnesota. TH 3 has been completed between the CBD and Interstate 494. Presently TH 3 between I-494 and Minnesota TH 55 through the City of Inver Grove Heights is signed along South Robert Trail (U.S. TH 52). The new project involves construction of a four-lane freeway or expressway on new alignment between I-494 and TH 55 (See Figures 3 & 4). This will provide a highway of consistent type and design through a high demand corridor. It will relieve demand pressures along parallel segments of South Robert Trail, Babcock Trail (CSAH 73), Cahill Avenue/College Trail (CSAH 75) and Concord Boulevard (Minnesota TH 56).

The two design alternatives proposed for this project are an Expressway and a Freeway. Both of these are on the same entirely new traffic corridor. In addition, a No-Build option is also considered in this study.

The Freeway alternative (see Figure 3) would have grade separated interchanges at County Road 18, 70th Street, 80th Street and Highway 52/55. Bridges at 65th and 75th would carry traffic over the new roadway. A freeway design in this corridor, would allow traffic to travel nonstop from Rochester, Minnesota to downtown St. Paul via Highways 52 and 3. The several local governments and community organizations, which have written in support of a new roadway, have all mentioned they would prefer a freeway design.

An Expressway (see Figure 4) on the new corridor would also have a grade separated interchange at County Road 18. However, at 65th, 70th and 80th Streets, as well as Highway 52/55 there would be at grade intersections. At these junctions there would be signal lights and turn lanes. Due to the topography, 75th Street would have an overpass similar to the freeway design.

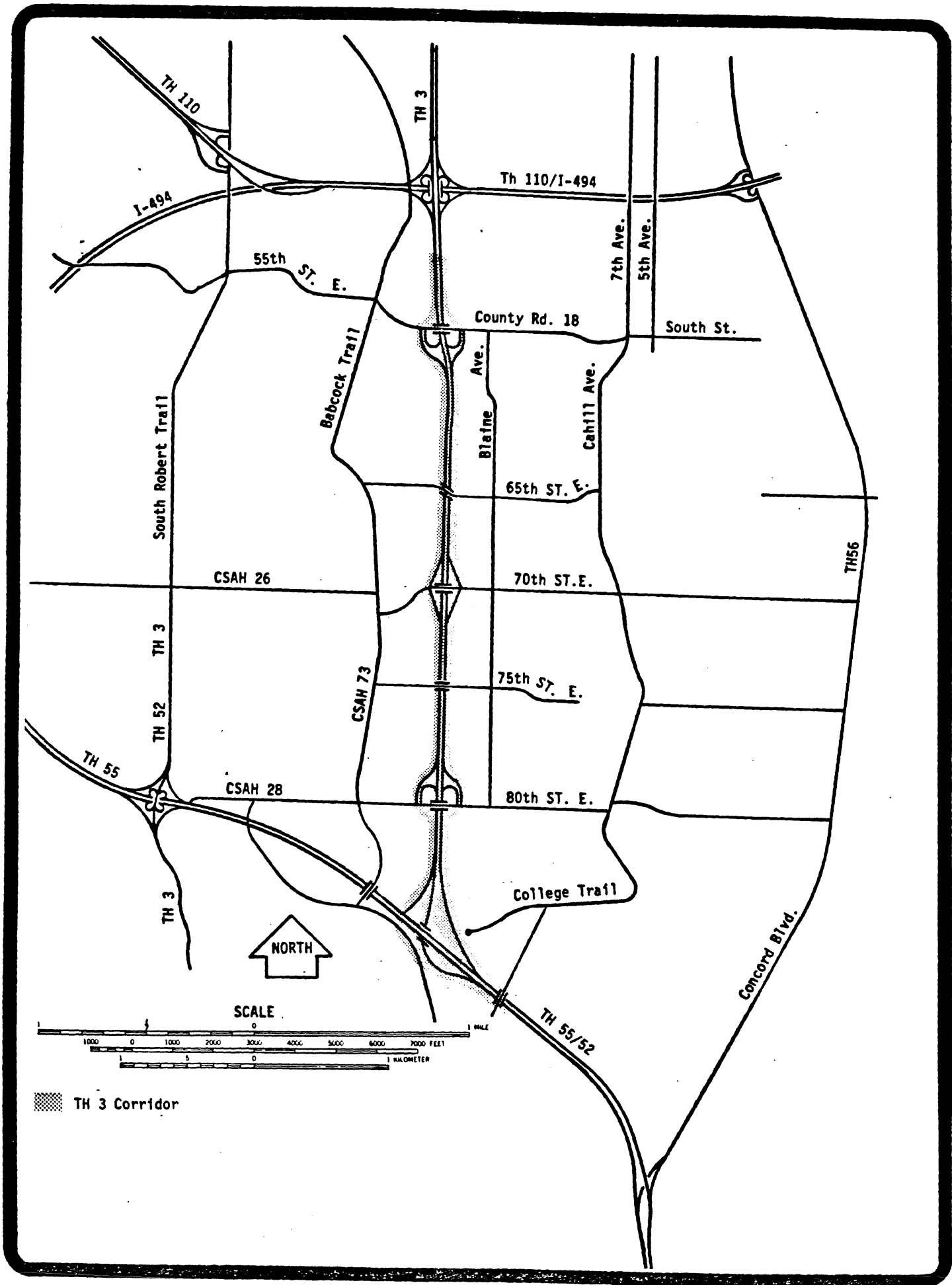


Figure 3

FREWAY LAYOUT

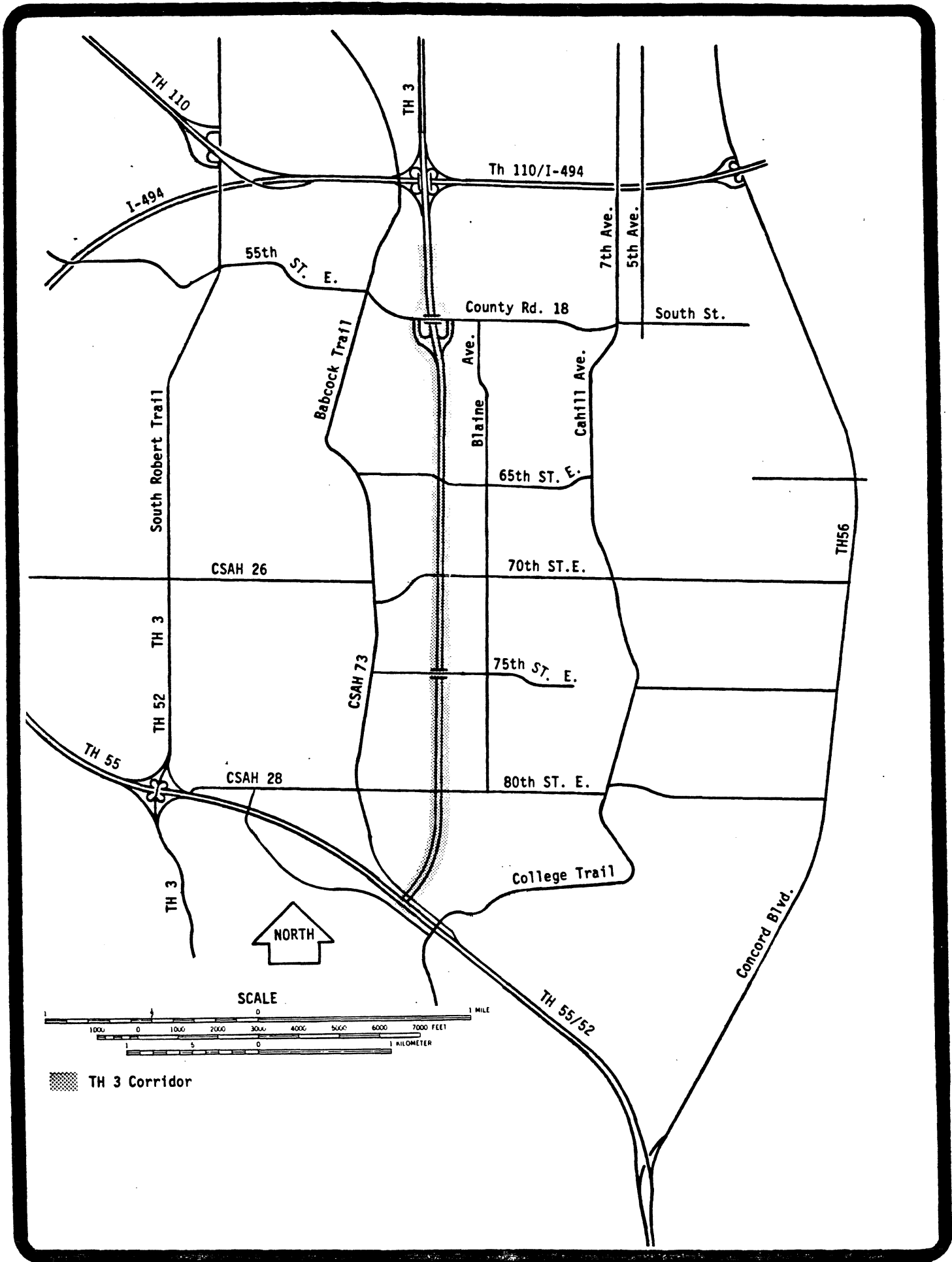


Figure 4 EXPRESSWAY LAYOUT

II. PROJECT DESCRIPTION (Continued)

The No-Build alternative would cause traffic to continue to burden the local residential streets. Provision of a high volume north-south route will reduce traffic volumes on these parallel roadways and improve accessibility to Dakota County and southeast Minnesota. Either a Freeway or Expressway type of facility, as proposed, will provide a safer route for north-south travel than the existing roadways.

### III. GOVERNMENTAL PERMITS AND APPROVALS

Information for the following permits and/or approvals will be gathered and permits will be applied for prior to construction:

- |                                |                         |
|--------------------------------|-------------------------|
| - U.S. Army Corps of Engineers | Section 404*            |
| - Mn/PCA                       | 401 Certification       |
|                                | Indirect Source Permit  |
|                                | Noise Variance          |
| - Mn/DNR                       | Protected Waters Permit |
| - City of Inver Grove Heights  | Shoreland Zoning        |
|                                | Plan Approval           |

---

\*Currently, the project is covered by a Section 404 Nationwide Permit. If an individual Section 404 Permit is required in the future, a Mn/PCA 401 will then be necessary.

#### IV. PRESENTATION OF ALTERNATIVES

##### A. Alternatives eliminated by scoping process

The proposed project and alternatives were defined in the Project Path Report\* of September, 1984, and refined in the EIS Scoping Decision of December 1984. During preparation of the Project Path Report, four north-south corridors, to the east and west of the MnDOT right-of-way land, were examined. Existing city streets are located in all four corridors. The EIS Scoping Decision eliminated these four alternatives, referred to as historical alternatives, from further consideration. Severe social and economic impacts would accrue to adjacent property owners if any of these alternatives were implemented.

South Robert Trail, Babcock Trail, Cahill Avenue/College Trail and Concord Boulevard were each considered for upgrading to primary routes between the St. Paul CBD and the suburbs in northern Dakota County. Use of any of these alternatives would result in abandonment of the present corridor, for which location approval was granted in November 1970. The present 3.5 mile right-of-way corridor would then have to be resold. These four historical alternatives are discussed below and reasons for rejection are given for each.

##### South Robert Trail

South Robert Trail is a two lane roadway known as U.S. TH 52 from the intersection with TH 55 north. In the project vicinity, from TH 55 to TH 110, it is also presently signed as TH 3. South Robert Trail is discontinuous with TH 3 from the north; offset nearly one mile west of the TH 110 and I-494 interchange areas. Adjacent residential and

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\* A Project Path Report is a document integral to the MnDOT Project Development Process. Its purpose is to define project planning parameters such as level of governmental processing, identification of alternatives, identification of possible environmental impact areas, planning activities to be pursued during project development and establishment of a project schedule.

A. Alternatives eliminated by scoping process (Continued)

business development is sparse. However, some relocation would be necessary if the roadway is to be widened and upgraded. Providing an appropriate connection between the existing TH 3 freeway north of I-494 and an upgraded South Robert Trail would require extensive revisions to the existing interchanges. Either the recently constructed TH 3/I-494 interchange would have to be reconstructed, or a new connection near County Road 18 would have to be added. This new connection would result in residential relocations and impacts.

The relocations and impacts associated with extensive interchange revisions were the main reasons for rejecting this alternative.

**Babcock Trail**

Babcock Trail is a two lane County State-Aid Highway (CSAH 73) with the character of a winding rural road. While most of the roadside residential & business development is sparse, there are also some areas with dense development. Two old and possibly historic churches are located along this street. The Salem United Methodist Church and cemetery are located at the intersection with Upper 55th Street (County Road 18). The cemetery lies close to the existing roadway. Old Emanuel Lutheran Church and cemetery are located at the intersection with 70th Street. Upgrading Babcock Trail would require realignment to avoid the Salem and Emanuel Church properties. Relocation of several homes would also be likely. In addition, it might be necessary to realign segments of the roadway to straighten existing curves. This would necessitate further property acquisition.

Babcock Trail will have to provide access to an increasing number of private driveways. Development of this route as a four-lane divided highway is incompatible with the existing residential land use and zoning.

### *Cahill Avenue/College Trail*

*In addition to being called both Cahill Avenue and College Trail, this entire route is also designated as a County State-Aid Highway (CSAH 75). Cahill Avenue between Upper 55th Street (County Road 18) and 80th Street is a four lane roadway. South of 80th St.,-Cahill Avenue becomes College Trail and reduces to a two lane roadway. North of 70th Street, adjacent development is largely commercial with a large amount of roadway access. Upgrading Cahill Avenue to a four lane divided design would necessitate limiting access. This would be incompatible with the direct access that this street must provide to accommodate business. South of 70th Street, adjacent development is residential and becomes increasingly sparse further south.*

*Cahill Avenue winds between two small lakes just south of 80th Street. Simley Lake, on the east side, is part of Simley Park, an Inver Grove Heights city park. Widening the route in this vicinity would likely create a Section 4(f) involvement and might require filling the lake on the west side of the street. College Trail serves southerly access to the Inver Hills Community College. This access would be eliminated by upgrading to a four-lane controlled access facility.*

*Upgrading Cahill Avenue would generate considerable residential and commercial relocation. This alteration would hamper the anticipated commercial and residential growth on the north end and the residential development in the south. In addition, the large amount of direct land access associated with the existing zoning would be reduced.*

*A new four lane facility along this route would be inconsistent with the community's desired development.*

### *Concord Boulevard*

*Concord Boulevard, also called TH 56, is a two-lane roadway through eastern Inver Grove Heights. This route carries the largest average daily traffic of all the historic alternatives, and is directly*

accessed by many residential and commercial properties. Widening this route would again necessitate considerable residential and commercial relocation. As with the other streets discussed above, a controlled access facility would be inconsistent with provisions of the municipal zoning code.

Concord Boulevard lies too far east to effectively serve the community at large. Providing an appropriate connection between the existing TH 3 freeway north of I-494 and an upgraded Concord Boulevard would be difficult due to development in the vicinity and the steep bluff topography.

#### B. Proposed Alternatives

The Scoping Decision document states that the only practical location for the extension of TH 3 is within the new corridor described previously. In addition to the reasons presented above, this is the only corridor alternative which is consistent with the functional classification systems of the Metropolitan Council and the City of Inver Grove Heights. The two project build alternatives being studied for construction in the established corridor are: 1) a four lane freeway and 2) a four lane expressway. Full control of access is proposed for either alternative.

A freeway design with controlled access would allow traffic to pass nonstop between downtown St. Paul and communities to the south. The Expressway alternative would utilize 3 intersections with turn lanes and signals. While traffic flow would be slower, the construction cost would be lower for this option. A No-Build situation would mean that traffic traveling to and from St. Paul would continue to use the four residential streets previously mentioned.

##### Freeway Alternative

This proposed build alternative consists of the construction of a four lane divided freeway facility (see Figure 3). There will be interchanges with grade separations at cross streets. The city proposes to construct 65th Street and 75th Street between Babcock Trail and Blaine Avenue in the future. Following is a list of proposed interchanges and crossings:

- County Rd. 18 over TH 3 on structure, folded diamond interchange to south
- McGroarty Park, pedestrian crossing on structure
- 65th Street over TH 3 on structure, no interchange
- CSAH 26 (70th Street) over TH 3 on structure, standard diamond interchange
- 75th Street over TH 3 on structure, no interchange
- County Rd. 28 (80th Street) over TH 3 on structure, folded diamond interchange to north
- TH 3/TH 55 directional interchange, TH 55 over TH 3 southbound leg on two structures
- CSAH 75 (College Trail) relocated to southwest over TH 55, no interchange

65th Street and 75th Street may be constructed as necessary within the right-of-way to match the city's future construction. 65th Street will be aligned to avoid wetlands.

Construction of the TH 3/TH 55 interchange will require that the existing at-grade intersection between College Trail and TH 55 be eliminated. Existing College Trail will be terminated in a cul-de-sac to the east of TH 55. To provide continuity with Barnes Avenue, a new College Trail will be realigned to a more southwesterly direction. It will cross over TH 55 on a new structure and reconnect with Barnes Avenue at a point about 0.4 mile south of this structure. The concept is illustrated in Figure 3.

Presently, as Babcock Trail continues to the south, it turns southeasterly and becomes a frontage road for TH 55. This frontage road connects with the existing College Trail/TH 55 intersection. The new intersection will eliminate this frontage road. To perpetuate the access between Babcock Trail and TH 55 a new at-grade intersection will be created. It will be located somewhat less than 0.4 mile northwesterly of the two proposed TH 55 overstructures. This construction will require a connection for residential access and reconstruction of a segment of Courthouse Boulevard Court due to grade changes.

In the interest of maintaining design type and consistent functional classification along the entire Lafayette Freeway, minimizing traffic conflicts, and providing long term satisfactory service, the freeway design appears to be most consistent with transportation objectives.

#### Expressway Alternative

Construction of this alternative would result in a four lane controlled access expressway with at grade intersections.

All intersections would have signal lights except at County Road 18. In order to maintain the classification of a principal arterial roadway, a grade-separated interchange is warranted. County Road 18 would cross above TH 3 on a structure, with a folded diamond interchange to the south.

The intersections with 65th Street, 70th Street, 80th Street and TH 55 would be at grade. A bridge would carry 75th Street over the expressway. Intersections with 70th and 80th Streets would mean that these existing roads would have to be reconstructed to accommodate grade changes for the new intersection.

As TH 55 is approached from the north, the proposed TH 3 alignment turns southwesterly to meet it at a right angle and form a "tee" intersection. Southbound traffic on TH 3 would have to execute either a right or left turn onto TH 55. This intersection would eliminate the frontage road and require a new intersection between Babcock Trail and TH 55. The interchange would be located approximately 0.2 mile northwest of the TH 3/TH 55 connection. Intersection design and construction will be the same as that described in the freeway alternative.

On TH 3, all at-grade intersections, except TH 55, would have right and left turn lanes to assist exiting vehicles. TH 55 would not need turn lanes since the intersection would be a "tee" with no through traffic. There would also be turn lanes on 70th Street to accommodate vehicles entering TH 3. In the vicinity of this intersection, 70th Street would be a four lane divided street with a varying median to accommodate left turns.

The Expressway alternative could be selected initially as a first stage construction project, with future upgrading to a Freeway design. While the initial cost would be lower, this alternative tends to commit the corridor to a design not readily convertible to a future freeway. The design and operational features of a freeway could not be obtained without considerable additional expenditures for items such as interchange construction or median and turn lane reconstruction or removal. A combination of the Freeway and Expressway alternatives could also be selected depending upon comments received during the EIS and public involvement process.

#### No-Build Alternative

The alternative of no action is addressed pursuant to the Minnesota Rules Chapter 4410.2300A-J (6 MCAR S 3.031B.7). The No-build alternative would consist of continued use of city streets for north-south travel, without construction in the established corridor. South Robert Trail, Babcock Trail, Cahill Avenue/College Trail and, to a lesser extent, Concord Boulevard would continue serving traffic between the St. Paul business district and the suburbs of northern Dakota County.

The choice of not to build would mean that the system of residential roads would continue to carry increasing volumes of traffic. This situation would perpetuate the inconvenience and hazards to both travellers and residents in this area.

## V. ENVIRONMENTAL, ECONOMIC AND SOCIOLOGICAL IMPACTS

### Introduction

The impacts which are associated with a transportation project often differ by location. In the case of the proposed project, the location is the same for both of the build alternatives. As a result, many of the environmental, economic or sociological impacts do not differ for the Freeway and Expressway alternatives. In the absence of any explicit differentiation, the reader should assume that the impacts are the same for each alternative. Differences between the impacts of each alternative are noted in the text.

#### A. Noise

Noise impact was studied primarily by comparing existing and projected traffic volumes. The anticipated noise levels were then compared to both state & federal standards and, if necessary, mitigative measures are proposed.

The difference in traffic noise between the Expressway and Freeway alternatives is very small (1 to 2 dBA\*) and confined to the areas immediately adjacent to the interchange/intersection(s). There are presently no developed land uses close enough to interchange/intersections (55th, 70th, & 80th) to be affected by this small difference in traffic noise. Therefore, the noise levels discussed hereafter are for the Freeway alternative.

#### Traffic Noise

Projected traffic volumes from the State Planning Analysis Report (SPAR-M-236) were used for the design year 2010 to predict future traffic noise levels. Average daily traffic (ADT) volumes vary from 13,600 at the south end to 30,000 near I-494 junction (See Figure 5).

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\*dBA: decibel is a unit of sound pressure level, abbreviated dB. The dBA is the sound pressure level weighted by the use of the A metering characteristic as specified by the American National Standards Institute.

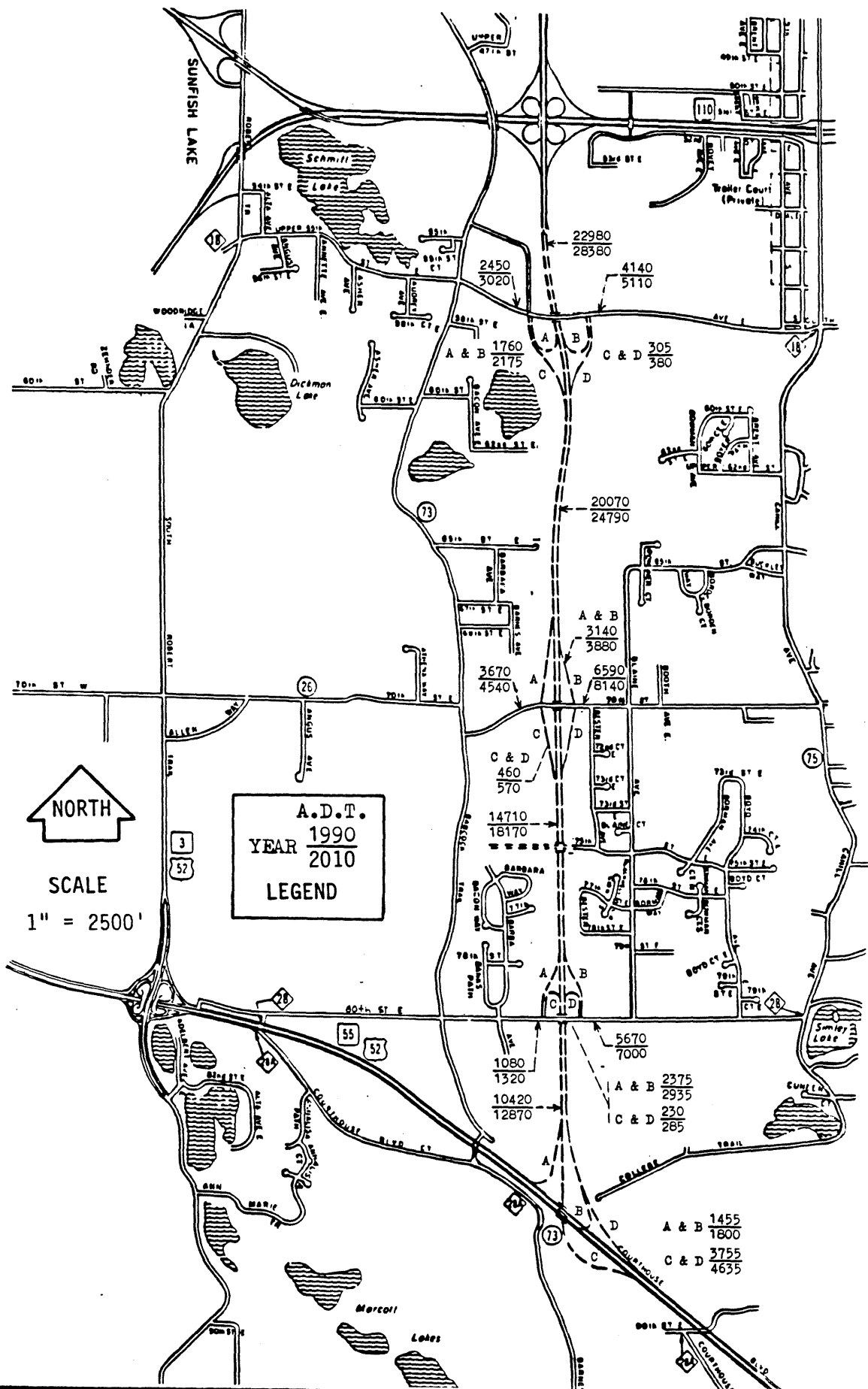


Figure 5

TRAFFIC VOLUMES

## A. Noise (Continued)

### Noise Levels

The Federal Highway Administration (FHWA) prediction model was used to obtain future (year 2010) generalized noise levels. To assure a worst case situation, topography shielding was disregarded. Also, since the change in traffic volume (south to north) results in only a 1.5 dBA difference, the highest local volume was used to predict the worst case noise impact for the entire route. This method was also applied to truck volumes in order to continue the pattern of worst case analysis.

### Ambient Noise

Existing noise (ambient) was found to be in the range typical for a rural suburban area (L<sub>10</sub> 50-55 dBA).<sup>\*1</sup> The most predominant noise was from high altitude aircraft. This noise occurred frequently (38 planes in 3 hours) but was uncomfortably loud only on 3 occasions during the 3 hour time period.

### No Build Alternative

An assessment of the No-Build situation requires that certain assumptions be made. First it will be assumed that the corridor would be mainly residential development and secondly, that Babcock Trail and Cahill Ave. remain the main north-south collector streets on either side. This would mean that the five existing residential areas adjacent to the proposed corridor would have only a small incremental increase (1 to 2 dba) in ambient level to approximately L<sub>10</sub> 55 dBA. However, the residential development adjacent to the existing north-south highways/streets would be subjected to a noticeable increase (3-6 dBA) in traffic noise. TH 56 (Concord), TH 52 (Robert St.), Cahill Ave. and Babcock Trail all have substantial adjacent residential land uses and measurements showed existing traffic noise levels ranged from L<sub>10</sub> 55 dBA to L<sub>10</sub> 76 dBA. These roads have no access control and the narrow right of way would completely prohibit any noise abatement measures. The Build alternatives reduces traffic volume on these north-south routes providing a reduction in traffic noise of 3-6 dBA below the present levels.

---

<sup>\*1</sup> L<sub>10</sub> is the sound level which is exceeded ten per cent of the time for a one hour survey.

## A. Noise (Continued)

### Build Alternatives

Adjacent developed land uses are limited to five residential areas (see Figure 6). Traffic noise will affect sites up to 600 feet from the highway based on non-shielded noise levels. A total of 80 residences are located within this zone.

Noise standards of the FHWA and the Minnesota Pollution Control Agency are addressed separately due to their differences.

FHWA standards identify a noise impact when the predicted traffic noise level approach or exceed the noise abatement criteria (residential =  $L_{10}$  70 dBA) or when the predicted level substantially exceeds the existing level. The nearest residential site has a predicted  $L_{10}$  68 dBA level. Nineteen residences could be subjected to a traffic noise increase above 10 dBA (present to future). See Table 1.

State noise standards set specific levels for daytime (7 am to 10 pm) and nighttime (10 pm to 7 am) periods which for residential are  $L_{10}$  65 dBA (day) and  $L_{10}$  55 dBA (night). The daytime standard is predicted to be exceeded at 3 residential sites by 1 to 2 dBA. The nighttime standard could be exceeded at 54 residences by a maximum of 8 dBA with the average being 3-1/2 dBA. Topography, building orientation/construction was not taken into consideration.

### Mitigation

The FHWA requires all feasible and reasonable measures be taken to mitigate traffic noise impacts. Based on the limited information available at this time on topography and the preliminary highway plans, it appears that Areas B and C, with 19 residential sites having traffic noise impacts (TNI), will likely be provided with mitigation (Figure 6 and Table 1). Based on the available data, it appears that adverse noise impacts can be avoided.

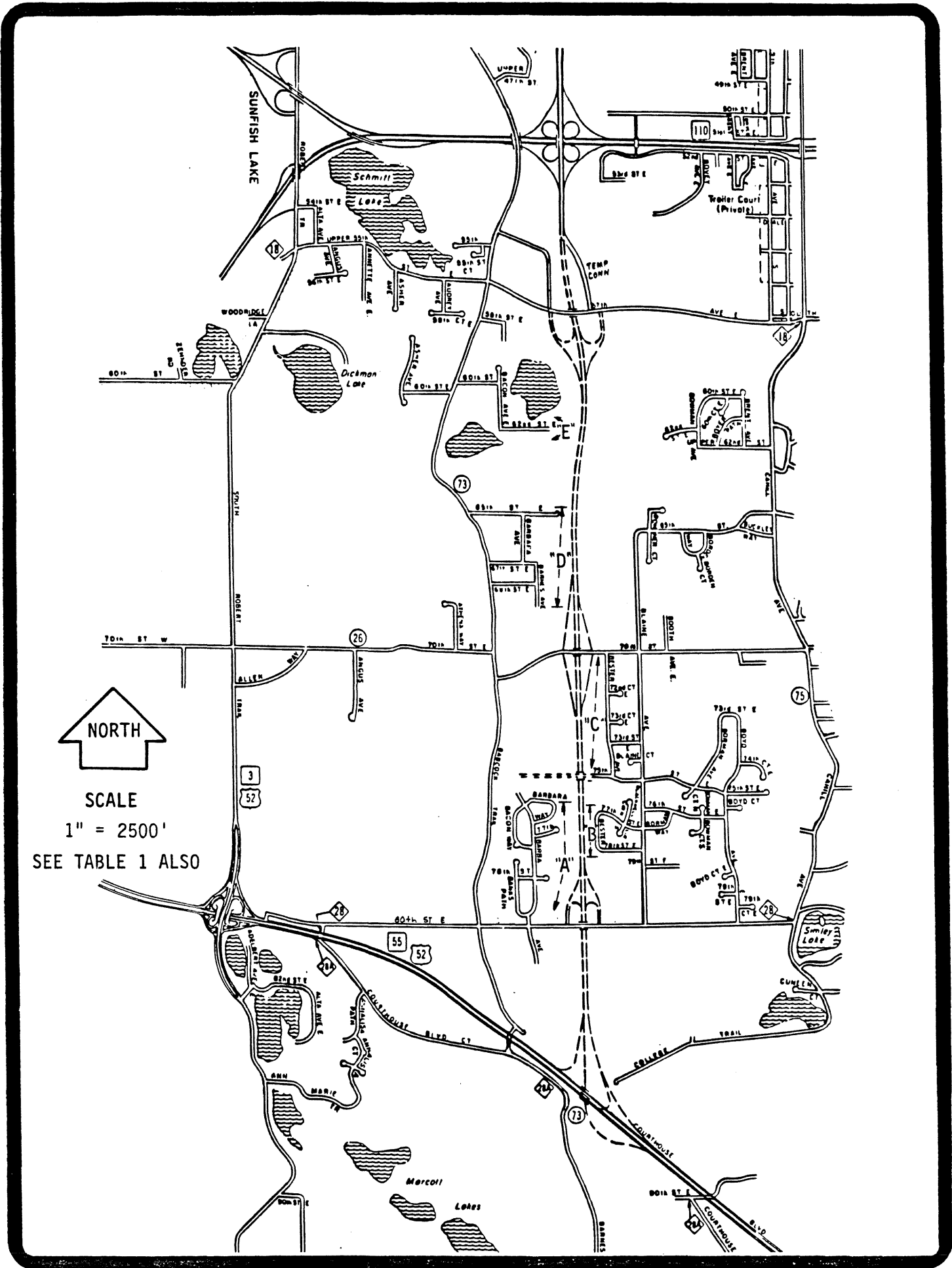


Figure 6

NOISE IMPACT ASSESSMENT

TABLE 1  
NOISE IMPACT ASSESSMENT\*

Area	Number of Residential Units(1)	Year 2010 Predicted L <sub>10</sub> (2)	Residential Units				
			FHWA Criteria		State Standards (5)		
			L <sub>10</sub> 70	TNI(4)	DAY L <sub>10</sub> 65	NIGHT L <sub>10</sub> 55	Greater--3 dBA(6)
A	32	60-64	0	0	0	32	8 @ 4 to 7 dBA
B	11	61-68	0	6	2	11	10 @ 4 to 11 dBA
C	29	61-67	0	13	1	26	29 @ 4 to 10 dBA
D	5	61-64	0	0	0	5	5 @ 4 to 7 dBA
E	6	60-63	0	0	0	4	4 @ 4 to 6 dBA
Totals	83	Avg. 63	0	19	3	78	56

- (1) As of May, 1985 all sites within daytime L<sub>eq</sub> 57 dBA level.
- (2) Peak hour daytime level
- (3) Range of levels in area--1st-2nd row, etc.
- (4) Units with Traffic Noise Increase (TNI) greater than or equal to 10 dBA above ambient L<sub>10</sub>55 dBA
- (5) Nighttime peak hour level is 1 dBA less than daytime peak hour shown
- (6) Units with level more than 3 dBA above standard

Mitigation Proposed(1)

Area	Number of Residences	Predicted L <sub>10</sub> (2)		Barrier Design(3)
		Day	Night	
B	11	53-60	49-56	-11 dBA
C	26	53-60	49-56	-10 dBA

- (1) Approval of affected residents and city necessary.
- (2) After barrier noise levels based on attaining nighttime standard.
- (3) Estimate based on preliminary data.

\* See Figure 6 also.

#### A. Noise (Continued)

The State standards, based on the present data available, will be exceeded in Areas A, D and E since mitigation does not appear technically feasible or reasonable. These 3 areas have 43 residential units with only nighttime violations which average only 3 dBA with 10 units at 6 to 7 dBA above the standard. The placement of an effective barrier is technically impossible since the receptors, in these 3 areas, are located on ground much higher than the highway.

Mitigation appears to be possible in Areas B and C to reduce the traffic noise levels. The attainment of nighttime standards should be feasible for most of the 37 residences. Some noise variances (or exceptions) for small violations (3 dBA or less) of the nighttime standards may be necessary in these two areas. A noise analysis for the Preferred Alternate will be included in the Final EIS which will contain information based on selected design and topography/buildings.

Construction noise is not expected to create any long or even short term violations of state standards. Few residential sites are located near major activity areas (interchanges) and most are located where activity will be intermittent pass-by of equipment. The contractor will be required to comply with local ordinances and state laws relating to noise, working hours, or nuisances that may be applicable.

#### Future Considerations

New residential developments adjacent to TH 3 could be subjected to traffic noise impacts. The degree of impact will depend on distance and site topography. Any future incompatible areas will be studied to see if minor highway design changes (grade or cross section) would be practical and be of benefit to the public interest. Earth mounding will be provided for areas if an excess of earth exists.

The City of Inver Grove Heights has been submitting preliminary development plats for early review by this department. Mn/DOT policy is to extend our full cooperation and assistance to communities in the development of compatible land uses. This includes future noise levels in undeveloped areas and all reports relative to transportation noise in Inver Grove Heights.

## B. Air Quality

This project is in an area where the State Implementation Plan (SIP), which contain transportation control measures to enhance air quality, is required. The SIP was approved by the Environmental Protection Agency on June 16, 1980. The Metropolitan Planning Organization passed a resolution on December 13, 1984, certifying that their transportation planning process fulfills all applicable federal requirements; Mn/DOT concurred on December 28, 1984. The FHWA accepted the Transportation Improvement Plan on January 8, 1985 and made the finding that the projects were developed in accordance with the provisions of 23 CFR Part 450, Subparts A and B.

This project requires an Indirect Source Permit (ISP) from the Minnesota Pollution Control Agency (MPCA), which will be applied for in 1987. Construction is expected to begin in 1988 and be completed in 1989. Projected traffic volumes for year 1990 and year 2000 are shown on Figure 5.

Consultation with the MPCA regarding the air quality analysis, ambient concentrations and procedures took place in June 1985. Background monitoring of CO values were obtained during October 1985 at two sites. Values of 2.4 ppm for one hour and 1.8 ppm for 8 hours were found. Analysis of these values resulted in predictions of 2.1 ppm (one hour) and 1.6 ppm (8 hours) for year 1990, 2.1 ppm (one hour) and 1.5 ppm (8 hours) for years 2000. A lead analysis is no longer necessary due to EPA regulations which have accelerated the phase out of leaded gasoline.

The Indirect Source Permit will require analyses for years 1990 and 2000 of reasonable receptor sites in the area. Due to the undeveloped nature of this area the closest existing receptor is a residence located over 200 feet from the nearest lane. The closest future receptor site based on the highest traffic segment and R/W is located 200 feet from TH 3 and 50 feet from 55th St. The analysis\* for this residential site (at the R/W line) predicts year 1990 CO con-

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\*Caline 3 model using Mobile 3 emission factors with the standard worst case meteorological conditions were employed to predict CO concentrations.

## B. Air Quality (Continued)

centrations to be 4 ppm (one hour) and 3 ppm (eight hour) which includes the background values. The predicted concentrations would not change for either the freeway or expressway alternative. State standards are 30 ppm for one hour and 9 ppm for eight hours.

The analysis for the nearest future potential site located at an intersection (or interchange) also showed that there would not be any violation of the standards. The Freeway alternative would result in slightly lower CO concentrations than the Expressway alternative. This is the direct result of the signalized intersections and interrupting the smooth flow of vehicles on TH 3. CO concentrations were 6 ppm and 3 ppm for the Freeway alternative and 9 ppm and 5 ppm for the Expressway alternative (one and eight hour respectively), background values included.

This preliminary analysis indicates that no violations of the national or Minnesota ambient air quality standards will occur at any existing or future receptors (probable) under either of the proposed alternatives.

## C. Energy

The purpose of the energy analysis is to evaluate the change in fuel consumption caused by construction and operation of this project.

In recent years extensive research has been conducted to determine the rates at which vehicles consume fuel under various driving conditions. Information obtained from this research may be used to determine how much fuel vehicles will consume on any specific roadway and on alternative roadways. In an energy analysis (fuel use analysis), a series of computations is performed involving specific roadway and traffic variables such as: number of vehicles, types of vehicles, miles traveled, number of starts and stops, traffic congestion, speed of vehicles, road grade, and several other variables.

### C. Energy (Continued)

General energy use predictions can be made for the project. It is anticipated that both the freeway and expressway alternatives would result in a fuel savings compared to the no build alternative. Construction of the freeway or expressway would result in a reduction of total vehicle miles traveled, a reduction in starts and stops, a reduction in traffic congestion, and in a smoothing of the average roadway grade. All of these changes are ones which reduce fuel consumption.

In comparing the two build alternatives, the freeway alternative has a larger fuel savings than the expressway. This is due to the increase in starts and stops caused by the at-grade intersections included in the expressway design.

### D. Water Resources

#### Stormwater Runoff

Additional stormwater runoff will be generated by the impervious roadway surface of TH 3. This runoff will be conveyed to existing drainageways, most of which include wetlands as part of the natural drainage system (See Wetlands Section for location and information on wetland basins). Creation of wetlands and enlargement of existing wetlands is proposed to mitigate wetland loss and to provide detention areas for stormwater.

Highway runoff has the potential to degrade receiving waters. Pollutants that may be found in highway runoff include:

- Sediment generated primarily by erosion during construction and by winter sanding on roadways.

- Deicing salt, usually 95% or more sodium chloride by weight.

- Trace Pollutants:

  - Heavy metals such as lead, zinc, chromium, copper, and nickel.

  - Petroleum product residues such as rubber, n-parrafin, grease, gas, and oil.

  - Pesticides and fungicides.

  - Nutrients such as nitrogen and phosphorous.

#### D. Water Resources (Continued)

Heavy metals and petroleum products are residues of motor vehicle emissions, tire wear and mechanical parts. Pesticides, fungicides and nutrients are generated by normal maintenance of highway right of way and from accumulation of dust, dirt and organic matter.

In general, runoff from proposed TH 3 should not contain high concentrations of pollutants. Highways in rural areas do not generate and collect pollutants as effectively as urban highways and streets (Table 2). No significant adverse effects are anticipated to occur in lakes or wetlands as a result of deicing salt applied to TH 3, primarily because of the large amount of dilution which occurs in the surface and groundwater systems and the relatively low toxicity of salt to plants and animals.

The use of wetlands and ditches to collect highway runoff is intended to deposit roadway pollutants instead of transporting them (via surface flow) to streams or lakes. Research regarding wetlands and biological treatment of stormwater (Hickock et al., 1977) indicates that shallow wetlands reduce pollutant loads and are not rendered less biologically productive because of urban storm runoff. Similar processes occur in ditches if they are vegetated and open.

During the scoping process for TH 3, several individuals expressed concern regarding the effect of highway runoff upon wetlands and lakes. McGroarty Lake, a type 5 wetland, is used by DNR as a rearing area for muskies. Concern was expressed regarding the potential influence of highway runoff upon this water body. Due to the surrounding topography, no runoff from TH 3 will be discharged into McGroarty Lake (also see Parkland Section). Numerous other shallow wetlands (types 1-3) will receive drainage from TH 3 as well as a smaller number of type 4 and 5 wetland basins. No significant adverse impacts are anticipated to occur as a result of stormwater discharge into these wetland basins.

Table 2  
Average Pollutant Concentration in Rural and Urban Freeway Runoff (mg/l)

<u>Runoff Source</u>	<u>Total Suspended Solids</u>	<u>BOD<sub>5</sub></u>	<u>COD</u>	<u>Ortho Phosphate (PO<sub>4</sub>)</u>	<u>Nitrate + Nitrate (NO<sub>3</sub>+NO<sub>2</sub>)</u>	<u>Chloride (C)</u>	<u>Lead (Pb)</u>	<u>Copper (Cu)</u>	<u>Zinc (Zn)</u>
Rural Freeway <sup>1</sup> (I-81) Harrisburg, PA	47	3	30	0.29	0.76	56	0.09	0.04	0.06
Freeway I-45 <sup>1</sup> (Grassy side) Milwaukee, WI	419	14	92	0.90	0.38	168	0.26	0.07	0.21
Urban Freeway <sup>1</sup> (I-45) Milwaukee, WI	396	16	120	0.48	1.55	229	0.78	0.08	0.39
Urban Freeway <sup>1</sup> (I-794) Milwaukee, WI	138	21	105	0.31	1.57	63	1.50	0.10	0.35
Urban Freeway <sup>2</sup> (I-94) St. Paul, MN	79	16.0	54	-	-	11	0.41	0.027	0.14

<sup>1</sup>Envirex, 1981. Characteristics of Runoff from Operating Highways

<sup>2</sup>Pederson, D.H. 1979. Unpublished Data, Minnesota Department of Transportation Water Quality Unit.

#### D. Water Resources (Continued)

##### Groundwater

Groundwater quantity and movement is governed in this area by the thick, hummocky glacial deposits. Variable amounts of clay, silt, sand and gravel dictate the amount of water that infiltrates into the groundwater system. The many ponds and wetlands along the project area are surface expressions of the near surface water table. A USGS study of the region shows the water table ranges from 10-35 feet with a depth of 25 feet as the average. This near surface water table fluctuates with the amount of precipitation. An inventory of the area water wells reveals that no known wells are finished in the surficial deposits, rather, there are deeper wells tapping water from the Prairie du Chien/Jordan aquifer. The average water well depth in this area is 263 feet with an average static water level of 155 feet.

Impacts upon groundwater along this project will be minimal. The absence of shallow wells and soluble bedrock make the possibility of groundwater contamination highly unlikely. The cut and fill necessary for highway construction will not alter area or regional groundwater levels. This is true for both the Four-Lane Expressway and the Four-Lane Freeway alternatives. The No-Build alternative will have no impact on groundwater.

##### Hazardous Spills

The possibility of a spill of hazardous materials or wastes is always present along transportation facilities. It is the responsibility of the transporter to notify the authorities should a spill occur on a roadway. Ultimately, the Department of Public Safety, Division of Emergency Services (DES) should be contacted. Primarily, Mn/DOT can provide assistance in containing the spill by constructing berms and spreading sand. Because of uninterrupted traffic flow, the Freeway alternative would have a smaller potential than the Expressway alternative for accidents.

## E. Wetlands

Wetlands in the project area were inventoried using contour maps, aerial photographs, and field reviews and then classified using the U.S. Fish and Wildlife Service's Circular 39 (Table 3). Table 4 lists the wetland basin number, location along the alignment, type, area of basin within right of way, area of impact, and the resulting Habitat Units (HU's) from a Habitat Evaluation Procedure (HEP) analysis.

In summary, approximately 13 acres of wetlands will be lost due to construction of the Freeway alternative and 11 acres by the Expressway alternative. Of the 28 wetland basins comprising 22 acres of wetlands within the right of way, the majority are types I, II, and III. Four wetlands have been identified as Department of Natural Resources Protected Waters (see Figure 7 & Table 4) and will require permits under both build alternatives. The No-Build alternative would not have an immediate impact on wetlands. However, if this alternative is chosen, the former right of way would be resold and future development would have some degree of wetland impact. Because this area is zoned residential (see Figure 8), the most likely result would be continued development within the corridor similar to that taking place in this general area at present. In any case, wetlands within this urban area may be impacted regardless of whether the proposed project is constructed.

The most obvious impact upon wetlands due to the proposed project will result from the placement of fill into wetland basins. Some existing wetlands will receive highway runoff, which could disturb their productivity and introduce additional potential pollutants through the influx of stormwater. The actual effects of stormwater influx upon existing wetland vegetation and biota are poorly understood. Most urban wetlands, however, receive large amounts of stormwater from roads but are often productive habitat for waterfowl, furbearers, and many other plant and animal species. Our analysis indicates that this project is not anticipated to have any significant wetland impact which cannot be mitigated.

TABLE 3

## WETLAND TYPES ACCORDING TO CIRCULAR 39

WETLAND TYPE	DESCRIPTION
Type 1	<u>Seasonally flooded basin.</u> Basin is flooded only briefly during heavy rains or spring runoff. Vegetation is generally floodplain forest, weeds or cultivated crops.
Type 2	<u>Sedge Meadow.</u> Shallow, grassy wetland with little open water which may only have waterlogged soil during dry periods. Vegetation is typically grasses or sedges.
Type 3	<u>Shallow March.</u> Wetland basin is usually covered with six inches to two feet of water and is heavily vegetated with cattails, bulrushes or broad-leaved aquatic plants. Small patches of open water may occur.
Type 4	<u>Deep Marsh.</u> Wetland basin with permanent water depths from two to four feet. Open water areas are fringed by cattails, bulrushes, etc.
Type 5	<u>Shallow Lake &amp; Pond.</u> Open water basin from four to ten feet in depth which is too shallow to support permanent gamefish populations.
Type 6	<u>Shrub Swamp.</u> Shallow wetland basin which may only have waterlogged soil during dry periods and is heavily vegetated with alder, willow or dogwood.
Type 7	<u>Wooded Swamp.</u> Wetland may have standing water but typically has only waterlogged soil and is vegetated with tamarack, black spruce, red maple and black ash.
Type 8	<u>Bogs.</u> Low lying or floating vegetative mat with waterlogged soils, supporting spongy covering of mosses, sedges or heathlike shrubs.

**TABLE 4**  
**WETLANDS INVENTORY<sup>1</sup>**

WETLAND BASIN NO. <sup>3</sup>	APPROXIMATE LOCATION (BY STATION) N=NORTHBOUND LANE S=SOUTHBOUND LANE	TYPE	ACRES OF BASIN WITHIN RIGHT OF WAY	AREA OF IMPACT (ACRES)	HABITAT <sup>2</sup> UNITS (HUs)
1	141+00 (S Ramp to TH 55)	2/6	0.21	0.15	11
2	156+00 (N Ramp to TH 55)	2/6	0.25	0.25	19
3(268W)	167+00 (N and S)	3/4	2.18	1.58	152
4	168+00 (S)	2	0.36	0	0
5	175+00 (S)	5	3.09	0	0
6	171+00 (S)	3	0.37	0	0
7	184+00 (N)	1	0.17	0.10	8
8	187+00 (S)	1	0.14	0.06	5
9	203+00 (N and S)	2/3	1.71	1.37	126
10	215+00 (N)	2	0.36	0.36	26
11	228+00 (S)	2	0.30	0.03	2
12	233+00 (N and S)	2	0.20	0.20	14
12A	233+00 (N)	3/4	0.02	0	0
13	238+00 (N)	2	0.08	0.08	6
14	241+00 (N and S)	1	0.14	0.14	11
15	245+00 (S)	2	0.25	0.25	18
16	247+00 (N Ramp)	2	0.84	0.79	57
17	248+50 (S Ramp)	2	0.68	0.29	21
18	254+00 (N and S)	2/3	1.07	0.95	87
19	255+00 (Drainage)	2/3	0.21	0	0
20	258+00 (Drainage)	2/3	0.22	0	0
21	271+00 (S)	2/3	0.40	0.24	22
22(245W)	270+00 (N)	5	0.58	0.36	29
23(246W)	280+00 (N and S)	3/4	1.67	1.30	125
24(242W)	287+00 (N and S)	4	3.16	1.94	186
25	292+00 (N)	1	1.05	1.05	81
26	302+00 (S Ramp)	1	0.18	0.18	14
27	320+00 (N and S)	2	0.68	0.58	42
28	332+50 (N and S)	4	0.61	0.61	59
<b>TOTAL</b>			<b>21.18</b>	<b>12.86</b>	<b>1121</b>

<sup>1</sup>See Figure 7 also.

<sup>2</sup>These HUs (Habitat Units) represent preliminary, standardized HEP (Habitat Evaluation Procedure) numbers.

<sup>3</sup>Numbers in parenthesis represent DNR Basin Numbers, protected waters.

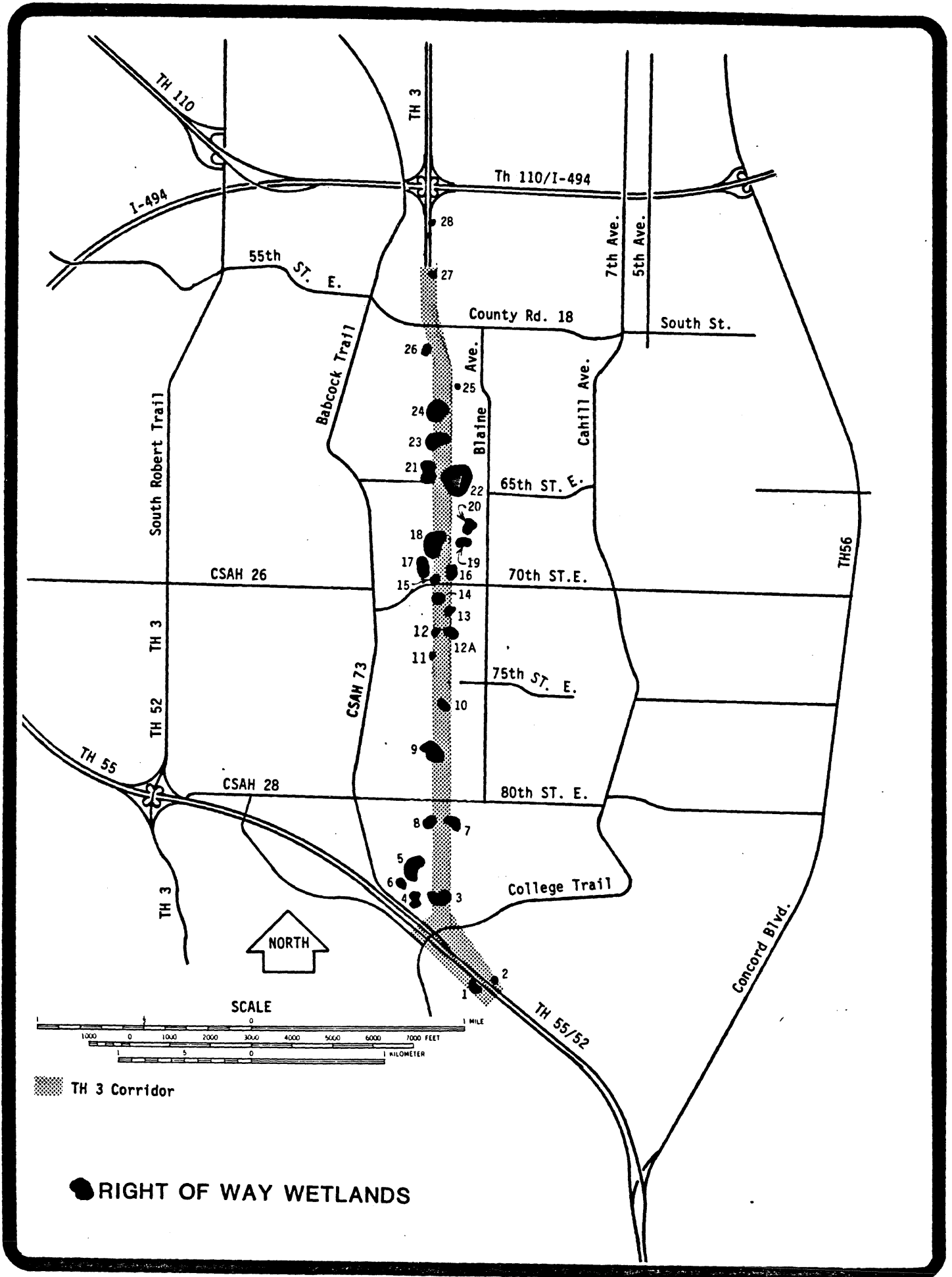
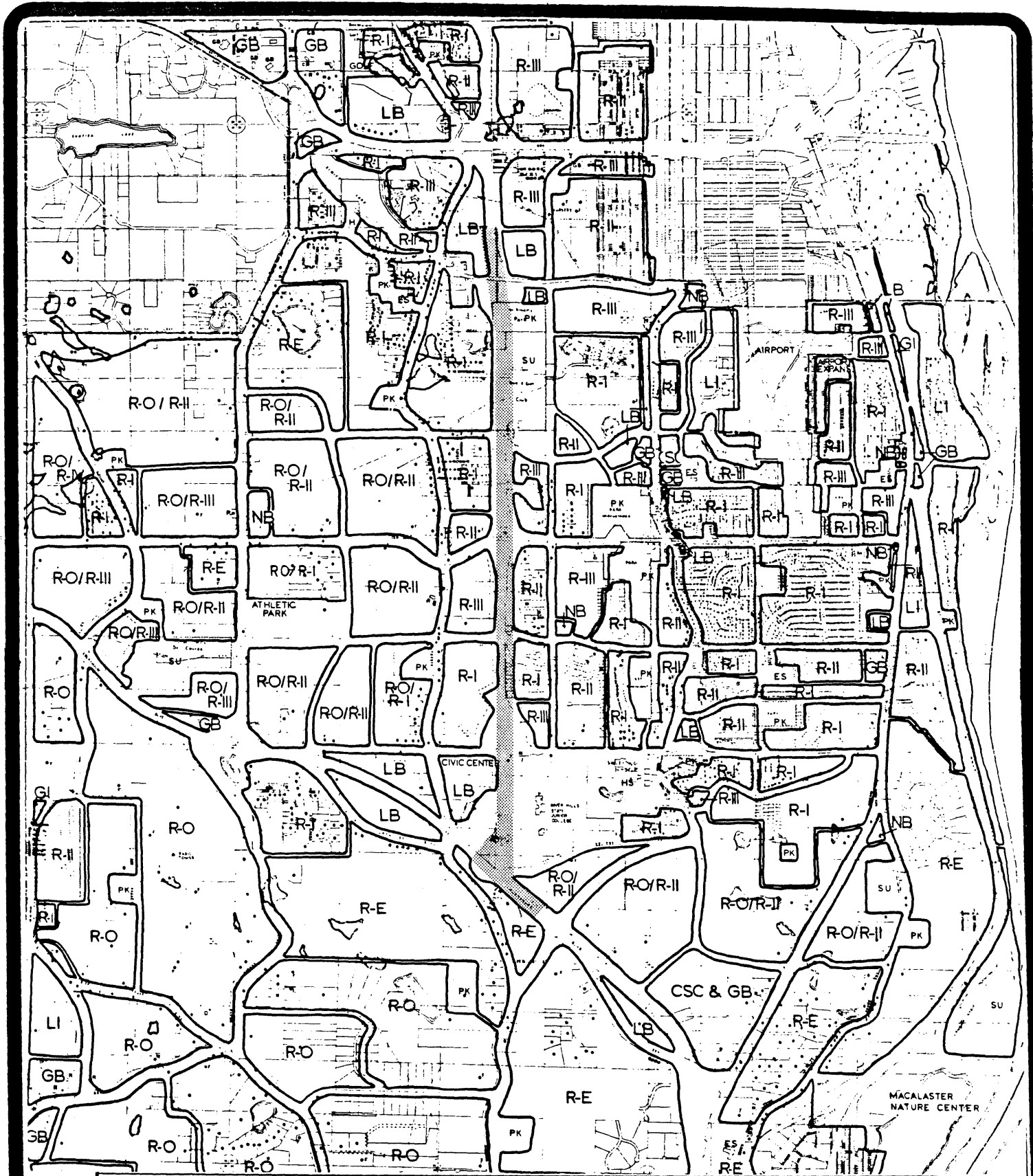


Figure 7

WETLAND BASINS



**LAND USE GUIDE PLAN / MAY 1980**

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

LB LIMITED BUSINESS  
NB NEIGHBORHOOD BUSINESS  
GB GENERAL BUSINESS  
CSC COMMUNITY SHOPPING CENTER  
LI LIMITED INDUSTRIAL  
GI GENERAL INDUSTRIAL

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



SCALE 1"=3500'

TH 3 Corridor

Figure 8

LAND USE PLAN

## E. Wetlands (Continued)

Potential sites where ponding areas for highway runoff may be constructed are presented in Table 5. In two of these locations, existing wetlands may be expanded by raising the water level or by excavation. Although their primary purpose will be detention of runoff, these stormwater ponds will be designed to maximize wildlife habitat if practicable.

Mn/DOT will make use of the following standard mitigation measures:

- Erosion controls, as specified in Mn/DOT's "Standard Specifications for Highway Construction", will be used during construction to prevent erosion and sedimentation into adjacent wetland basins.
- Care will be taken to restrict the use of heavy construction equipment in adjacent wetland areas as much as possible.
- Disposal of excess material will follow Mn/DOT guidelines to avoid disposal that damages environmentally sensitive areas such as wetlands.

The following mitigation measures will be investigated and implemented if practicable:

- While 6:1 slopes are standard for most fill sections, slopes into wetland areas will be steeper, to the extent possible, to reduce impact.
- Improvement of existing wetland basins is being considered. Wildlife habitat value would be improved by expanding these basins or increasing their water depth.
- New wetland basins may be created at four locations (see Table 5). Acreages for these proposed ponds are not available at this stage of project development. These ponds could serve a dual role to mitigate for wetland loss as well as to store highway runoff, depending on the design. Ponds used for both water detention and wildlife habitat will require outlets to minimize "bounce" caused by precipitation and springtime runoff. These ponds can be constructed to provide maximum wildlife productivity by duplicating conditions conducive to the growth of aquatic vegetation.
- Should the creation or enhancement of wetland basins prove either to be impractical or insufficient to compensate for impacts resulting from the project, mitigation banking would be utilized to provide the required mitigation.

**TABLE 5**

**POTENTIAL MITIGATION AND/OR PONDING SITES**

POTENTIAL SITE	LOCATION (BY STATION AND WETLAND BASIN NO.)	TYPE OF MITIGATION
A	Station 170 - Wetlands 4 and 5	Improvements to existing wetlands
B	Station 184 - Wetland 7	Improve existing wetlands and create wetland
C	Station 237 (S) - Near Wetland 14	Create wetland
D	Station 258 - Near Wetland 20	Create wetland
E	Station 305 - Loop B Near Wetland 26	Create retention pond - limited wildlife value

E. Wetlands (Continued)

- Mn/DOT will work with the Minnesota Department of Natural Resources and U.S. Fish and Wildlife Service to formulate mitigation measures where wetlands are involved.

F. Wildlife

No federally listed species of threatened or endangered plants or animals reside within the project area.

The undeveloped upland and wetland areas support fair populations of "farmland" wildlife. The more common species include ring-necked pheasants, mallards, blue-winged teal, wood ducks, cottontail rabbits, squirrels, skunks, woodchucks, raccoons, and deer. Many kinds of songbirds and small mammals are also found.

Wildlife impacts of this project include:

- permanent loss of wildlife habitat by conversion to highway section
- conversion of productive wildlife areas (woodlands, brush marsh) into less productive wildlife habitat (grasslands, ponding areas).
- formation of a partial barrier to animal movements.
- disturbance of animal behavior patterns by increased noise and activity
- increased mortality of wildlife because of roadkills.

These impacts will result in a decline in the population levels of most wildlife species within the project area. The decline for each species will be in a proportion equal to or somewhat greater than the quantity of their habitat destroyed. In this case, the Expressway will remove less habitat than the Freeway. The No-Build alternative would not destroy any habitat.

The highway project itself should not cause the total elimination of any local wildlife populations. These populations of animals are capable of adapting to the presence of an expressway or a freeway. Some species, however, will be eliminated from the area when the surrounding lands are fully developed.

#### F. Wildlife (Continued)

The completed facility will have some positive value as wildlife habitat. Natural vegetation within the right of way will be left undisturbed during construction and will be protected from future development, thus retaining much of its original habitat value. The facility will also create new edge vegetation in cuts through dense hardwood stands and the grassed roadsides and landscape plantings of trees and shrubs have habitat value for certain species of wildlife.

As mentioned above, animal movements (especially of deer) will be impacted by the proposed project. The occurrence of some deer-car collisions must be expected after construction of the highway, especially along wooded areas. Studies have shown that deer frequently jump right of way fences to cross highways even though safe passages are available. The frequency of highway-wildlife mortality is usually highest for a few years following construction and then declines as wildlife populations adjust to traffic. Several measures can be utilized along this project to minimize wildlife road kills. Deer warning reflectors and vegetative screens can be used at appropriate intervals along wooded sections of the alignment to direct wildlife movement and deter highway crossings. Since noise walls are used for noise abatement, these, too, could function as a barrier to wildlife movement, thus reducing wildlife mortality.

The composite loss of wildlife caused by the proposed project is insignificant relative to the wildlife resources left within the project area. Because of the generally accelerated rate of development in Inver Grove Heights, it is clear that populations of wildlife species will decrease with or without construction of TH 3. However, TH 3 will probably tend to increase the rate of development in this area. With the increasing development of this area, not necessarily related to construction of this project, the wildlife populations are expected to steadily decrease over time.

#### F. Wildlife (Continued)

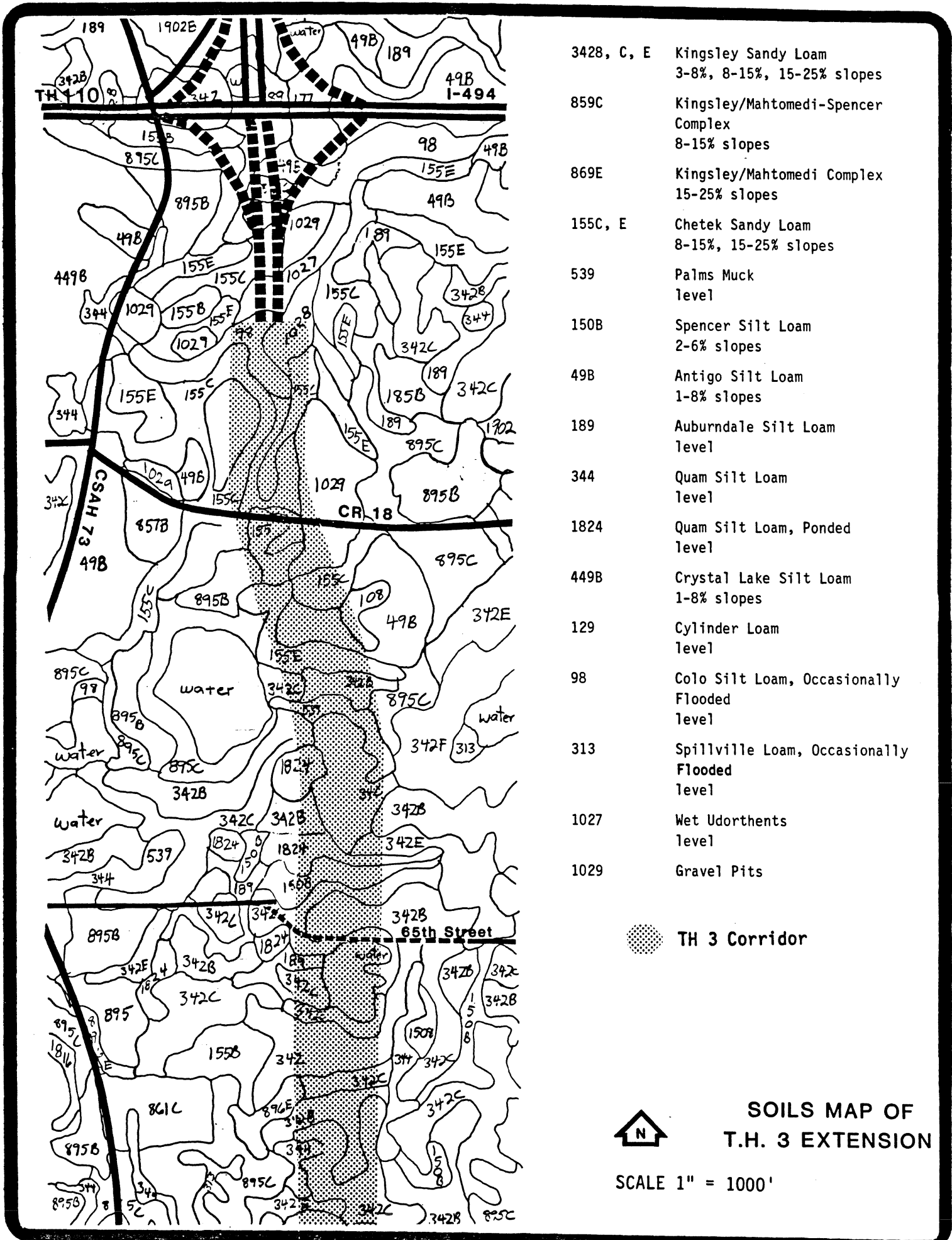
Vegetation along the roadsides adjacent to wetlands or wooded areas will be kept in a natural appearing condition and, thus, will blend in with the surrounding habitat. This grassy vegetation will provide nesting cover for pheasants, ducks, and other wildlife. Ponding areas will be designed with flat slopes and irregular shorelines to restore wetland habitat (see Wetlands Section). Depending upon the drainage conditions, it may be possible to improve wildlife habitat value of some wetlands by increasing water levels.

#### G. Soils and Erosion


The project area lies entirely on a prominent end (terminal) moraine deposited by the Superior Lobe of the last major glaciation period (the Wisconsin Period). The topography and soils are characteristic of those found on end moraines; hummocky with thick, sandy glacial deposits. A review of the Soil Survey of Dakota County has revealed 19 different soil classifications along the project right of way. They are listed below by map units which are found on the soils map in Figures 9 & 10.

Construction of TH 3 will temporarily increase erosion. Erosion from an urban construction site is 50 to 200 times greater than grass cover conditions if no steps are taken to control it. The rolling topography and steep slopes along this project make the sandy and silty loams highly erodable in places. The potential for erosion is approximately equal for both of the build alternatives.

Permanent, temporary, and administrative controls will be used to minimize erosion. Permanent control measures include items such as replacement of topsoil, seed, sod and rock riprap. Seed, sod and topsoil are used to reestablish vegetation after construction. Vegetative cover is the best permanent means of controlling and reducing erosion in large exposed areas. Permanent erosion control measures are included in the construction plans and specifications.



- 3428, C, E Kingsley Sandy Loam  
3-8%, 8-15%, 15-25% slopes
- 859C Kingsley/Mahtomedi-Spencer  
Complex  
8-15% slopes
- 869E Kingsley/Mahtomedi Complex  
15-25% slopes
- 155C, E Chetek Sandy Loam  
8-15%, 15-25% slopes
- 539 Palms Muck  
Level
- 150B Spencer Silt Loam  
2-6% slopes
- 49B Antigo Silt Loam  
1-8% slopes
- 189 Auburndale Silt Loam  
Level
- 344 Quam Silt Loam  
Level
- 1824 Quam Silt Loam, Pondered  
Level
- 449B Crystal Lake Silt Loam  
1-8% slopes
- 129 Cylinder Loam  
Level
- 98 Colo Silt Loam, Occasionally  
Flooded  
Level
- 313 Spillville Loam, Occasionally  
Flooded  
Level
- 1027 Wet Udorthents  
Level
- 1029 Gravel Pits

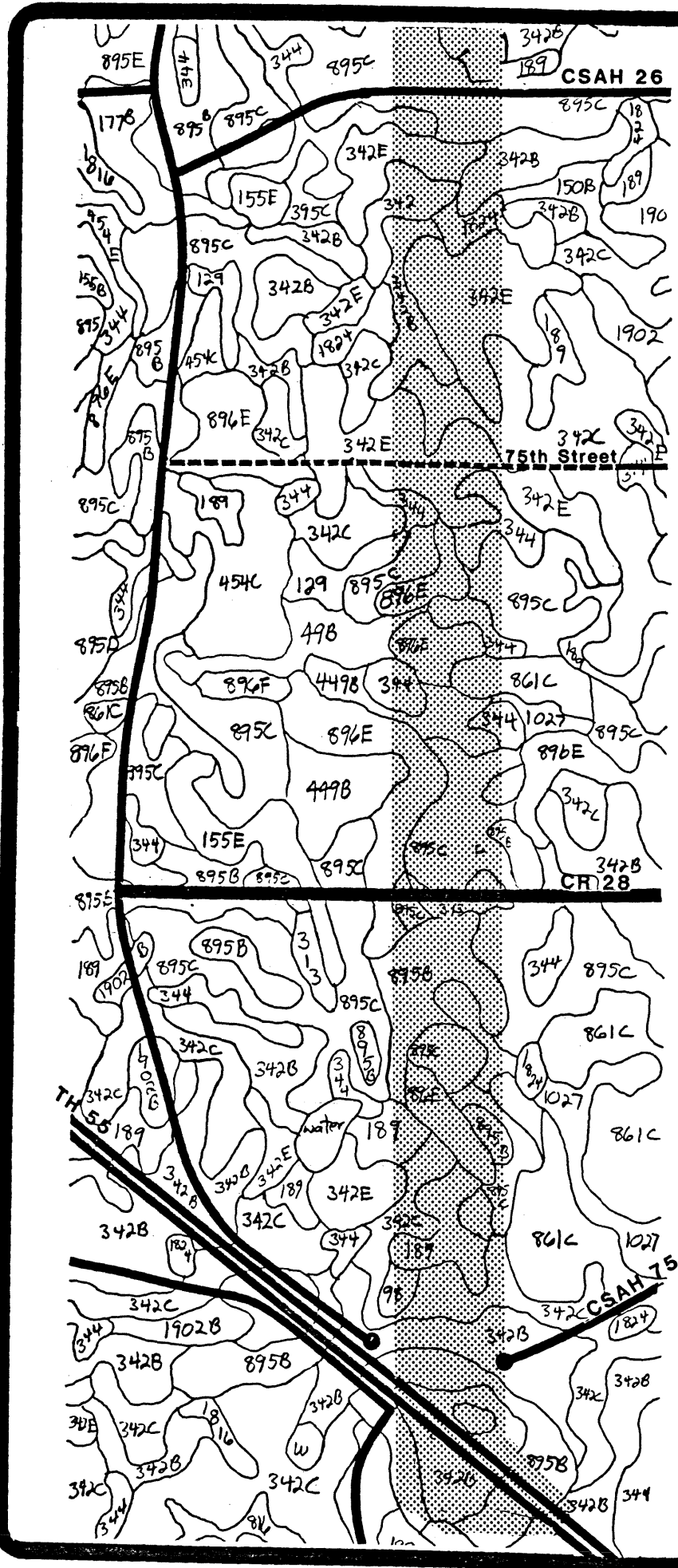
 TH 3 Corridor



**SOILS MAP OF  
T.H. 3 EXTENSION**

SCALE 1" = 1000'

Figure 9 SOILS MAP 41



- 3428, C, E Kingsley Sandy Loam  
3-8%, 8-15%, 15-25% slopes
- 859C Kingsley/Mahtomedi-Spencer  
Complex  
8-15% slopes
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level
- 150B Spencer Silt Loam  
2-6% slopes
- 49B Antigo Silt Loam  
1-8% slopes
- 189 Auburndale Silt Loam  
level
- 344 Quam Silt Loam  
level
- 1824 Quam Silt Loam, Pondered  
level
- 449B Crystal Lake Silt Loam  
1-8% slopes
- 129 Cylinder Loam  
level
- 98 Colo Silt Loam, Occasionally  
Flooded  
level
- 313 Spillville Loam, Occasionally  
Flooded  
level
- 1027 Wet Udorthents  
level
- 1029 Gravel Pits

TH 3 Corridor



**SOILS MAP OF  
T.H. 3 EXTENSION**

SCALE 1" = 1000'

Figure 10

SOILS MAP

#### G. Soils and Erosion (Continued)

Temporary controls of erosion include items such as bale ditch checks, earth diversions, bale diversions and temporary sediment basins. Temporary controls have to be included in construction plans and are used at the discretion of the project engineer (See Mn/DOT Standard Specification 1803.5).

Administrative erosion controls occur in the form of standard specifications, licenses, permits and requirements placed upon the contractor. Construction activities conducted within highly erodible areas (depicted on Figure 11) shall be governed by the guidelines given for critical runoff areas in Specification 2575.3A. In order to encourage more rapid turf establishment on this project, a penalty will be assessed on the partial payments for excavation and embankment for each acre of erodible soil remaining unfinished at the time the estimate is prepared.

To establish vegetation in areas disturbed by construction, Mn/DOT usually requires topsoil, lime (if necessary), fertilizer, sod and/or seed and mulch. The type and rate of fertilizer used depends upon the nature of the topsoil. Normally, topsoil within a construction area is salvaged and reused. When a project is being designed, in-place topsoil is sampled and tested. Test results provide information on topsoil gradation, pH, organic matter, and phosphorous and potassium content. Proper fertilizer and rate of application may be derived from this information.

#### H. Solid Waste

Structures and foundations within the right of way will be removed and disposed of in accordance with Mn/DOT Standard Specifications. Because of the rural nature of the project, relatively few structures will be involved. Those to be removed include the former St. Paul Rod and Gun Club, former City Hall, and possibly several residences in the vicinity of the interchange with TH 52/55.

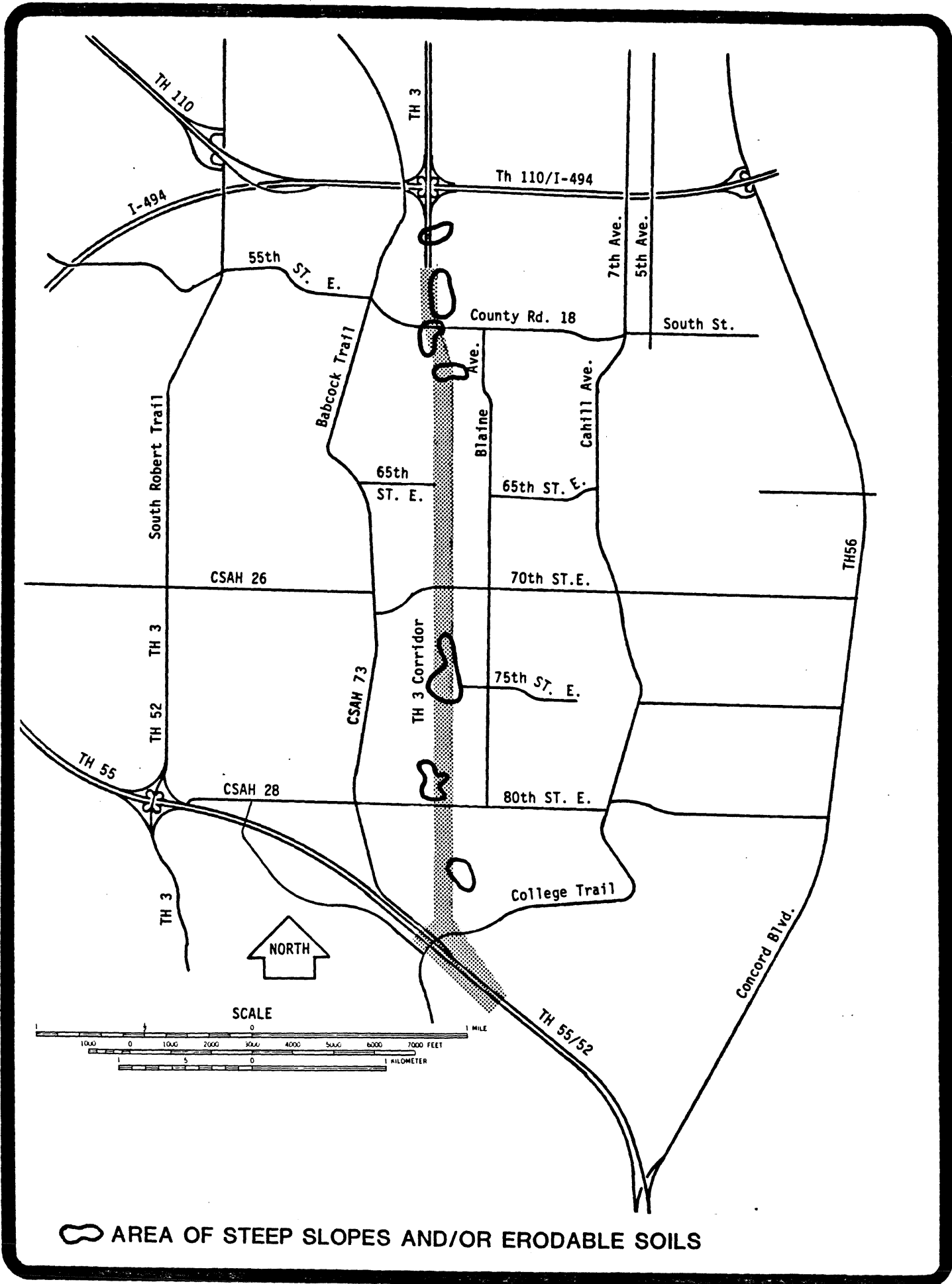


Figure 11

ERODIBLE SOILS

#### H. Solid Waste (Continued)

During the scoping and project development process, a solid waste issue was identified in the vicinity of the former gun club site. Many years of trap and skeet shooting at this location had the potential for depositing quantities of lead shot onto the land surface. With this in mind, and upon recommendation from the MPCA, soil samples were taken from the area affected by this project. A sieve analysis of one square yard, two inches deep, yielded the following lead concentrations: (ratios expressed as weight of lead/dry weight of soil).

Sample #	Distance from shooting station	Ratio
1	50 yards	.010
2	170 yards	.069
3	225 yards	.015

This analysis along with site investigation revealed the highest concentration of pellets to be located between 150 - 200 yards from the old shooting stations. This is consistent with theoretical calculations.

Because lead in pellet form is characterized by very low solubility, the presence of these pellets in the soil does not pose a significant threat to groundwater quality in this area. However, to preclude the possibility of any future environmental problem, the lead will be removed from the site. Prior to construction, Mn/DOT will contract to have the lead pellets removed from those zones of highest concentration on the former gun club property both within and outside of construction limits for this project. The reclamation process will be coordinated through the MPCA and Dakota County. Furthermore, a sieve analysis will be performed again prior to construction to assure a significant reduction in the amount of lead pellets in this area.

## I. Economics

A major transportation facility has the potential to significantly effect the local and regional economy. Such a facility may cause disruption to a local business community through right of way acquisition, traffic blockages or rerouting. A major highway may also provide economic benefits to the local and regional economy. Costs to road users are frequently reduced through the provision of a better road surface and smoother flow of traffic. Reduced travel times and distances would also lower costs to the user.

Because of the length of time which this highway has been in the planning process, and because nearly all the right of way is owned by Mn/DOT, this facility is not anticipated to cause adverse impacts to the local or regional economy. During the last decade, business and residential development has progressed with the assumption that TH 3 would eventually be built in this corridor.

### Property Values

Regarding the influence of a highway on the price of property located adjacent to a highway, the best recent work in this area suggests mixed effects. Proximity to a major roadway normally means an increase in accessibility thus travel times and cost between home and work or other destinations are reduced. Concomitant with the increase in volume may come an increase in traffic noise, which may exert a negative effect upon those residential properties located directly adjacent to the highway. In some cases, the price increases associated with better accessibility can be offset by effects associated with noise. In such a case, the net result would still be an increase in value to the property resulting from the roadway improvement.

Generally, either of the Build alternatives is anticipated to have a beneficial impact on property values within the project area. Accessibility for local residents to other destinations within the Twin Cities will be increased. Property directly adjacent to the facility will experience the mixed effects of increased accessibility and increased traffic noise. Commercial property located near a major highway has been shown to increase in value because of the proximate location.

## I. Economics (Continued)

### Development

No known major commercial or industrial developments are known to exist which are contingent upon the construction of this highway. However, experience shows that commercial and industrial concerns frequently favor locating near a major highway facility. The construction of TH 3 will increase the attractiveness of Dakota County and Inver Grove Heights as a commercial, industrial and residential location. The timing and exact location of such development made by individual location decisions and cannot be accurately predicted without an existing development proposal. Nevertheless, it should be assumed that commercial and residential development will become denser in the area served by the proposed highway.

### Tax Revenue

This project will require the acquisition of minimal amounts of right of way. Depending on the alternative chosen, a total of 7 to 15 acres remains to be acquired. As a result, the project will cause minor impact to tax revenues for any governmental entity through which the highway will travel.

Increased tax revenues can be attributed to the new roadway at the same rate that the facility increases the rate of commercial or residential development. Property which is converted to a "higher and better" use will yield higher tax revenues.

### Public Expenditures

Upon completion, the roadway will require normal maintenance efforts including plowing, sanding, mowing,, etc. Costs for these efforts will be provided by Mn/DOT road maintenance funds. Local governments will be responsible for maintenance on frontage roads and bikeways. Mn/DOT will provide overpasses for 65th and 75th Streets and the city will complete the remaining construction for these roads.

## I. Economics (Continued)

### Employment

As indicated above, no large scale commercial or industrial development is known to be contingent upon the construction of the highway. But, it can be anticipated that the construction of the facility will encourage the employment potential for the immediate and surrounding communities. The construction of the facility will also cause the creation of significant short term employment opportunities in the construction trades. In addition, a significant amount of materials and supplies will be required by project construction, many of which are locally acquired.

### Retail Sales

As a result of the accessibility improvement caused by the project, retail merchants in the area will experience an increase in their market area. Local merchants may use these reductions in travel times to increase business which may be attracted from areas outside their previous market area. Merchants outside the area will also be more available to the population residing within the project area.

### Economic Viability of Affected Communities

Over the long term, the project may increase the viability of the communities in the vicinity of the project. The construction of the proposed highway will also increase the residential attractiveness of the communities in the area.

## J. Sociological

Analysis of the study area's demographics by use of census data from 1970 and 1980 has revealed that the proposed project will have a beneficial impact on community cohesion. It will also improve the accessibility of public facilities and services within the study area. A full report titled, Social Impact Analysis Report, is available for anyone who request it. Local development and roadway plans for the area have been based on the construction of the proposed project, which has been planned for nearly 25 years and has been supported by several local governments.

## J. Sociological (Continued)

### Support

Since the highway will be built on a previously purchased right-of-way, resistance to construction is expected to be considerably reduced. Also, support for the project was expressed during the public informational meetings and hearings. Several community and county governments and civic organizations have also expressed formal support of the project.

Those representatives which have documented their conditional or unconditional support are (copies available by request):

- City of Inver Grove Heights. Written Statement of Council Member Sheila Tatone, dated November 15, 1984
- Board of Commissioners, Goodhue County: Resolution, dated May 21, 1985
- Dakota County Commissioner Steven Loeding: Written Comment, dated December 4, 1984
- The South St. Paul-Inver Grove Heights Chamber of Commerce: Written Statement, dated November 15, 1984

Because the right-of-way for the corridor has been acquired for some time, and public support for the project has been voiced through community and county resolutions and public informational meetings and hearings, no controversy concerning the project is anticipated.

### Community Cohesion\*

Census data were analyzed to identify the degree of community cohesion existing within the study area. The strongest degree of cohesion in the study area exists in the census tracts east and south of the proposed project. This cohesion within the study area as a whole will most likely increase because of improved accessibility to and through the area.

---

\*The term cohesion is simply a relative descriptor of community. It refers to the degree of attraction among the parts--individuals, groups and institutions--of a neighborhood. It also suggests the need to measure the level of interaction and interdependence (cohesiveness) present within a community.

## J. Sociological (Continued)

### Accessibility to Private & Public Facilities & Services

The proposed roadway will not be located any closer than 400' to the nearest public or private facility with the exception of McGroarty Park. The impact to McGroarty Park is discussed in the Parklands section. Other facilities, because of their distance from the new highway will experience only an accessibility impact. The proposed TH 3 should improve accessibility to the private and public facilities & services in the local community. The improved accessibility is because the corridor has been established for many years and local development has been done in anticipation of the future highway. Public facilities and services located along the TH 3 corridor are McGroarty Park, Inver Grove Heights City Hall and Inver Hills Community College. Private facilities include the Cenex Corporate Headquarters, Salem Methodist Church, Grace Nazarene Church, and Old Emanuel Lutheran Church (See Figure 12).

## K. Relocation

As previously mentioned only a small portion of the necessary right of way remains to be acquired. A certain amount of property at the new TH 3 and TH 52/55 intersection will need to be purchased. It is anticipated that this acquisition will effect only 1 to 3 residential units with the Expressway alternative effecting fewer residences than the Freeway. All residents and tenants who are displaced will be eligible for relocation assistance. Because of the availability of homes, rental units, and buildable home sites in the project area, relocation should not be a problem.

The MnDOT District 9 Relocation Office, located at 3485 Hadley Av. No., Oakdale, MN, will provide the necessary relocation services for this project. Personnel from the Relocation Office will provide assistance to assist the displacees relative to their relocation. Relocation benefits include replacement-housing payment, moving costs,

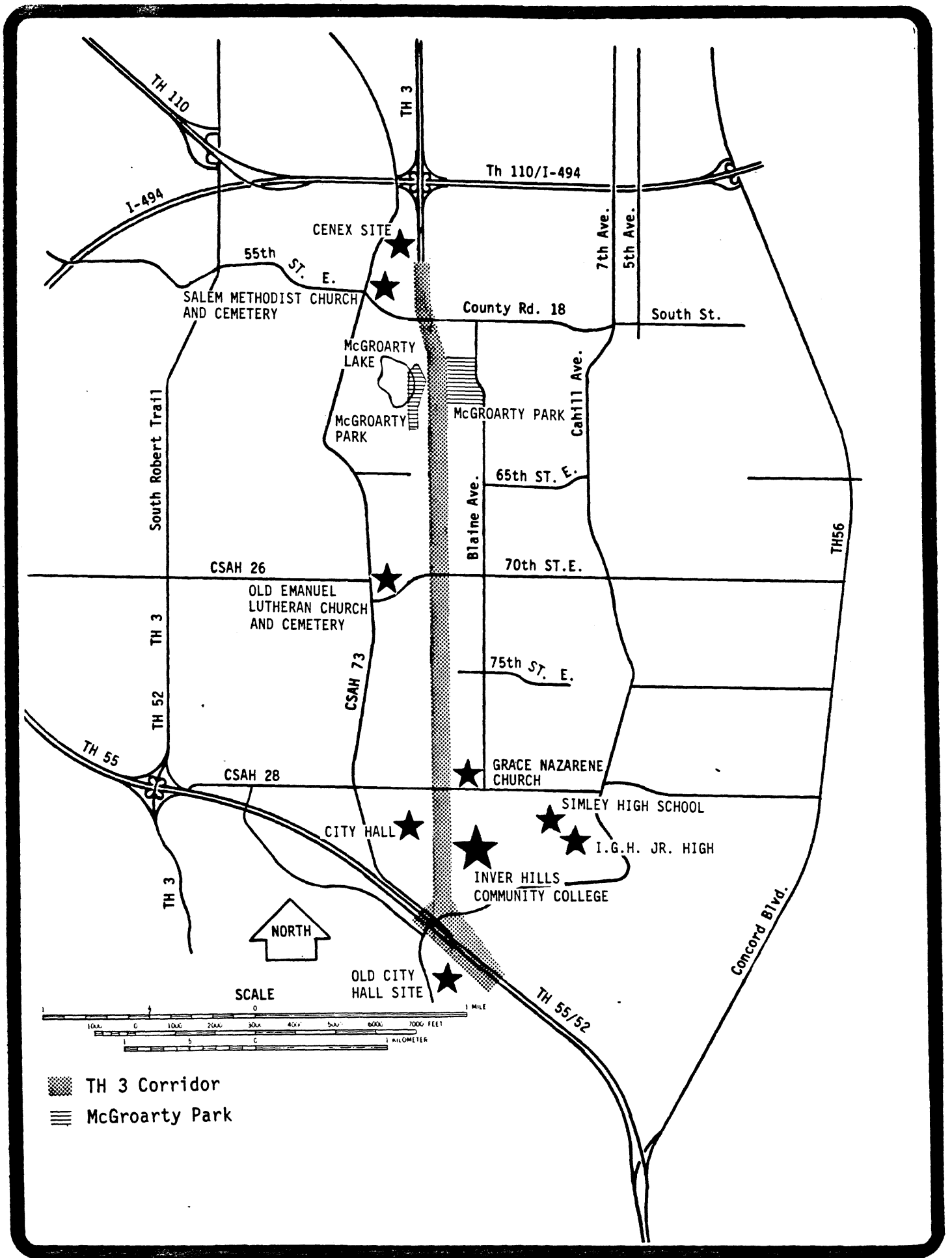


Figure 12

PUBLIC & PRIVATE INSTITUTIONS

#### K. Relocation (Continued)

closing costs, interest differential, and appraisal fees, if any. The Relocation Staff will assist the relocatees in preparing the necessary claim forms for payment of their claims. All persons will be relocated into decent, safe, and sanitary housing within their financial means, without regard to race, color, or national origin. Listed below are some of the MnDOT methods of securing housing information:

Newspapers

Personal contacts with realtors

Visual inspection of neighborhoods for privately listed homes

Completed city-wide MLS listings

Personal contact with apartment complex managers

The Apartment Guide of the Twin Cities

#### L. Transportation

Transportation analysis involves the study of local accessibility and circulation as well as mass transit, bicycle & pedestrian traffic.

Both the Freeway and Expressway alternatives will provide access to local roads. County Road 18, 70th St., 80th St. and either 65th or 75th St. will all have highway ramps or turn lanes depending on the alternative chosen. None of these 5 existing streets, which cross the TH 3 corridor, will be severed. The continued use of these streets will assure an uninterrupted circulation of traffic to and from local residences and businesses.

##### Bus Service

The Metropolitan Transit Commission (MTC) has proposed express bus service on TH 3 as far south as 70th Street. To enhance the use of buses, potential Park/Ride facilities could be made available in the area. Mn/DOT does not have extra right of way available on this project to construct Park/Ride lots. However, there are several poten-

#### L. Transportation (Continued)

tial community sites in the project area that could serve this purpose; Inver Grove Community College, City Hall and the Cenex Corporation among others. To obtain this type of service, coordination will have to be developed between the MTC and the service area in Inver Grove Heights.

Other techniques worth investigating are the use of ramp metering, enhanced interchange design and preferential treatment for buses on the ramp.

#### Bikeways

Evaluation of a bicycle facility with the TH 3 project alternatives is being conducted by Mn/DOT. The Freeway alternative would prohibit bicycle and pedestrian traffic and would require a separate off-road facility. The Expressway alternative would allow bicycle traffic but would be unsatisfactory where traffic volumes exceed the Mn/DOT Standard of 17,561 vehicles per day. The Project Path Report states that there "exists an option of upgrading the expressway segment to a freeway design in the future". If this is the case, bicycle traffic would be prohibited and there would be the need for an alternate facility. (See Minnesota Statute 160.264.)

The inclusion of an off-road bikeway facility with either alternative would provide a positive impact for bicycle and pedestrian traffic by providing a safe transportation corridor where one does not presently exist. The City of Inver Grove Heights and MnDOT have agreed that MnDOT will construct the bikeway system on the right of way as an off road facility. Maintenance of the bikeway will be the responsibility of the city or county. Between CR 18 and 80th St., the bikeway will be west of TH 3 and outside the barrier fence but still within the right-of-way corridor. The bikeway will run east of TH 3 as it travels from 80th St. to College Trail, see Figure 13.

The rolling topography and steep slopes along the west side of TH 3 could present grade problems for the proposed bikeway. It may therefore be necessary to cross the bikeway to the east side of TH 3 at one of the bridges. This would necessitate the widening of a bridge sidewalk to accommodate bicycle and pedestrian traffic.

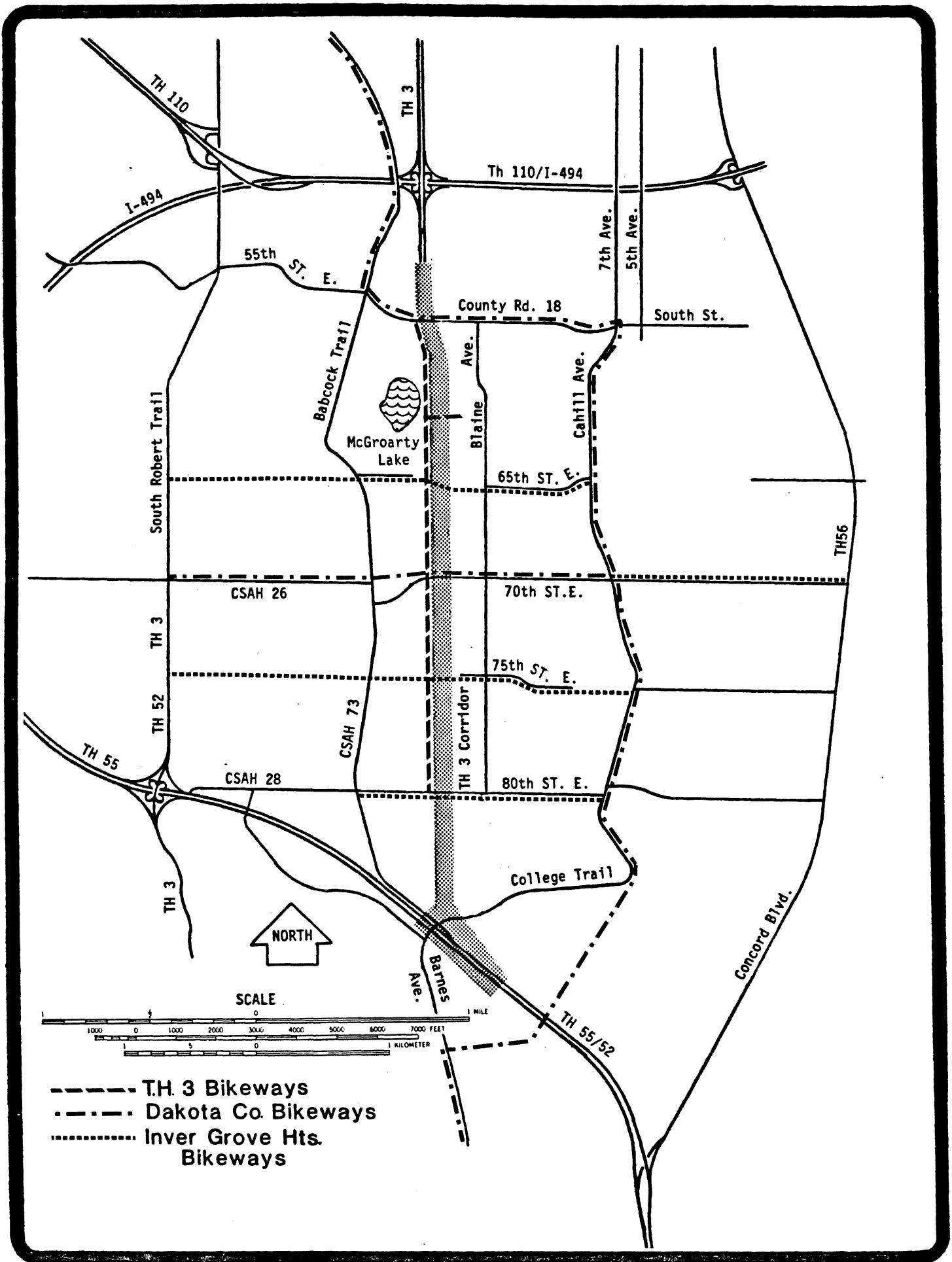


Figure 13

PROPOSED BIKEWAYS

## L. Transportation (Continued)

The proposed bicycle/pedestrian bridge to connect the dissected McGroarty Park will provide a safe crossing of TH 3 as well as provide a connection to the off-road bikeway. Curb cuts and adequate signing of off-road designs is imperative to provide safe and continuous travel routes.

An off-road design along TH 3 would tie into future bikeway plans by the City of Inver Grove Heights as well as those of Dakota County. Although Inver Grove Heights has not formally adopted a bike trail plan, it has tentative plans for bikeways along future 65th and 75th Streets as well as along CR 28. Each of these bikeways would link to the proposed TH 3 bikeway and provide east-west access to the city.

The Dakota County Trail Plan also proposes a number of bikeways. A bikeway along CR 18 is planned with a connection to a bikeway along CR 73. This bikeway would provide east-west access from TH 3 as well as provide access to the north with a crossing of I-494. Another east-west bikeway is proposed along CR 26. The county also indicates a proposed bikeway along CR 75, which is to be realigned south of CR 28 in conjunction with the TH 3 construction. A link between the proposed CR 28 bikeway and the proposed TH 3 bikeway (east of TH 3 right-of-way) will also be provided according to the County Plan.

### *Pedestrians*

All new bridges or intersections will be designed for pedestrian traffic. Regardless of the alternative chosen, the overpasses or intersections will accommodate both bike and foot traffic on at least one side. The Bikeways will also likely be used for walking and jogging. These features should encourage pedestrian use of the new corridor.

## M. Visual

Impacts to the visual environment are addressed with respect to both positive and negative aspects. The areas of the visual environment affected by the development of the TH 3 corridor will be:

- Views from the road
- Views of the road
- Lighting
- Existing vegetation
- Wetland enhancement
- Corridor landscaping

The physical environment of the proposed TH 3 corridor exists today as a relatively undisturbed natural area. The vegetation and soils are indicative of a terminal moraine and the landscape is comprised of rolling to hilly topography. The high, well drained soils support a microenvironment climaxing towards an oak savannah while the lowlands consist of heavy soils and small, abundant wetlands. The environment is also made up of the residential landscape that interfaces the edges of the proposed corridor.

Development of the proposed corridor will disrupt the aesthetics of the physical and visual environments. A loss of vegetation may increase views to and from the residential development adjacent to the corridor. The proposed project will also affect some of the wetland environment. Various measures will be taken to minimize adverse physical and visual impacts.

In the planning, design and development of new highway corridors, the visual resources of an area are considered as assets. The visual resources on the TH 3 corridor are chiefly related to the topography and vegetation of this area. A visual analysis of the proposed corridor was conducted examining "views from the road" and "views of the road". Information gathered from this analysis will be used to determine which views can be enhanced.

## M. Visual (Continued)

### Views from the road

Views from the road will focus on the highway environment, the natural environment, and views to some of the adjacent residential developments. The highway environment consists of the backslopes, inslopes, bridges, retaining walls, signing, lighting, noisewalls and landscaping that appear in the corridor. These design elements, when developed comprehensively, can result in an attractive, visually cohesive highway corridor. Views of the natural environment will consist of an undulating landscape which entails oak stands and remnant wetlands.

Due to the roadway elevation and landscaping along the corridor, views into McGroarty Park from the highway will be limited. Views of the park will most likely occur from the ramp system associated with the Co. Rd. 18 interchange. The major visual identification of the park will be the pedestrian bridge which will connect both sections of the park.

### Views of the road

Views of the road and its environment may occur from some of the residences along the proposed corridor. Views of the corridor may be reduced by landscape screening and, in some cases, noise walls or earth berms may also serve as visual screens. Measures will be taken during the design and construction phases to minimize the physical and visual impacts and help blend the roadway into the natural environment.

### Lighting

Headlight glare is another visual impact associated with the development and operation of the roadway. Measures to minimize the effects of headlight glare include landscaping, and glare screens. Noise walls will also eliminate any problems where they are utilized. As the project enters the detail design phase and the roadway elevations become finalized, a determination will be made as to the potential effects of headlight glare on the adjacent residential areas.

M. Visual (Continued)

Overhead highway lighting will be confined to intersections and traffic direction signs. Neither of these types of lighting is expected to adversely affect adjacent property.

Existing vegetation

Vegetation on the undeveloped lands within the proposed project area consist of a mixture of deciduous woodlands, brush, grassland and cropland (see Table 6 for breakdown). Many of the surrounding lands have been or are being developed for residential homesites.

The major impact of the proposed project upon vegetation will be the removal of parts of several woodlands. Trees not removed outright may still be lost through exposure, wind throw, changes in soil moisture, compaction of soil around roots, and injuries caused from construction equipment. However, some trees in the wooded areas bisected by the highway may actually experience increased growth rates due to less competition for sunlight as a result from clearing activities.

Although the No-Build alternative will have no impact upon vegetation, both of the build alternatives have impacts outlined above. The Freeway will remove slightly more vegetation because of the access ramps incorporated into this design.

Three techniques to minimize adverse impacts upon vegetation are preservation, repair and landscaping. Tree removal will be kept to a minimum in the larger woodlands and elsewhere along the right of way where valuable trees exist. Trees will only be removed where necessary for construction purposes and for conformance with safety standards for clear zones. Where practical, natural vegetation will be preserved in medians and interchange islands. The exact location of the areas of natural vegetation which will be preserved cannot be determined until the detailed design phase of this project. Before construction, Mn/DOT will prepare an Environmental Design Guide which will include a plan that identifies the specific areas of vegetation that can be preserved.

**TABLE 6**  
**VEGETATIVE COVER**

LAND TYPE	ACRES WITHIN RIGHT OF WAY
Deciduous Trees	41.0
Brush	10.7
Developed	9.2
Grass/Old Field	186.1
Coniferous Trees	7.3
Water/Wetlands	21.2
Highway	11.4
Cropland	5.3
Total	292.2

#### M. Visual (Continued)

Where injuries to trees occurred during construction, tree wounds will be trimmed and dressed to prevent disease. Trees which have suffered root damage will be pruned to balance above ground tree size with the loss of root mass.

Mn/DOT will also landscape the right of way to restore some of the lost vegetation. Trees and shrubs will be planted to help provide a visually pleasing right of way for motorists and to minimize the impact of the project upon nearby residents.

#### Wetland enhancements

Some wetlands will be impacted in the development of the proposed corridor, while others will be enhanced or created in the development of stormwater ponding areas. These areas should be developed in the lowland areas and adjacent to some of the wooded hillsides when possible. The adjacent wooded areas provide habitat and offer a visually interesting setting for the wetland. Stormwater ponding areas should be designed wet to provide maximum visual mitigation. Grading of these ponding areas should allow for the naturalization of emergent vegetation along the shorelines.

#### Corridor landscaping

A landscape master plan will be developed for this proposed corridor. The landscape development should soften and naturalize the areas where the backslopes interface with the disturbed wooded upland areas. Attention should also be directed to screen views into the proposed corridor from the adjacent neighborhoods. Plantings will be done to minimize roadside maintenance, potential safety hazards, and to create an aesthetically pleasing and functional roadway.

Special landscaping treatment in the area of McGroarty Park will be developed to naturalize the edges impacted by the construction of the roadway. Coordination and review with the city will be carried out to maintain the visual quality of the park.

## N. Farmland

Because the entire right of way for the project has already been 95% acquired, there are only a few acres currently in agriculture production. MnDOT submitted Form AD-1006 Farmland Conversion Impact Rating along with several maps to the U.S. Soil Conservation Service. The Service has stated that several patches of prime farmland soil are located in the corridor but these areas are small and scattered (See Soil Conservation Service letter in Appendix). Also, the Land Use Plan for the City of Inver Grove Heights (see Figure 8), shows the project corridor to be bounded by residential, business and park land. Consequently, the project will not impact any significant agricultural property.

## O. Parkland

The only parkland affected by the proposed transportation facility will be McGroarty Park (see Figure 12 for location). Both build alternatives will have similar noise, aesthetic, wildlife, and water resources impacts. Selection of a No-Build Alternative in this area would result in no impact to McGroarty Park.

On December 8, 1971, the Secretary of the Interior approved a Section 4(f) Determination for McGroarty Park with three contingencies:

- compensation or replacement of 4(f) land acquired for highway purposes.
- provision of a pedestrian crossing in the vicinity of the park
- preparation of a landscaping plan for the highway adjacent to the park

Mn/DOT is committed to preserving the quality and recreational resource of this park. A land exchange with the City of Inver Grove Heights resulted in the replacement of that portion of the park to be affected by the proposed project. A part of the former St. Paul Rod and Gun Club property, adjacent to McGroarty Park, was exchanged for affected parkland. Because sections of the park would be on either side of the new highway, a pedestrian crossing will be provided to allow access to the entire park (See letter from Inver Grove Heights in Appendix). Also, a separate landscaping plan will be developed with the intention of screening views of the freeway/expressway.

O. Parkland (Continued)

Based on the limited information available at this time on topography and highway layout, it does not appear that the park will be subjected to an excessive traffic noise impact. A more thorough review will be done as plans for the park and roadway are developed. Regardless of the certainty of adverse noise, the landscaping mentioned previously will also be used to lower any traffic noise reaching the park area.

During the scoping process for TH 3, several individuals expressed concern regarding the effect of highway runoff upon wetlands and lakes. McGroarty Lake, a type 5 wetland, is used by DNR as a rearing area for muskie. Field review and drainage maps reveal that local drainage in this area is to the east, or away from McGroarty Lake. For this reason, no significant runoff from TH 3 will be discharged into the lake (Figure 7). McGroarty Lake has been classified by the Commissioner of Natural Resources as a Recreational Development Lake (DNR ID #19-45) and is protected under Section 517 - Management of Shoreland Areas in the Inver Grove Heights Code. The proposed project is within 1000 feet of the ordinary high water mark and will thus require an Excavation Permit. Mn/DOT will comply with the conditions of this permit by implementing erosion control methods discussed in the soils and erosion section of this document.

As project development continues, special consideration will be given to wildlife impacts in this area. Possible methods to minimize harm are discussed in the wildlife section of this Draft EIS. Specific mitigation measures will be finalized in the Final EIS.

P. Summary of Mitigation for Adverse Impacts

The following is a summary of measures to mitigate the adverse impacts caused by the proposed project. Further review and coordination with public, private, state and federal sources will assist in finalizing mitigation commitments which will then be presented in the Final Environmental Impact Statement.

P. Summary of Mitigation for Adverse Impacts (Continued)

<u>Impact Area</u>	<u>Mitigation</u>
Noise	Where reasonable and technically feasible, noise barriers will be constructed to reduce traffic noise levels.
Stormwater Runoff	Implementing a rural drainage design and constructing detention ponding areas will reduce water quantity and quality impacts. No significant runoff will be discharged into McGroarty Lake.
Wetlands	By creating new wetlands and improving existing wetlands, Mn/DOT will replace the total number of Wetland Habitat Units impacted by this project.
Wildlife	Vegetation along the roadside adjacent to wetlands and wooded areas will be kept in a natural appearing condition. Deer reflectors and vegetative barriers can be utilized to reduce the potential for road kills.
Soils and Erosion	Permanent, temporary, and administrative controls will be used to minimize erosion.
Solid Waste	Structures and foundations within right of way will be removed and disposed of in accordance with Mn/DOT Standard Specifications. Lead pellets on the former St. Paul Rod and Gun Club property will be reclaimed prior to construction.
Relocation	Relocation services will be provided for this project. Benefits will include replacement housing differential, moving costs, closing costs, interest differential, and appraiser's fees, if any.
Visual	The preservation of existing vegetation where possible and corridor landscaping will be used to minimize the physical and visual impacts of this project.

# APPENDIX



United States  
Department of  
Agriculture

Soil  
Conservation  
Service

6120 Earle Brown Dr. - Rm 650  
Brooklyn Center, MN 55430

October 15, 1985

Stan Thompson, Project Manager  
Minnesota Department of Transportation  
District 9  
3485 Hadley Avenue North, Box 9050  
North St. Paul, MN 55109

Dear Mr. Thompson:

Thank you for the opportunity to comment on the planned highway project in the Inver Grove Heights area. The Soil Conservation Service does not have the Land Evaluation (Part IV, Form AD-1006) data complete at this time for Dakota County. We will have the data available for all Metro counties in the near future.

I trust the comments of Howard Moechnig, District Conservationist, will be sufficient to meet your needs for completing your project plans.

Sincerely,

  
HARVEY SUNDMACKER  
Area Conservationist

cc:Howard Moechnig

enc.



The Soil Conservation Service  
is an agency of the  
Department of Agriculture

SCS-AS-1  
10-79



United States  
Department of  
Agriculture

Soil  
Conservation  
Service

821 Third Street  
Farmington, MN 55024

October 3, 1985

Stan Thompson, Project Manager  
Minnesota Department of Transportation  
District 9  
3485 Hadley Avenue North, Box 9050  
North St. Paul, MN 55109

Dear Mr. Thompson:

I have reviewed soils maps for the highway project in Inver Grove Heights (TH3 from I494 to TH55).

There are patches of prime farmland soils in the right of way for the project. However, these areas of prime farmland soils are rather small and are intermixed with soils that are not prime farmland.

At present there are only a few acres in agricultural production in this right of way.

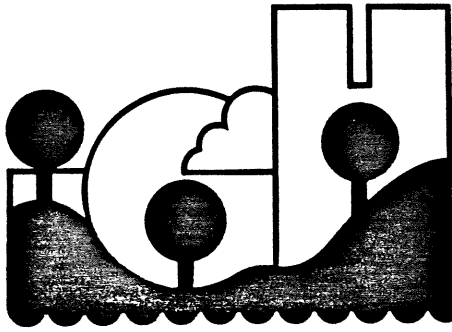
The impact of this project on prime farmland and agriculture in Dakota County will be relatively insignificant.

Sincerely,

Howard J. Moechnig  
District Conservationist



The Soil Conservation Service  
is an agency of the  
Department of Agriculture



## Inver Grove Heights

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

December 14, 1984

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

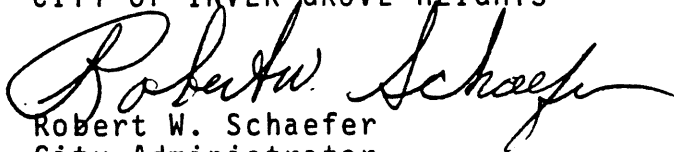
Dear Mr. Winter:

The Minnesota Department of Transportation recently held a meeting for comments on the environmental issues associated with the construction of T.H. 3 in this city. At that meeting, Councilmember Tatone represented the City Council of Inver Grove Heights in her statement regarding the concerns of the city.

We are enclosing a copy of her statement which we would like entered into the official record of that November 15, 1984 meeting.

Very truly yours,

CITY OF INVER GROVE HEIGHTS

  
Robert W. Schaefer  
City Administrator

/co

Enc.

CITY OF INVER GROVE HEIGHTS

November 15, 1984

The original Comprehensive Plan of Inver Grove Heights and every succeeding plan have incorporated the Lafayette Extension as an integral part of our transportation system, and serves as the backbone from which virtually all land use decisions have evolved.

The traffic this roadway is designed to carry and will serve to reduce the vehicle emissions and highway noise in other areas of the city. We say this because the current traffic which will reroute to the Lafayette Extension is carried on Babcock Trail (CR 73), Cahill Avenue (CR 75 and Concord Blvd. (TH 56). Traffic, and hence emissions, is expected to decrease along these routes with the completion of the freeway, making them quieter, safer, and surrounded by cleaner air.

Although there may be some adverse short term noise impact during construction and a subsequent impact upon completion of the roadway; berms, sound barriers and new technologies can alleviate this problem. Such applications are not feasible on the previously mentioned carriers.

When our comprehensive storm water drainage plan was designed, it incorporated the preliminary freeway design. According to the EAW negotiation measures will be taken to compensate for the approximate 22 acres of wetlands that will be filled in.

Additionally, on-site ponding will be provided for storm water run-off. As long as these ponds and wetlands are integrated with our comprehensive storm water drainage plans, we have no objections.

With regard to social impact and the N/S travel times, the presence of the freeway is anticipated to make the city more attractive to all varieties of development. Because of improved accessibility to the core cities, we anticipate additional commercial/industrial development, increasing employment opportunities as well as helping to stabilize our tax base. This will lead to

enhancing the quality of life in the city. We also expect residential development to increase since individuals employed in the core cities will have easier access. Because those areas adjacent to the present N/S thoroughfares will experience the benefits of reduced traffic through them. This is especially true along Babcock Trail where the major land use is residential.

We want to be sure the record reflects that satisfactory compensation and negotiating measures have been made for McGroarty Park. A land exchange has been made and the State has agreed to construct a pedestrian/bike trail along the length of freeway, and has agreed to construct a bridge to connect the two sections of park. Other measures have been agreed to by the state and the city. The city is very satisfied with the arrangements and considers the matter closed.

We would like to repeat and emphasize; the City Council of Inver Grove Heights supports the immediate construction of TH 3 in its present design.

*2 copies*



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

February 27, 1987

Phone 296-1652

To Whom It May Concern:

Attached please find a copy of an Amendment to the Scoping Decision on the proposed construction of Trunk Highway (TH) 3 in Inver Grove Heights. A Scoping Decision Document was issued December 4, 1984 and a Draft Environmental Impact Statement circulated for review on October 9, 1986. The scope of the EIS has been expanded to include an analysis of impacts associated with a modification in the design of the interchange connection with TH 55.

Comments on the amended scope of the project should be sent to:

Robert Winter  
Minnesota Department of Transportation  
District 9  
3485 Hadley Ave. N.  
Oakdale, MN 55109  
(612) 779-1209

Comments received prior to April 8 will be considered in the preparation of the Final EIS on the proposed project.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. E. Ofstead', is written over the typed name.

E. E. Ofstead  
Assistant Commissioner  
Technical Services Division

Attachment

## SCOPING DECISION AMENDMENT

At the Draft Environmental Impact Statement (DEIS) public information meeting, the Minnesota Department of Transportation (Mn/DOT) raised the issue of Dakota County plans to reconstruct County State Aid Highway 73 (CSAH 73) for a southern extension of TH 3. The Scoping Decision and DEIS were completed based on the assumption that TH 3 would connect with TH 55 at a directional interchange with no connection to CSAH 73. Dakota County has since informed Mn/DOT that they are proceeding with the relocation of CSAH 73. Mn/DOT is modifying the TH 3 / TH 55 interchange design to allow Dakota County a direct connection for their CSAH 73 Barnes Avenue reconstruction project (see attached site map).

Pursuant to Minnesota Rules Chapter 4410.2100 subp. 8 (C MCAR 53.030E.3), the Scoping Decision is amended as follows:

The Project Description and Design Alternatives (Freeway Alternative) are modified to include a cloverleaf interchange with TH 55 that will allow direct connection to CSAH 73.

The scope of the identified environmental impact issues remain unchanged with this modified design. Minor changes in the specific impacts as addressed in the DEIS involve the following areas:

1. Wetlands - A 1/2 acre Type 5 wetland will be incorporated into a ponding area in the interchange.
2. Relocation - An additional 2 houses will be acquired.

The changes in environmental impacts of this project will be discussed in the FEIS. Impacts associated with the reconstruction of Barnes Avenue (CSAH 73) will be addressed by Dakota County in the environmental documentation for that project.