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- Final environmental impact statement



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FINAL ENVIRONMENTAL IMPACT STATEMENT AND WETLANDS FINDING

NEW US HIGHWAY 10

Between Egret Boulevard and I-35W

In Coon Rapids, Blaine, and Mounds View

Anoka and Ramsey Counties

State of Minnesota

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New U.S. Highway 10
from Egret Boulevard to I-35W

in the cities of Coon Rapids, Blaine, and Mounds View

Anoka and Ramsey Counties

State of Minnesota
Minnesota Project F 031-1()
State Project 0214-06

FINAL ENVIRONMENTAL IMPACT STATEMENT
AND WETLANDS FINDING

Submitted pursuant to 42 USC 4332 (2)(c)
and Minnesota Statute 116D.01 et. reg.

U.S. Department of Transportation
Federal Highway Administration
and
The State of Minnesota
Department of Transportation

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Minnesota Department of Transportation

MAR 2 1987
date

/s/ Enis Heathcock
Enis Heathcock, Director
Office of Environmental Programs
Federal Highway Administration, Region 5

This Final Environmental Impact Statement documents the impacts associated with the preferred alternative for New US Highway 10. The proposed major action is to build 6.4 miles of four-lane freeway between Egret Boulevard, in Coon Rapids, and I-35W, in Mounds View. This statement also includes responses to comments made on the Draft Environmental Impact Statement.

This action complies with Executive Order 11990, Protection of Wetlands.

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ABBREVIATIONS

CO	Carbon Monoxide
CR	County Road
DEIS	Draft Environmental Impact Statement
EO	Executive Order (Presidential)
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
HC	Hydrocarbons
HU	Habitat Unit
I	Interstate
ISP	Indirect Source Permit
Mn/DOT	Minnesota Department of Transportation
MPCA	Minnesota Pollution Control Agency
PPM	Parts Per Million
ROW	Right of Way
SHPO	State Historic Preservation Officer
SR	State Route
US	United States (highway)

SUMMARY

Federal Highway Administration

Administrative Action

Environmental Statement

() Draft

(X) Final

() Section 4(f) Evaluation attached

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THE PROPOSED ACTION

The proposed major action is the construction and reconstruction of a 6.4-mile segment of US Highway 10 from Egret Boulevard in Coon Rapids, through Blaine to I-35W in Mounds View. The project will create a four-lane divided freeway between the two termini, with controlled access. Interchanges will be at Foley Boulevard, State Route (SR) 47, new SR-610, University Avenue, SR-65, and at the Anoka County Airport. This route is one mile north and parallel to an existing segment of US-10, between SR-47 and I-35W. This existing segment has four lanes and is divided, but it is lined with commercial development and has numerous entrances, crossovers, and signalized intersections.

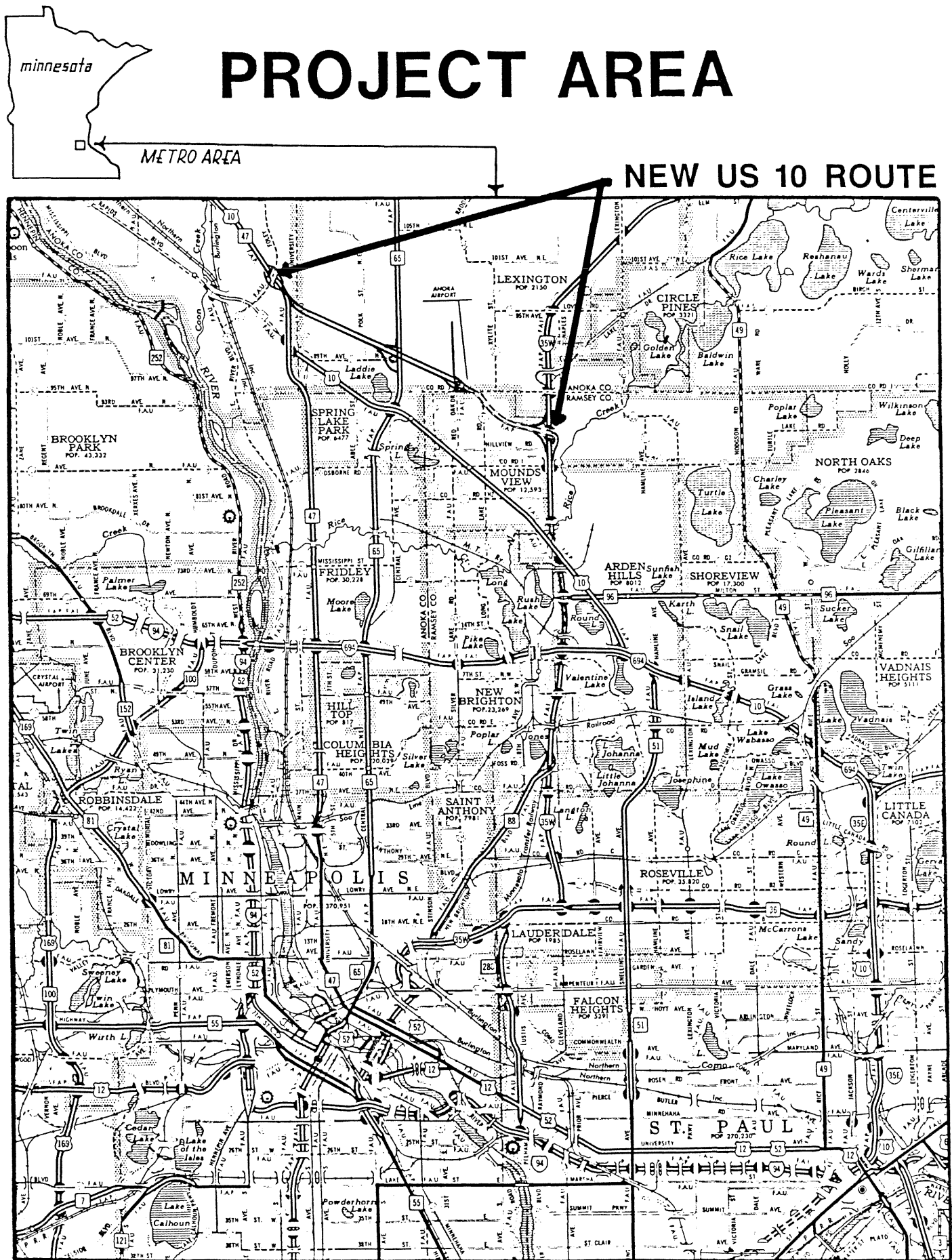
This preferred alternative was identified as Alternate 1D in the Northtown Corridor Study and as the Relocated US-10 Alternative in the Draft Environmental Impact Statement (DEIS) of 1979. The Index Map and the First, Second, and Third Stage Layouts on the following pages illustrate the route.

The project will be built in stages. The proposed action described above (and the primary subject of this FEIS) is the ultimate design, after the final stage of construction. The first stage of construction involves a 1.5-mile segment between SR-65 and County Road (CR) J, where it will connect to an existing segment that extends 1.4 miles southeastward to I-35W. Stage II would either extend the project by 1.7 miles, from SR-65 to SR-10/47 (called Study #1), or connect new TH 10 to TH 610 to the west (Study #2). These first two stages will create a four lane expressway, which is divided for most of its length but has at-grade intersections between either TH 610, or SR-10/47 and 85th Avenue (Co. Rd. J). Stage III involves the completion of the relocated route between I-35W and Egret Blvd. and the upgrading of the total project from expressway to freeway design.

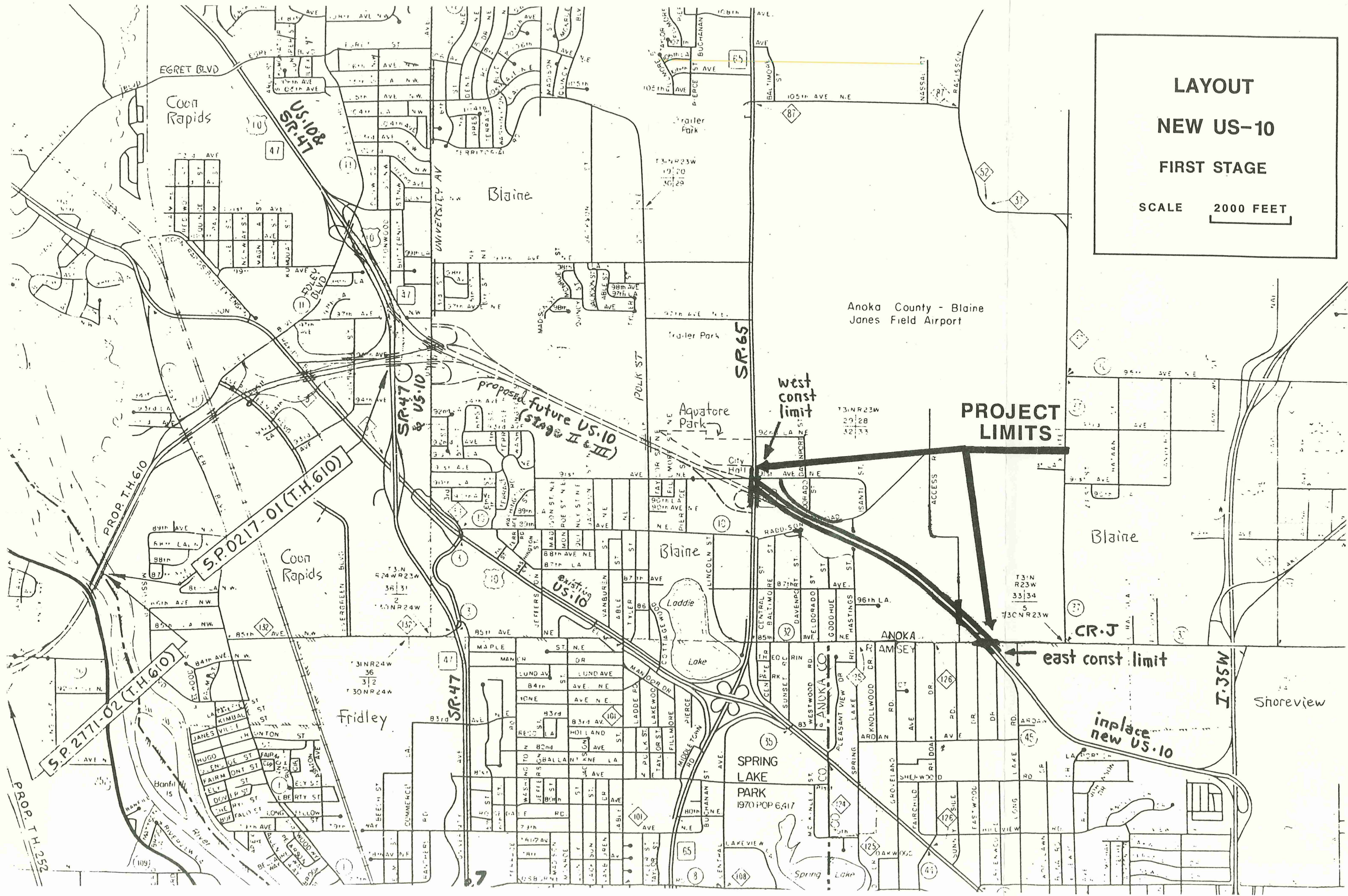
This project is currently proposed in three stages, but it may be possible that one or more intermediary stages will be added between Stage II and Stage III to facilitate construction.

INDEX MAP

PROJECT AREA



LAYOUT
NEW US-10
FIRST STAGE
SCALE 2000 FEET



LAYOUT

NEW US-10

SECOND STAGE
Study #1; TH 47 Conn.

SCALE 2000 FEET

PROJECT
LIMITS

Anoka County - Blaine
Jones Field Airport

PROP. TH. 10

S.P. 0217-01 (T.H. 610)

S.P. 2771-02 (T.H. 610)

PROP. TH. 252

SPRING
LAKE
PARK
1970 POP 6,417

ANOKA
AMSEY

Laddie
Lake

JAMES VILLAGE
HUGO
FAIRMONT ST
LIBERTY ST
LONGFELLOW ST

COMMENCE
RD

MANOR DR

WESTWOOD RD

GOODHUE
NE

3334
30NR23W

95th AVE NE

95th AVE NE

95th AVE NE

95th AVE NE

95th AVE NE

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LAYOUT

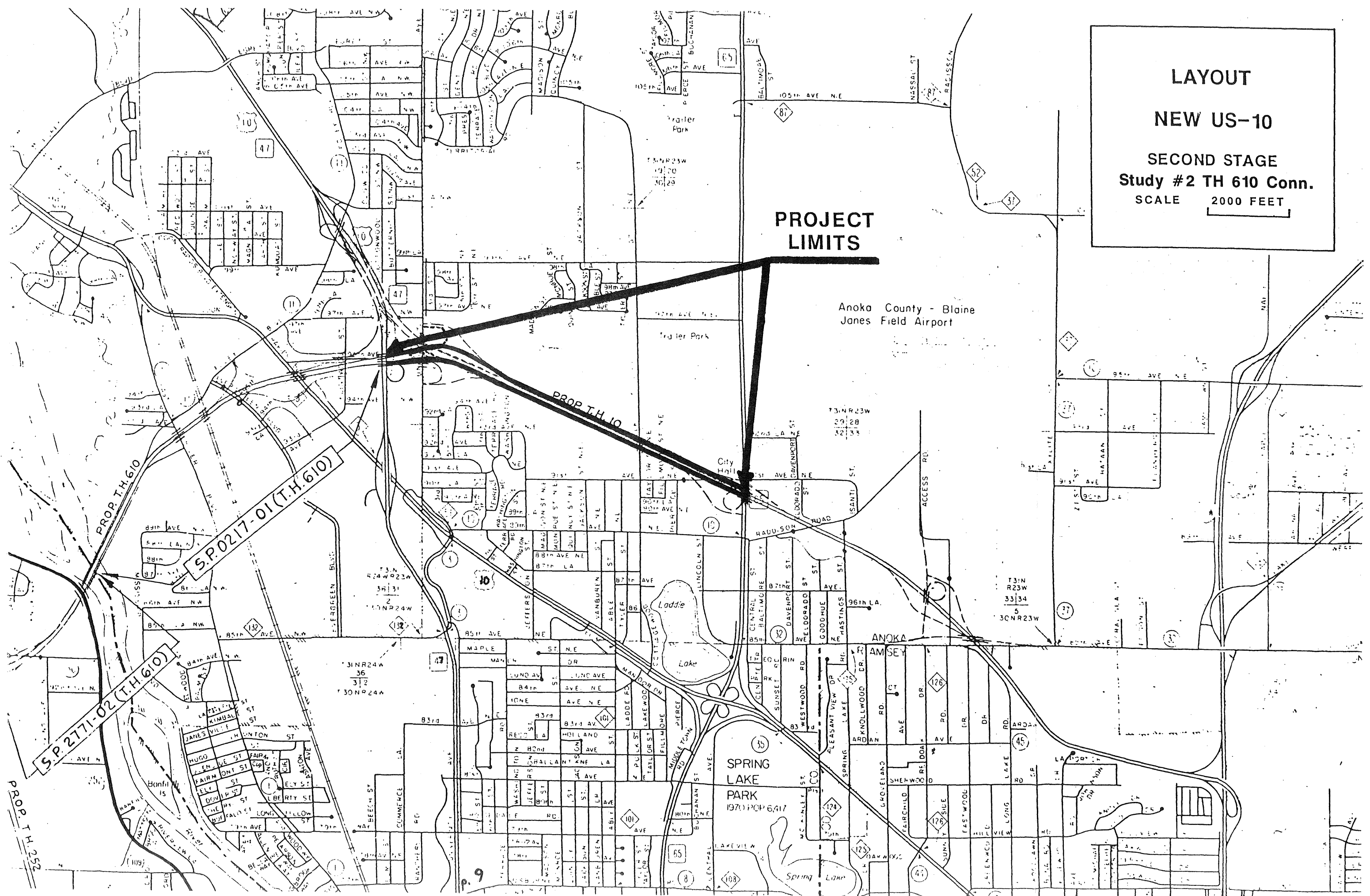
NEW US-10

SECOND STAGE
Study #2 TH 610 Conn.

SCALE 2000 FEET

PROJECT
LIMITS

Anoka County - Blaine
Jones Field Airport



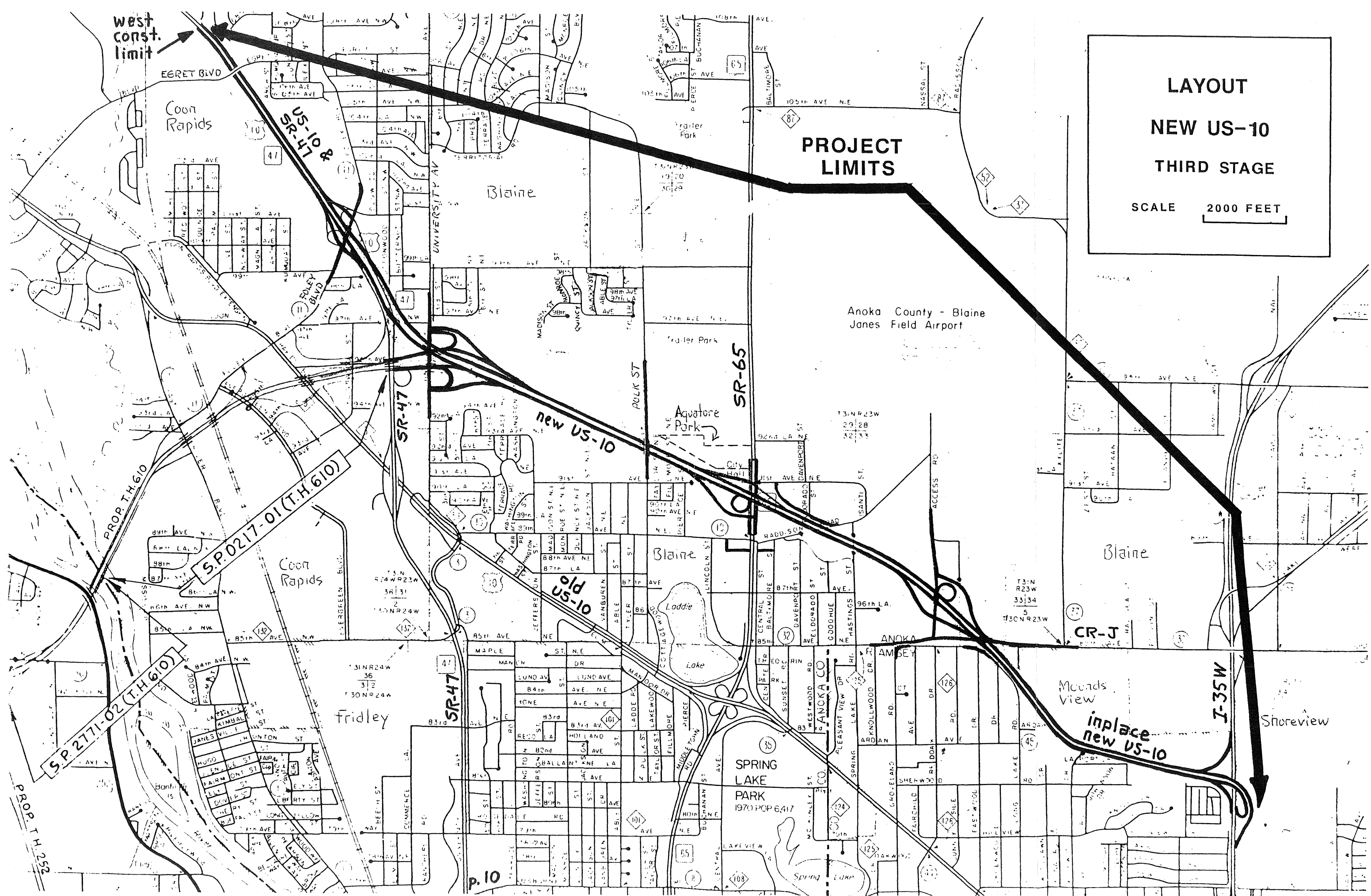
LAYOUT

NEW US-10

THIRD STAGE

SCALE 2000 FEET

2000 FEET



THE IMPACTS

Transportation

The proposed project will provide a continuous freeway connection from the Interstate Highway system through the northern suburbs to Anoka, sixteen miles northwest of downtown Minneapolis. This new section of US-10 will provide an improved traffic flow and level of service, while reducing accidents. It will also remove thru-traffic from an existing five-mile section of US-10, which is lined with small and large businesses and public facilities of all types. This existing section has numerous entrances, crossovers, and signalized intersections. By relieving this old TH 10 section of thru-traffic, new US-10 will free it for use by local traffic destined to and from the commercial strip.

The first phase of construction, involving the 1.5-mile segment between SR-65 and CR-J, will relieve CR-J of the heavy traffic now using it to travel between SR-65 and I-35W. County Road J is a two-lane street, primarily residential in nature.

Social

Approximately eleven families will be relocated because their residences will be required for right-of-way. Mn/DOT is obligated by law to provide prompt and equitable relocation payments and services to all persons and businesses regardless of race, color, religion, sex, or national origin who are displaced as a result of this project. The Mn/DOT Right of Way staff will assist all displacees in their efforts to relocate their business or find replacement housing which is decent, safe, sanitary, and within their financial means. A good supply of comparable replacement housing is available in the area. The small number of people to be moved suggests that no potentially sensitive group of any kind should be significantly impacted. Statistically, these communities have a smaller percentage of elderly, poor, and non-white than the total metropolitan area, but a larger percentage of the under-sixteen age group reside here.

Neighborhoods will not be divided by new US-10, and no public services will be isolated from the residents. New US-10 will separate a few homes from schools

within normal walking distances, but pedestrian facilities will be provided. The impacts on the communities are minimal because the probable route for new US-10 was identified a number of years ago.

Economic

One commercial building which houses several businesses will be taken for right-of-way. Other commercial space is available, and relocation assistance will be provided. Six hangars at the Anoka County Airport will also be acquired.

The taking of 181 acres for right-of-way will cause a minor, short-term reduction in the local tax base. The largest impact will be on the City of Blaine and School District 16, and it will amount to a reduction of about one-third of one percent. The impact on the tax bases of the City of Coon Rapids, Anoka County, and School District 11 will be less. These reductions should be offset in the future by increased land values and development along new US-10, particularly near the interchanges.

The spending of public funds for labor and materials to construct new US-10 can be considered an economic benefit from the project.

Environmental

The right-of-way required for new US-10 totals approximately 181 acres, comprised of 4 acres of urban development, 9 acres of oak forest, 43 acres of oak savanna, 104 acres of mixed grasslands, and 21 acres of wetlands.

Compliance with Executive Order 11990 has been achieved by avoiding wetlands, by minimizing the impact of the highway on wetlands, and by mitigating remaining impacts to the extent possible. Since wetlands are the prime wildlife habitat within the project area, we have also minimized the impact of the highway on wildlife.

The air quality impact of the project will be well within the Minnesota standards for carbon monoxide (CO). Air-borne lead pollution is no longer a factor because of the decreasing use of leaded gasoline.

Noise pollution from the completed highway will be greater than the ambient levels because the highway will be on a new location where no road exists today. For the first stage of construction, noise levels will comply with all federal noise abatement criteria. Most areas will also comply with the Minnesota noise standard criteria. Four residences will be exposed to noise levels slightly (1 or 2 dBA) over the Minnesota criteria. Another residence, although exposed to higher noise levels than called for by Minnesota standards, will actually be quieter by 6 or 7 dBA than at the present time because of the reduced traffic on County Road J. This reduced traffic will also benefit the 45 residences along County Road J, east of SR-65.

A noise analysis for the first stage of construction is included in this FEIS, beginning on page 92. Nearly all residential areas will probably exceed State and/or Federal noise standards without mitigation, and it appears that noise abatement procedures will be required in those areas. Because of inherent delays involved with staged construction, specific locations for noise abatement will be determined once the particular project segments are programmed for letting.

When the second stage of this project from SR-65 west to University Avenue is scheduled, Mn/DOT will do a final noise evaluation of the entire project, in which noise abatement measures will be examined to try and meet both Federal and State criteria.

During Construction

The construction will have the potential to degrade air quality because of dust and exhaust from trucks and other construction equipment. Dust will be controlled by adherence to Mn/DOT construction specifications, special provisions, MPCA regulations, and local ordinances. Control measures will include watering, and turf re-establishment will be undertaken as soon as possible to reduce dust and erosion.

The construction will also create noise from the operation of trucks and heavy equipment. Unusual or excessive noise should be brief. We know of no uniquely sensitive noise receptors near the highway corridor other than the Westwood Elementary and Junior High Schools. See pages 92 through 101 for the Noise Analysis Section.

The construction will have the potential for negative impact on water quality through the creation of wastewater from concrete mixing, accidental spills of fuels or chemicals, and slope erosion. These effects will be minimized by adherence to Mn/DOT construction specifications.

The construction will produce a minimal disruption of traffic because it will be on new alignment. Bypasses will be built where the project crosses other roads, but no detours will be needed.

Areas of No Impact

Since new US-10 has been planned for years, it will produce no unanticipated impact on regional or community plans, nor on proposed land use. It will have no impact on school attendance patterns, neighborhood cohesion, social interaction, or potentially sensitive groups.

New US-10 will have no impact on parklands, historic properties, prime or unique farmlands, designated floodplains, or on threatened or endangered species.

ALTERNATIVES

Proposed New US-10

The proposed project is designated new US-10, a 6.4-mile segment of freeway extending from a point just south of Hansen Boulevard in Coon Rapids to I-35W in Mounds View. This route parallels existing US-10, running about one mile to the north. This alternative is the one discussed and proposed throughout this report.

Upgraded Existing US-10

The upgrading alternative would involve the upgrading of existing US-10 to freeway standards. The existing road is a divided expressway with many at-grade intersections, and is almost continuously lined with commercial

development with direct or nearly-direct accesses. Because of these conditions, implementation of this alternative would cause extensive social, economic, and environmental impacts.

No-Build

The no-build alternative would involve not building or upgrading the TH 10 corridor in this area. It would cause no new environmental impacts, but neither would it solve any of the transportation problems. The impacts of the existing highway US-10, including congestion, accidents, air pollution, and noise, would increase as the traffic increases in the future.

UNRESOLVED ISSUES

No significant unresolved issues exist.

ACTIONS REQUIRED BY OTHER FEDERAL AGENCIES

General or individual Section 404 Permits will be needed from the U.S. Army Corps of Engineers.

A Protected Waters Permit from the DNR will be required.

A Type 401 Permit from the PCA will be required.

THE IMPACT ON STATE GOVERNMENT OF ANY FEDERAL CONTROLS

Minnesota will request federal funding for this project. The use of federal funding requires that specified federal policies, procedures, and design criteria will be applied by the state to the project. State government is thus affected by these controls.

MULTISTATE RESPONSIBILITIES

This project will have no effect on adjacent states. No multistate responsibilities are involved.

CHANGES FROM THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

The specific changes from the information in the DEIS are detailed in the Errata Sheets of this document. They include up-to-date figures for the existing and predicted traffic, and a clarified graphics for the predicted traffic. The discussions of social, economic, and environmental impacts have been refined.

The preferred alternate and the reasons for its selection have been identified. The three stages of construction are explained.

This FEIS includes a Wetlands Finding, verifies compliance with the Farmland Protection Policy Act, lists commitments to mitigation, and includes comments on the DEIS along with responses.

STATUS OF PROJECT

The Minnesota Department of Transportation (Mn/DOT) circulated the Draft Environmental Impact Statement (DEIS) in February of 1979. Subsequently, Mn/DOT held a Location Public Hearing on June 13, 1979, at the Westwood Junior High School in Blaine. That hearing no longer meets the requirements of FHPM 7-7-5 and another one was held on October 9, 1986 at the same location.

Mn/DOT originally considered seven alternatives, including the no-build alternative, in the Northtown Corridor Study that preceded this project. The six build alternatives included the improvement of existing US-10, a new southern route, two variations of a new northern route, and two variations of a new parallel route about a mile north of existing US-10. The DEIS discussed three of these alternatives in detail: the no-build, the improvement of existing US-10, and one of the new parallel routes to the north, then called Relocated US-10. The Mn/DOT Commissioner of Transportation selected the latter, originally identified as Alternate 1D in the Corridor Study, as the preferred alternate. That selection is documented in this FEIS.

Mn/DOT began preparing the FEIS after this selection. Lack of funding prevented the scheduling of construction, so work was discontinued on the FEIS in December of 1981. When funding was identified, work resumed on the FEIS and the first of the three phases of the project was scheduled.

In accordance with the provisions of 23 CFR 771.129 (c) (1) it was necessary to reevaluate the DEIS to determine if it still sufficiently addressed the environmental concerns associated with the proposed action. Mn/DOT understood that if the DEIS was no longer sufficient, a new or supplemental DEIS would have been necessary. Based on their evaluation, Mn/DOT concluded that the DEIS was still adequate and it did not need to be rewritten, nor supplemented and recirculated. The Federal Highway Administration concurred on June 24, 1985.

Four factors were considered in evaluating the DEIS. They were: had there been any significant changes since writing of the DEIS in (1) the proposed action; (2) the affected environment; (3) the anticipated impacts; and (4) the proposed mitigation measures.

There has been no significant change in the scope of the proposed action. The proposal continues to call for the construction of a 6.4 mile segment of US-10 between Egret Boulevard in Coon Rapids, and I-35W in Mounds View. The proposed action creates a four-lane divided roadway built to freeway standards, with controlled access between the two termini.

There has been no significant change in the environment of the affected area. Some minor development has occurred since the DEIS was written, but not beyond what was anticipated in the DEIS and planned for by the communities. The corridor for the new US-10 has been reserved for that purpose by the communities, so no new development has occurred within the needed right-of-way.

There has been no significant adverse change in the anticipated impacts. In fact, further refinement of the project has increased mitigation measures and reduced some of the anticipated adverse impacts.

The project will be built in three stages. The proposed action, as described previously and discussed in the Analysis and in this FEIS, is the final product after completion of the third stage of construction. The first stage of construction will be a 1.5-mile segment between SR-65 and CR-J, where it connects to an existing segment that extends 1.4 miles southeastward to I-35W. This will provide a four-lane expressway, divided for most of its length, with at-grade intersections between SR-65 in Blaine and I-35W in Mounds View. The contract for the first stage of this project is scheduled to be let in March of 1987. It should be open for traffic in late 1987.

The construction of the second stage involves the extension of the expressway design between SR-65 and either SR-47 (University Avenue), referred to as Study #1, or to TH 610 which is referred to as Study #2. The final decision of which connection will be constructed is yet to be made. Stage III involves the upgrading of the Stage I and Stage II sections to freeway standards. Stage II will be programmed to be let within a few years after the Stage I letting.

The building of this project in 3 stages will cause no additional impacts beyond those addressed in the DEIS or this FEIS.

THE PREFERRED ALTERNATIVE AND ITS SELECTION

In the Northtown Corridor Study that preceded this FEIS, Mn/DOT considered seven alternatives, including the no-build option. The six build alternatives included the improvement of existing US-10, a new southern route, two variations of a new northern route, and two variations of a new parallel route about a mile north of existing US-10. The DEIS discussed three of these alternatives in detail: the no-build, the improvement of existing US-10, and one of the new parallel routes to the north, identified as Alternate 1D in the Corridor Study, but as Relocated US-10 in the DEIS.

The Mn/DOT Commissioner of Transportation has selected the latter as the preferred alternate. Construction of this Relocated US-10 will best provide for the present and future transportation needs of the area, with minimum social, economic, and environmental impacts.

Of the three alternatives, only Relocated US-10 will separate thru traffic from local traffic, provide efficient access to the Anoka County Airport, and conform to metropolitan regional plans.

While the Relocated TH 10 Alternative will impact 15.3 more acres of in-place wetland than the Upgrade Alternative, Mn/DOT is committed to a net positive benefit through the creation of additional wetlands and the modification of existing wetlands within the corridor.

Choosing the Relocation Alternative means that noise levels along the new highway corridor will increase, while levels along the existing corridor will generally decrease.

Either of the build alternatives, Relocated or Upgraded US-10, would: close a gap in the continuous freeway system; connect to the new Northtown Corridor, SR-610; improve the level of service; reduce accidents; save the motorist's time and fuel; decrease air pollution; and reduce the response time of emergency vehicles. But only Relocated US-10 would not displace many of the businesses and residences along in-place US-10, and would not close accesses to

the others. Because the right-of-way for Relocated US-10 is generally vacant, its cost in both money and social disruption will be less than the cost of purchasing the highly developed right-of-way along in place US-10, pursuing the Upgraded US-10 alternative. The total dollar cost of Relocated US-10 has been estimated to be approximately eighty-five percent that of Upgraded US-10.

ERRATA SHEETS

This section corrects and updates the information provided by the Draft Environmental Impact Statement of February 20, 1979. The Sections below refer to Section 14 in that Draft. Draft Sections VII, VIII, and IX are not discussed here because they are no longer required. They reiterated probable adverse impacts that cannot be avoided, compared short and long term effects, and listed irreversible and irretrievable commitments of resources. Draft Section X is updated by the Coordination Section of this document.

SECTION I: NEED

The need for a relocated US-10 remains as described in the DEIS.

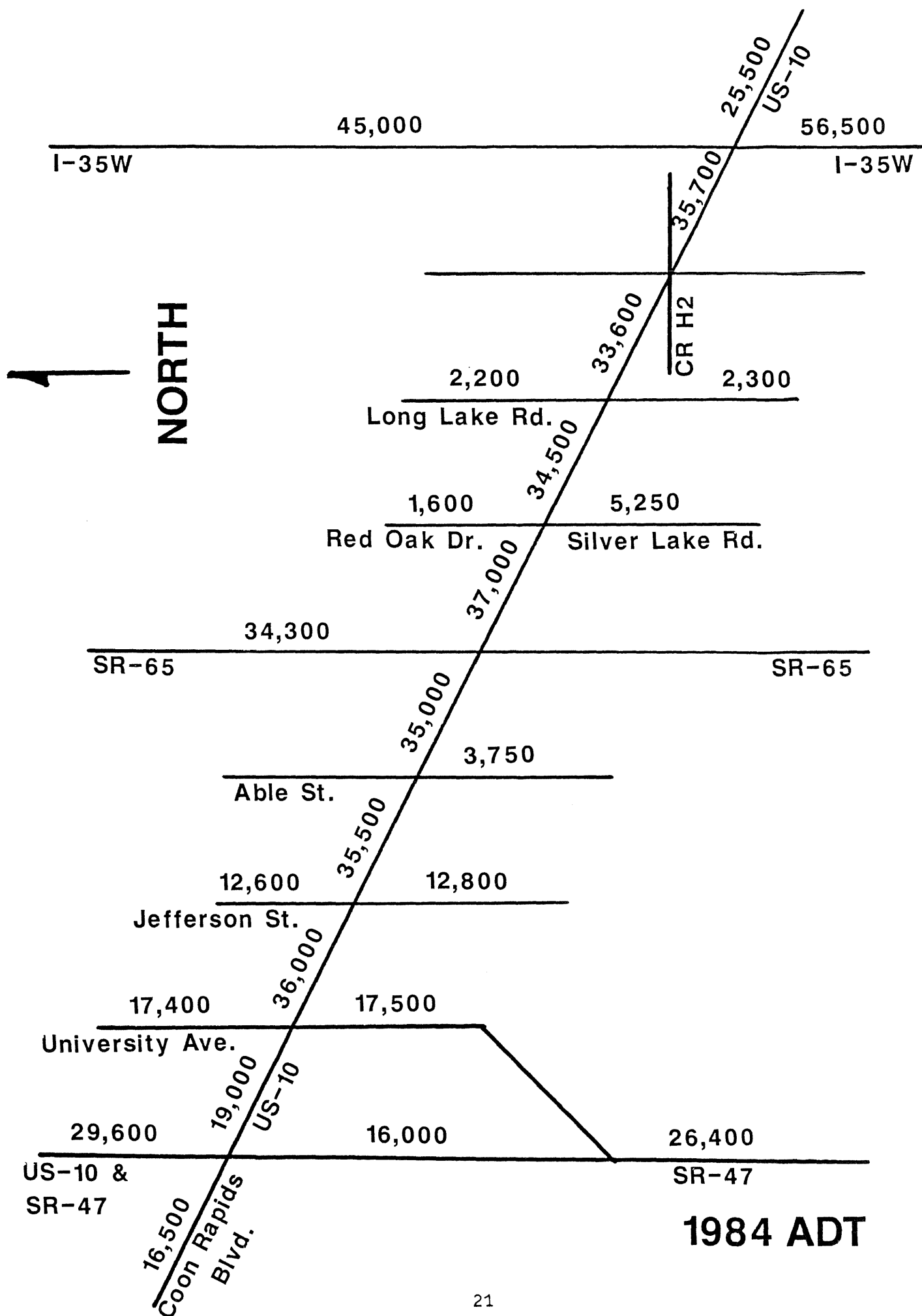
The US-10 existing ADT figures shown in figure 3 have been revised to the year 1984 and are presented in a clarified format on the following page.

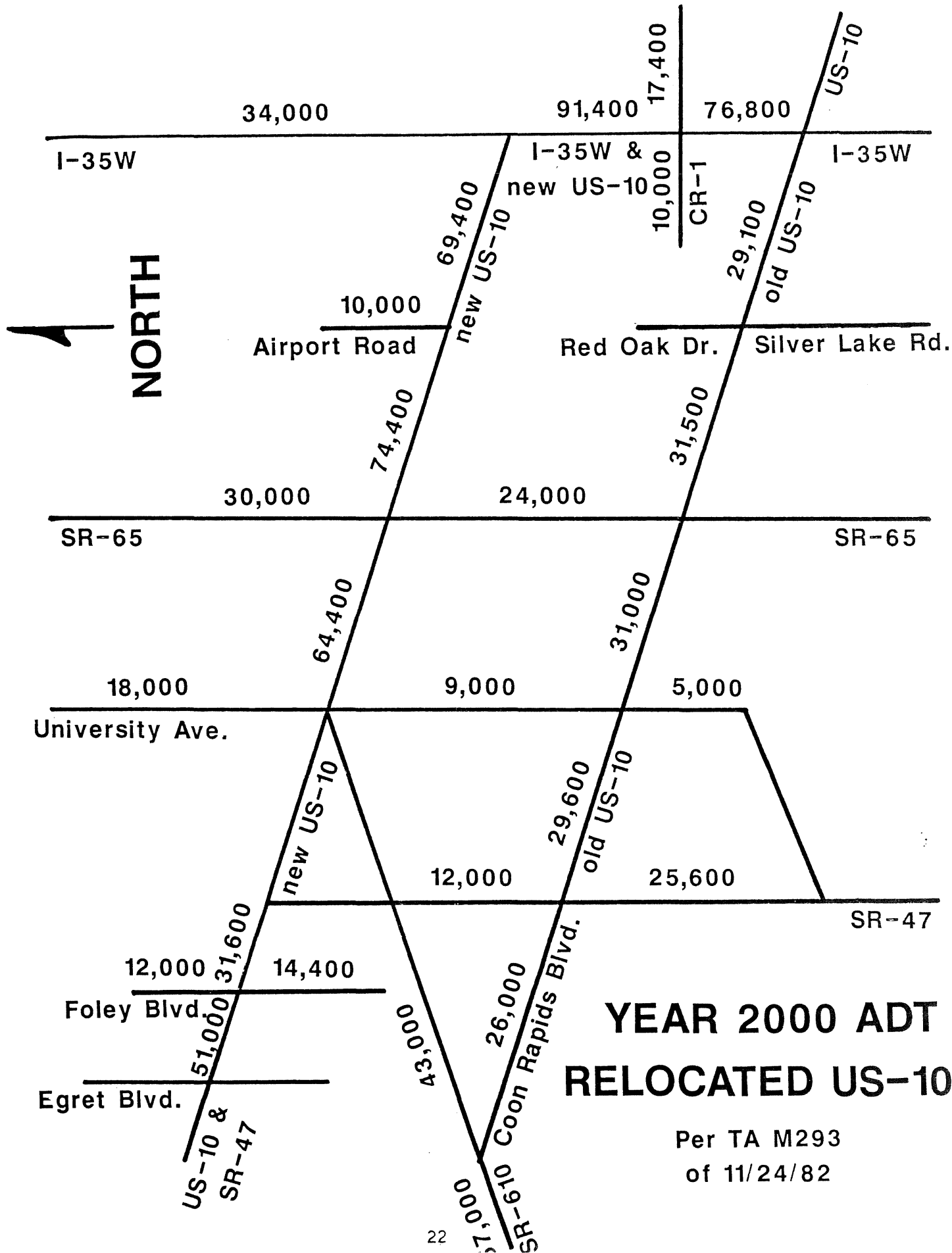
The future US-10 ADT figures for the relocated alternative as shown in the DEIS figure 6 is presented in a clarified format on page 22.

SECTION II: PROPOSED HIGHWAY IMPROVEMENT

The proposed highway improvement remains as described in the DEIS.

Mn/DOT now plans to build this highway in three stages. The first stage of construction will be a 1.5-mile segment of expressway design between SR-65 and CR-J, where it will connect to an existing segment that extends 1.4 miles





southeastward to I-35W. The second stage of construction will continue this expressway design from SR-65 to SR-47. Stage 3 will extend the new route from SR-47 to Egret Blvd., and it will upgrade all project sections from expressway to freeway standards.

The cost of the first stage construction is estimated to be \$1.3 million. The cost of the second stage construction is now estimated to be \$18 million, and the third stage is estimated at \$56 million.

The construction of the first stage is now scheduled to begin in Spring 1987 with completion in late 1987. The second stage construction will be scheduled sometime after 1989, and the third stage will follow as funds become available.

SECTION III, EXISTING CONDITIONS

No significant changes have occurred in the social, economic, or natural conditions of the area as described in the DEIS. Any changes are generally as predicted from the earlier data. The wetland discussion has been refined and is now presented in the Wetlands Finding, later in this report.

SECTION IV, LAND USE PLANNING

The area is being developed in accordance with the land-use planning that was in effect in 1979 and described in the DEIS.

SECTION V, ALTERNATIVES

The alternatives described in the DEIS have not changed.

SECTION VI, PROBABLE IMPACTS

Impacts that have changed from the DEIS

The following discussion refers to the impacts identified in the DEIS. Each of these areas of concern is discussed only in regard to the changes in impact that have occurred since the DEIS was written.

right-of-way

Design refinements have only slightly affected the right-of-way needs. The total needed right-of-way remains approximately 181 acres, as stated in the DEIS. The number of homes to be taken for new US-10 has decreased from twelve to eleven, not including five homes which will be needed for the ramp between US-10 southbound and SR-610 westbound. These five homes are considered to be part of the SR-610 project and were evaluated in the SR-610 FEIS. Six airplane hangars will also be taken for needed right-of-way. The cost of the right-of-way is now estimated at \$1.9 million.

relocation

At the time the DEIS was written, it appeared that twelve families would be displaced by the project. It now appears that this number will decrease to a maximum of eleven. This number does not include the five that will be displaced by the new US-10/SR-610 ramp, discussed in the previous paragraph.

At the Anoka County Airport, six small metal hangars will need to be acquired for relocated TH 10 right-of-way needs.

The conceptual stage of the relocation plan was included in the DEIS, beginning on page 92 of that document.

Mn/DOT is obligated by law to provide prompt and equitable relocation payments and services to all persons and businesses regardless of race, color, religion,

sex, or national origin who are displaced as a result of this project. The Mn/DOT Right of Way staff will assist all displacees in their efforts to relocate their business or find replacement housing which is decent, safe, sanitary, and within their financial means.

removal of vegetation

Although the total needed right-of-way remains approximately 181 acres, as stated in the DEIS, the composition of this land has changed. The needed wetlands have been reduced from 46 acres (25% of the total) to 21 acres (12%), and the mixed grasslands acreage needed has been increased from 79 acres (44%) to 104 acres (57%) of the total 181-acre right-of-way. The amounts and percentages of disturbed oak savanna, oak forest, and urban land remain the same.

loss of wildlife habitat

Because the wetlands are the major wildlife habitat within the project area, the reduced need for wetlands acreage will reduce the impact of the project on wildlife, compared to the project impact as described in the DEIS.

Executive Order 11990 and wetland removal

In an effort to comply with Executive Order 11990 regarding the avoidance of wetlands, Mn/DOT has shifted the highway alignment and redesigned one interchange to avoid certain wetlands, and redesigned another interchange to save some of the wetlands within it. These changes were coordinated with the Minnesota Department of Natural Resources and the U.S. Fish and Wildlife Service. The DEIS estimated the area of the wetlands to be taken within right-of-way to be 45.9 acres. Efforts to minimize wetland disturbance has reduced the total area of wetlands affected within the construction limits to an estimated 21 acres.

A detailed Wetlands Analysis is in the Appendix of this document, and a Wetlands Finding is on page 29.

air quality

The Appendix of this FEIS contains a detailed and up-to-date air quality analysis from the Indirect Source Permit (ISP) Application. That Application is for the first stage of construction, between SR-65 and CR-J, and must be approved by the Minnesota Pollution Control Agency (MPCA). When Mn/DOT is prepared to proceed with the second stage of construction, an appropriate ISP Application will again be submitted to the MPCA for approval. Because the third stage construction will convert the first and second stage roadways from expressway to freeway design, air pollution levels should decline.

In summary, the year 2000 predicted peak-hour carbon monoxide (CO) concentrations have been raised from the 2.0-to-2.9 parts-per-million (ppm) range stated in the DEIS to 9.5 ppm, including a 4.3 ppm background level. Also, the predicted eight-hour concentrations have been similarly raised from a 1.2-to-1.4 ppm range to 5.5 ppm, including a 2.0 background level. The very low predictions in the 1979 DEIS were based on unrealistically optimistic assumptions of much lower pollution levels from newer cars than proved to be attainable. Note that even the revised background levels of 4.3 and 2.0 ppm far exceed the total levels predicted in the DEIS.

Despite the apparent dramatic increase in the predicted CO concentrations, the new levels are still well within the standards set by the State of Minnesota. The state one-hour maximum CO level is 30 ppm; Mn/DOT now predicts 9.5 ppm. The state eight-hour maximum CO level is 9 ppm; Mn/DOT now predicts 5.5 ppm.

The lead concentrations discussed in the DEIS are no longer a factor, because lead emissions from motor vehicles are rapidly declining. The catalytic converters used on most engines today to control HC and CO emissions also cause a reduction in the amount of lead emission because the converters require the use of unleaded gasoline. More controlled vehicles are coming into service each year and the number of vehicles without catalytic converters is declining. Gasoline manufacturers are lowering the lead content of gas and efforts are being made to phase out leaded fuel altogether.

Impacts that have not changed from the DEIS

The project, as now planned, will serve the same transportation function as described in the DEIS. Compared to that description, the project as now proposed will serve the same purpose in the transportation network, provide the same level of service, and produce the same improvement in the anticipated accident rate.

The project will have the same negligible effect on potentially sensitive groups, school attendance patterns and walking distances, neighborhood cohesion, and social interactions.

The economic impacts, including the increased land and assessed values as well as the cost of construction materials and labor, will be the same as predicted in the DEIS. The energy impacts and the secondary impacts will also be the same as those previously described in the DEIS.

The assessed value of the property needed for right-of-way represents approximately the same percentage of the tax base of the affected cities, county, and school districts as was estimated in the 1979 DEIS.

The project will still have no effect on historic properties, parklands, and prime or unique farmlands, since there are no such sites in the project corridor. The project will have the same negligible effect on floodplains in the area.

The aesthetic effects of the project, both positive and negative, will be the same as described in the DEIS.

Any effects on the wildlife population will remain as described in the DEIS. The probability of deer being hit by vehicles will remain. The project will still have no impact on any threatened or endangered species.

The amount of drainage runoff and salt concentrations will remain the same. Stream modifications will not change. The potential for chemical or oil spills, and the impact of fertilizers, pesticides, and herbicides will remain the same as described in the DEIS.

The construction impacts and the secondary impacts as described in the DEIS are still valid.

The noise impacts described in the DEIS are still essentially valid. The Appendix of this FEIS contains a detailed and updated noise analysis derived from the ISP Application for the first stage of construction. Mn/DOT will prepare another ISP Application for MPCA approval at an appropriate time for the second stage of construction. In those areas where noise barriers are planned near adjacent neighborhoods, the noise barriers will be among the first items to be constructed. Their locations will be determined during the design work for each stage of construction.

WETLANDS FINDING

This statement sets forth the basis for the conclusion that there is no practicable alternative to construction in some of the wetlands located within the Relocated TH 10 corridor, and that this proposal includes all practical measures to minimize harm to the wetlands that may result from such construction. This finding is made in accordance with the requirements of Executive Order (E.O.) 11990 on the Protection of Wetlands, dated May 24, 1977.

In the Northtown Corridor Study that preceded this FEIS, Mn/DOT considered seven alternatives, including the no-build option. Of those alternatives, the DEIS went into detailed discussion of the two most logical build options, along with the no-build option. The Mn/DOT Commissioner of Transportation has selected the Relocated TH 10 option as the preferred alternative, based primarily on the following:

1. Either of the build alternatives (Upgraded TH 10 or Relocated TH 10) would: close a gap in the continuous freeway system; connect to the new Northtown Corridor, TH 610; improve the level of service; reduce accidents; save the motorist's time and fuel; decrease air pollution; and reduce response time of emergency vehicles.
2. Only the Relocated TH 10 alternative would: separate thru traffic from local traffic; provide efficient access to the Anoka County Airport; conform to metropolitan regional plans; not displace many of the businesses and residences along in place TH 10, nor close accesses to others; not involve extensive right-of-way costs; and would best provide for the present and future transportation needs of the area, with a minimum of social, economic, and environmental impacts.

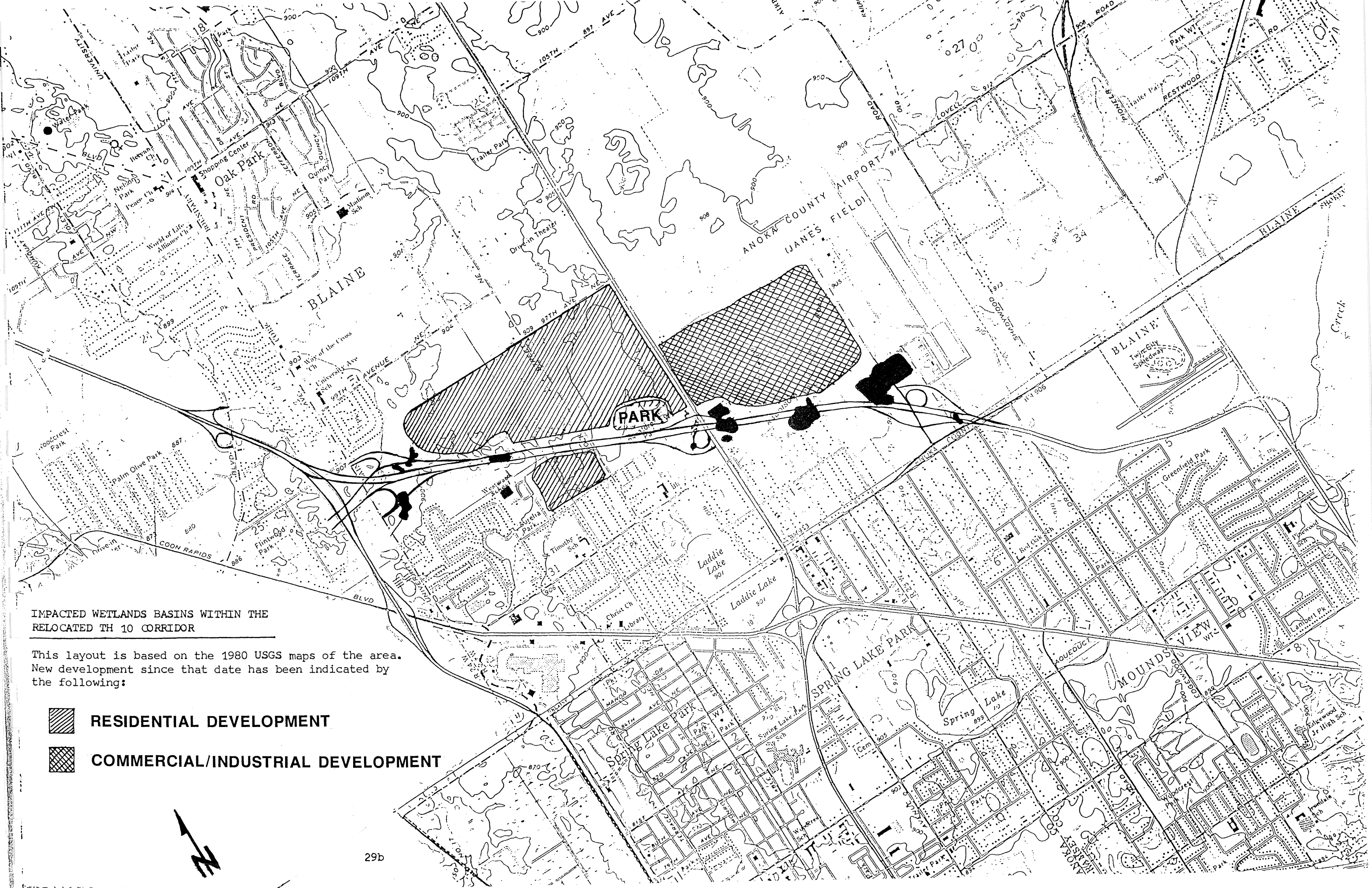
While the Relocated TH 10 alternative will impact 21.1 acres of wetlands, Mn/DOT is committed to a net positive benefit on wetlands through the creation of additional wetlands and the expansion and/or upgrading of other existing wetlands within the corridor.

IDENTIFICATION OF WETLANDS

Approximately 21.1 acres of wetlands within the construction limits will be directly impacted by construction. The following table lists wetland types, basin size, number of acres impacted, and generic Habitat Unit (HU) values for Stage I, II, and III of the project:

	Wetland Types Impacted	Total Basin Acres	HUs per Acre	Impacted Acres	HUs Lost
Stage I	2	26.6	76	6.1	464
	2/6	0.4	76	0.4	30
	3/4	6.0	96	<u>2.7</u>	<u>259</u>
			Total	9.2	753
Stage II	2	8.4	76	8.2	623
and	2/6	1.2	76	1.2	91
Stage III	3	2.5	95	<u>2.5</u>	<u>238</u>
			Total	11.9	952

A number of minor alignment revisions has reduced the projected amount of wetlands impacted from the Draft EIS estimate of 45.9 acres to the current 21.1 acres. To try to avoid these remaining wetlands would involve purchasing extensive developed residential or commercial property, or would require the elimination of a necessary roadway feature. The following page shows the locations of the wetlands impacted.



IMPACTED WETLANDS BASINS WITHIN THE
RELOCATED TH 10 CORRIDOR

This layout is based on the 1980 USGS maps of the area.
New development since that date has been indicated by
the following:



RESIDENTIAL DEVELOPMENT



COMMERCIAL/INDUSTRIAL DEVELOPMENT

MEASURES TO AVOID AND MINIMIZE HARM TO WETLANDS

In addition to recent design modifications and minor alignment shifts made within the corridor to entirely avoid some wetlands, the following measures will be used during or after construction to minimize the impact of the roadway on wetlands:

- A. Culverts will be placed where appropriate so that the existing drainage will be maintained to the extent possible, maintaining existing water levels in adjacent wetlands.
- B. Care will be taken to restrict the use of heavy construction equipment in adjacent wetland areas (areas outside the construction limits but within the right of way) as much as possible.
- C. Standard erosion controls as specified in Mn/DOT's "Standard Specifications for Highway Construction" will be used during construction to prevent erosion and the sedimentation of adjacent wetland basins.
- D. Disposal of excess material will follow Mn/DOT guidelines, specifically to avoid disposal that damages environmentally sensitive areas such as wetlands.
- E. Organic soils removed from the project area will be utilized as slope dressing. Resodding or seeding and mulching of bare areas will be completed as soon as possible.

MEASURES TO MITIGATE IMPACTS

Mitigation of wetland losses for Stage I of the project will include habitat replacement through the purchase of ROW in order to improve an existing wetland and to create a new wetland.

Two ponds have been designed for Stage I of the project and will be constructed within US-10 ROW. They will be in the areas of wetlands 2A, 2B, and 3 on page 104 of this FEIS.

- A. A 6.5 acre stormwater detention pond will be excavated from existing upland at a site north of the US-10 corridor, and east of Hastings Street and Raddison Road. The pond will have slopes of 10:1 to 12:1, irregular contours, depths of 1 to 3 feet, and will contain a 0.8 acre island. The pond is designed to have a minimal (less than 1 foot) bounce to avoid possible flooding of the adjacent Anoka County Airport property. The deepest portion of the pond will be lined with organic soil designed to seal the bottom and also provide a suitable substrate for the establishment and growth of aquatic plants. The pond will outlet to a flat-bottomed, 1500-foot-long ditch that will be approximately 6 feet wide.

The ditch will be constructed at a 0.1% grade, and it will be below the existing water table, so it should have a minimum flow at all times. The area of the ditch will be approximately 0.21 acres.

- B. A 4.5 acre stormwater detention pond will be developed at a location south of the US-10 corridor between Hastings Street and Raddison Road. A Type 3/4 wetland that presently exists at the site contains approximately 1 acre of open water; an additional 2 acres will be created when the pond is excavated. The pond will incorporate an existing 0.2-acre Type 2 wetland that is outside the construction limits but is within Mn/DOT right of way. The pond design will have slopes of 15:1 to 30:1, irregular contours, and a depth of 3 feet. A 300-foot-long ditch, 8 or more feet wide, will be constructed as an extension of this pond. The ditch will be flat-bottomed, and should contain water at all times. The area of the ditch will be approximately 0.06 acres.

Although these ponds and ditches will be constructed principally to contain stormwater run-off from the US-10 roadway, they have also been designed to maximize habitat value as much as practicable. Habitat Evaluation Procedures (HEP), developed by the U.S. Fish and Wildlife Service, will be

applied to existing and projected wetlands of the project. The number of Habitat Units (HUs) gained with implementation of the mitigation measures described above can be approximated by using generic wetland habitat values and projecting the value of the created wetlands. The pond mitigation measures would result in a projected gain of approximately 795 HUs. The ditch mitigation measures would result in a gain of from 19 to 26 HUs depending on the final size, water depth and estimated bounce, and estimated vegetation establishment of the ditches. Stage I of the project will impact a total of 9 acres of wetlands. Based on generic wetland habitat values, 753 HUs will be lost by these impacts. The number of HUs lost by impacts will be replaced with the mitigation measures described above. The excess HUs will be proposed for inclusion as credits in the District 5 Wetland Habitat Mitigation Bank.

Mitigation of wetland losses for Stage II will include habitat replacement in order to improve existing wetlands and/or to create new wetlands. Specific mitigation sites will be developed during details design of Stage II which is as yet unprogrammed. A total of 12 acres will be impacted by Stage II and Stage III; the 953 HUs lost by these impacts will be replaced on a HU per HU basis.

COORDINATION

There has been ongoing coordination between Mn/DOT, the U.S. Fish and Wildlife Service, and the Minnesota Department of Natural Resources. This coordination is reflected in the continuing communication among these agencies regarding acceptable methods and amounts of minimization and mitigation for the proposed project.

CONCLUSION

The above factors and considerations establish that there is no practicable alternative to construction in the wetland areas adjacent to TH 10 and that the proposed project includes all practical measures to avoid and minimize harm to the wetlands which would result from such construction.

FARMLAND PROTECTION POLICY ACT

The United States Department of Agriculture (USDA), Soil Conservation Service (SCS), was sent a Farmland Conversion Impact Rating Form AD-1006. The SCS determined that the area proposed as right-of-way does not contain prime, unique, or important farmland.

Copies of Form AD-1006 and the accompanying letter from Mr. Fredbo follow.



United States
Department of
Agriculture

Soil
Conservation
Service

550 Bunker Lake Blvd.
Anoka, MN. 55303

September 11, 1985

Mr. Craig Robinson, Project Manager
Minnesota Department of Transportation, District 5
2055 No. Lilac Drive
Golden Valley, Minnesota 55422

Subject: SP 0214-06
New US-10 in Anoka County
FPPA

Dear Mr. Robinson:

After reviewing the proposed plan for the new US-10, you were right in your initial assumptions about the land involved. There is no prime, unique, or farmland of statewide or local importance along this proposed 6.4 mile right of way in either Anoka or Ramsey counties.

Sincerely,

Tim Fredbo
District Conservationist



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

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request <u>August 26, 1985</u>	
Name Of Project <u>US Highway 10 (S.P. 0214-06)</u>	Federal Agency Involved <u>FHWA and Mn/DOT</u>		
Proposed Land Use <u>transportation</u>	County And State <u>Anoka and Ramsey Counties, MN</u>		
PART II (To be completed by SCS)		Date Request Received By SCS <u>AUG. 27, 1985</u>	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply – do not complete additional parts of this form).		Yes ☐ No ☒	Acres Irrigated _____ Average Farm Size _____
Major Crop(s) _____	Farmable Land In Govt. Jurisdiction Acres: _____ %	Amount Of Farmland As Defined In FPPA Acres: _____ %	
Name Of Land Evaluation System Used _____	Name Of Local Site Assessment System _____	Date Land Evaluation Returned By SCS <u>SEPT. 11, 1985</u>	

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	181			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	181			

PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by SCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)				

PART VI (To be completed by Federal Agency)	Maximum Points				
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS	160				

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100				
Total Site Assessment (From Part VI above or a local site assessment)	160				
TOTAL POINTS (Total of above 2 lines)	260				

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐
Reason For Selection:		

COMMENTS AND RESPONSES ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

The Draft EIS was distributed on February 20, 1979. A public hearing to discuss the location and social, economic and environmental effects of New TH 10 in Anoka and Ramsey Counties was held on June 13, 1979, at Westwood Junior High School, Blaine, Minnesota. Oral comments were received at that time. Written comments were received up to the date the record was closed, July 9, 1979.

Another combined Location and Design Public Hearing was held on October 9, 1986, also at Westwood Junior High School. This combined purpose hearing was held because of Federal regulations regarding the extensive time that had passed since the first location hearing. Written comments were received until October 23, 1986 when the record was closed.

The summary and responses to the comments from the first hearing begins on page 75 of this document. The second hearing summary and comment response begins on page 79.

The following comments were received from federal, state, and regional agencies as well as county and city governments.

of Copies

LIST OF RECIPIENTS OF THE DEIS

1	Anoka County
1	Anoka County Library
1	City of Coon Rapids
1	City of Mounds View
1	City of Spring Lake Park
1	Metropolitan Airports Commission
1	Metropolitan Council
1	Metropolitan Transit Commission
1	Metropolitan Waste Control Board
	Minnesota
1	Attorney General's Office
1	Department of Aeronautics
1	Department of Agriculture
1	Department of Economic Development
1	Department of Health
1	Department of Natural Resources
18	Department of Transportation
44	Depository Box Listing (MN Statute 15.18)
1	Energy Agency
1	Environmental Conservation Library
1	Environmental Quality Board
5	Governmental Liason Office
1	Governor's Office
1	Historical Society
1	House of Representatives; Clerk of
10	Legislative Reference Library
1	Office of Governmental and Community Relations
1	Pollution Control Agency
1	Regional Development Commission
1	Regional Library
1	Senate; Secretary of
1	State Planning Agency
2	State Road Plans Office
1	Water Resources Board
	United States Department of
1	Agriculture
1	Agriculture, Soil Conservation Service
1	Army, Corps of Engineers
1	Commerce, Office of Environmental Affairs
1	Commerce, Economic Development Administration
1	Commerce, Minneapolis Field Office
1	Defense, Defense and Civil Preparedness Agency
6	Energy, NEPA Affairs
1	Health, Education, and Welfare
1	Housing and Urban Development
1	Interior, Environmental Project Review
1	Interior, Fish and Wildlife Service, St. Paul Office
1	Interior, Heritage Conservation and Recreation Office
1	Interior, Regional Environmental Officer

of Copies

LIST OF RECIPIENTS OF THE DEIS (continued)

	United States Department of
1	Transportation, Federal Aviation Administration
1	Transportation, Federal Aviation Agency
1	Transportation, Coast Guard District Office
14	Transportation, Federal Highway Administration
1	Transportation, Federal Railroad Administration
1	Transportation, Urban Mass Transportation Administration
	United States Environmental Protection Agency
5	Regional Administration, Region 5
1	United States Federal Power Commission

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UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

Noon Building - 524 East Main Street
Anoka, Minnesota 55303

May 19, 1978

Mr. Daniel J. Lutenegger
Barton-Aschman Associates, Inc.
1610 South Sixth Street
Minneapolis, Minnesota 55404

Dear Mr. Lutenegger:

I have reviewed the anticipated right-of-way requirements for T. H. 10 with regard to any prime or unique farmlands in Anoka County.

The area delineated on the photograph is highly urbanized. There is very little agricultural activity in the anticipated right-of-way.

My findings are as follows:

1. There is no prime agricultural land in the area.
2. There are approximately 100 to 120 acres of "unique" farmland actively being farmed at this time. The crops are sod and vegetables, which are high intensity and value crops. This area is north of 99th Avenue and south of Territorial Road, adjacent to Pleasure Creek. The land is in Sections 19 and 30.

①

The soils are primarily Millerville mucky peat and some Markey muck. Millerville consists of nearly level, very poorly drained soils formed in organic soil material and lininic material. Markey muck consists of nearly level, very poorly drained soils formed in organic soil material overlying sands.

This farmland is approximately $\frac{1}{2}$ mile north of the proposed relocated T. H. 10.

3. There are approximately 200 acres of general type farming on other areas in the proposed right-of-way. This is on primarily Zimmerman fine sand soils. These are excessively drained soils

Page - 2 -

formed in outwash sands. Such soils are poorly suited to corn and soybeans and moderately well suited to alfalfa due to droughtiness and low organic matter content.

I hope the information provided is useful. If I can be of further assistance, please contact me.

Sincerely,



Bill Vidrine
District Conservationist

- ① The area described as unique farmland lies outside of the project corridor.



MAY 5 1978

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

REPLY TO
ATTENTION OF:
NCSCO-GR(SF 77-110)

3 MAY 1978

Mr. Frederick Behrens
U.S. Department of Transportation
Federal Highway Administration
Suite 490, Metro Square Building
St. Paul, Minnesota 55101

Dear Mr. Behrens:

Thank you for your 10 March 1978 letter forwarding preliminary copies of the Draft Environmental Impact Statement (DEIS) for the proposed New Trunk Highway 10 in Anoka County.

Following are our comments concerning this DEIS.

1. Pages 83-86 - Wetland impacts for all alternatives should be summarized in a table. This table should list the number of acres of each type of wetland that would be filled for each alternative. ①
2. Pages 83-86 - Figure 11 should identify the wetlands that are subject to Corps of Engineers requirements to obtain permits for fill. ②
3. Page 122 - Other possible impacts of using salt as a highway de-icing compound should be considered, including possible adverse impacts to utility structures, to public health via the water supply, and to vehicles. ③

Sincerely,

WILLIAM D. PARSONS
Chief, General Regulatory Branch
Construction-Operations Division

Response to DOA Letter

1. A table has been created and can be found on page 103 of this FEIS.
2. Corps of Engineers permits will be required for all fill placement in wetlands on this project.
3. Mn/DOT recognizes these disadvantages of salt application for deicing highways. However, such effects cannot be quantified with any degree of certainty. To date, no other ice control technology has been developed that could be expected to replace salt application in the near future. Mn/DOT is actively involved in research to develop a substitute for de-icing road salt, and also in identifying alternatives which may be more environmentally benign than salt application.



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

REPLY TO
ATTENTION OF:

NCSED-ER

11 June 1979

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

Dear Mr. Crawford:

Our District staff has reviewed the Draft Environmental Impact Statement for the Improvement of T.H. 10 from I-35W to Coon Rapids. We find the Draft EIS to be adequate.

Thank you for the opportunity to comment on this statement. We look forward to continued close coordination and to receipt of the Final EIS. With the Final EIS, please also provide us with the relocation study.

Sincerely,

WILLIAM W. BADGER
Colonel, Corps of Engineers
District Engineer

JUN 20 1979

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NO COMMENT REQUIRED



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
AREA OFFICE
1400 FRANCE AVENUE SOUTH
MINNEAPOLIS, MINNESOTA 55435

REGION V
300 South Wacker Drive
Chicago, Illinois 60604

UNREPLY REFER TO:

5.555:WM

May 2, 1979

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

To Whom It May Concern:

Subject: 315 FHWA-MN-EIS-79-02-D, Draft Environmental Impact
Statement (EIS) Trunk Hwy. 10 in Anoka and Ramsey
Counties from Hansen Blvd. in Coon Rapids to Inter-
state 35W in Mounds View

Thank you for the opportunity to review the Draft EIS for
the above named project. The HUD Area Office has examined the
document for possible effects by the project upon any HUD pro-
grams or activities. A proposed 345 acre planned residential
development known as Cloverleaf Farms, consisting of a total
of 968 units in Blaine, Minnesota, is currently being processed
for issuance of mortgage insurance by this office.

Cloverleaf Farms will be the subject of an EIS to be prepared
by HUD later this year. The proposed subdivision is adjacent
to a section of Relocated T.H. 10. As such, future residents
of the development will be subjected to unacceptable noise
levels. Page 60 and Table 9 on page 65 of the Draft both indi-
cate that the subdivision consists of 182 units on 80 acres.
These units referred to have already been constructed and rep-
resent only an initial phase of the total development. The re-
maining 786 units will be constructed on a contiguous 255 acre
site. Preliminary plat designs indicate that a significant num-
ber of these remaining units (Quads, Doubles and Single Family
homes) will be constructed adjacent to Relocated T.H. 10.

Table 19 indicates that future noise levels were computed with-
out a barrier adjustment for the Cloverleaf Farms site (receptor
#13). In view of residential development planned for this area,
final designs for T.H. 10 should consider mitigation measures
to achieve acceptable noise levels for this segment of the
proposed highway.

A

If you have any questions concerning this matter, please call
William Middleton of my staff at 725-4724.

Sincerely,

Thomas L. Feeney
Area Manager

Item A

Mitigation of all excessive noise areas
affecting residential units will be incor-
porated wherever possible. Noise barriers
will be proposed for this area and incor-
porated into the design.



United States Department of the Interior

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

ER 79/368

May 30, 1979

Mr. E. Dean Carlson, Division Administrator
Federal Highway Administration
Metro Square Bldg, Suite 490
Seventh and Roberts Streets
St. Paul, Minnesota 55101

Dear Mr. Carlson:

We have received the draft environmental impact statement (DEIS) for Trunk Highway 10 (from Hanson Blvd to I-35W), Anoka and Ramsey Counties, Minnesota. The DEIS is generally adequate with respect to its description of probable impacts on resources within our areas of jurisdiction and expertise.

Deer-vehicle collisions are expected to increase significantly (page 126) under the Relocated TH 10 alternative, but the DEIS does not indicate whether these collisions are included in the figures discussed on pages 89 and 90. This should be clarified in the final EIS.

The fact that "the avoidance of wetlands" was one of five planning criteria used to narrow the alternatives does not necessarily constitute compliance with Executive Order 11990. Assuming that both of the major alternatives are viable, meeting project goals, the Executive Order requires that the alternative having the least adverse impact on wetlands be given priority consideration. Of the two construction alternatives, we assume that the upgrading of TH 10 would have the least adverse impact on wetland resources; and believe the final EIS should clearly indicate the rationale and competing factors considered under EO 11990.

Sincerely,

David L. Jernis

David L. Jernis
Regional Environmental Officer

copy to:

Mr. Douglas H. Differt,
Minnesota DOT

Item A

The statement on p. 126 refers to a high initial incidence of deer-vehicle collisions. The statistics on p. 89 represent long-term averages derived from a wide range of traffic flow and roadway conditions without regard to causal factors. Thus the statements are not directly comparable. Also, the influence of collisions with animals on the overall accident rate would depend on other unknown factors such as rapidity with which the remainder of the study area develops (and thus reduces deer habitat) and the intensity of deer management activities which might be brought to bear on the problem in the future.

Item B

The Relocated TH 10 alternative does have a larger impact on wetlands than the upgraded alternative (21.1 acres impacted versus 5.8 acres, respectively). However, the upgraded alternative is not practicable when other competing factors are considered (refer to Commissioner's findings, p. 19). Through the excavation of additional ponds (see page 31) during Stage 1 construction, along with the purchase and conversion of additional ROW during Stage 2, Mn/DOT will provide wetlands replacement to mitigate the project impacts on a HU per HU basis. See the Tables on pages 103, 104, and 105.

A

B



United States Department of the Interior

FISH AND WILDLIFE SERVICE
ST. PAUL FIELD OFFICE, (ES)
50 Park Square Court
400 Sibley Street
St. Paul, Minnesota 55101

IN REPLY REFER TO:



July 30, 1986

Mr. Frank Pafko
Chief, Environmental Development Unit
Minnesota Department of Transportation
Transportation Building
St. Paul, Minnesota 55155

Dear Mr. Pafko:

This is in response to our receipt and review of the section on wetlands finding of the new FEIS for the proposed construction of 6.4 miles of new freeway (TH 10) between Egret Boulevard in Coon Rapids (Anoka County) and I-35W in Mounds View (Hennepin County) Minnesota.

Having inspected the project site on July 25 in the company of your staff, the biologist of my office reported that

- . most wetlands listed in Table 4 of the FEIS are well preserved and provide valuable habitat for a variety of indigenous and migratory wildlife in the metro area,
- . fresh meadows identified as wetland numbers 2a, 2b, and 4 have been invaded by shrubs,
- . wetland 8b, a shallow marsh, is choked with cattail, and
- . wetlands 6a, 6b, 6c, and 8a seem to be in later stages of succession toward upland.

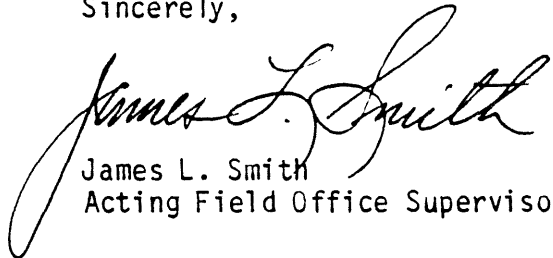
The elimination of 21.1 acres of wetland by construction of a new segment of highway of only 6.4 miles in length is substantial. In view of the continued drainage of wetlands for various purposes, the retention of remaining wetlands is more important now than in 1980/81 when an earlier FEIS for the project was distributed. As expressed in our letter of July 22, 1980, we continue to prefer reconstruction of the existing TH 10 which has less adverse environmental impacts than construction of the proposed segment.

If the new segment is constructed as proposed, we would appreciate an opportunity to discuss with you the proposed storm water holding ponds to compensate for wetland losses. Preliminary results from recent testing indicated high levels of lead, cadmium, nickel and zinc in ponds receiving runoff from highways with moderate to heavy

traffic flows. Until further results have been evaluated to determine the effects of these contaminants on wildlife, we cannot promote the construction of storm water holding ponds with specifications designed to attract wildlife, particularly if the pond receives runoff from expressways and freeways.

These comments are in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and are consistent with the intents of the National Environmental Policy Act of 1969, the Fish and Wildlife Service Mitigation Policy, and Executive Order 11990.

Sincerely,



James L. Smith
Acting Field Office Supervisor

cc: MN DNR, St. Paul (Dave Johnson)
US COE, St. Paul (Jerry Smith)
MN PCA, Roseville



United States Department of the Interior

FISH AND WILDLIFE SERVICE
ST. PAUL FIELD OFFICE, (ES)
50 Park Square Court
400 Sibley Street
St. Paul, Minnesota 55101

IN REPLY REFER TO:

SPFO

August 20, 1986

Mr. Frank Pafko
Minnesota Department of Transportation
Transportation Building
St. Paul, Minnesota 55155

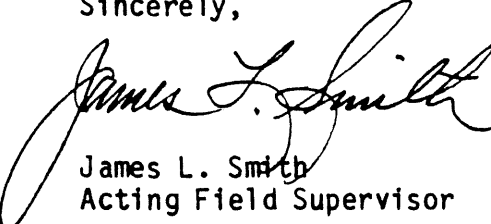
Dear Mr. Pafko:

This letter is to clarify our position on the wetlands finding in the FEIS for 6.4 miles of TH 10 construction in Coon Rapids and Mounds View, Minnesota. Our July 30, 1986 letter to you provided comments on this project and contained a paragraph on stormwater holding ponds that requires further explanation based on recent conversations with MNDOT staff. The first full sentence on page 2 of that letter states, "Until further results have been evaluated to determine the effects of these contaminants on wildlife, we cannot promote the construction of stormwater holding ponds with specifications to attract wildlife, particularly if the pond receives runoff from expressways and freeways." Apparently, this sentence has been interpreted to mean that the St. Paul Field Office does not favor further enhancement of stormwater holding ponds for wildlife habitat mitigation purposes. Please be assured this was not our intent. We intended to convey our belief that stormwater ponds may pose a danger to wildlife and that their use for mitigation should proceed with caution until the subject has been more rigorously examined.

In an effort to more accurately identify the nature and extent of possible construction of these areas, we have sampled five more highway stormwater holding ponds in the metro area and are awaiting analytical results. This information will be provided to MNDOT as soon as it becomes available.

We would be pleased to meet with MNDOT to discuss this subject in general and as it relates to the design of the TH 10 ponds.

Sincerely,



James L. Smith
Acting Field Supervisor

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

GREAT LAKES REGION
2300 EAST DEVON AVENUE
DES PLAINES, ILLINOIS 60018



MAY 29 1979

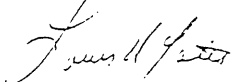
District Engineer
Minnesota Department of Transportation
District Five
2055 North Lilac Drive
Golden Valley, Minnesota 55422

FEWA-MN-EIS-79-02-D (315)
Draft Environmental Impact Statement for
New Trunk Highway 10 in Anoka and Ramsey Counties
Minnesota Project F 031-1 ()
State Projects 0214 & 6243
From Hanson Boulevard in Coon Rapids
To Interstate 35W in Mounds View

Dear Sir:

We have reviewed the subject Draft Environmental Impact Statement and have no specific comment on it at this time. Should the chosen alternative be the Relocated Trunk Highway 10, we would desire to comment on the taking of Anoka County-Blaine Airport property and on the airport access to be provided by the plan. (A)

Sincerely,


LOUIS H. YATES
Chief, Planning Staff

Item A

Mn/DOT and the FAA are working in close coordination regarding the acquiring of needed right-of-way within the Anoka County-Blaine Airport property at this time.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Commander (dpl/eis)
Second Coast Guard
District
1430 Olive Street
St. Louis, MO 63103

16475
Ser 189
6 July 1979

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

Gentlemen:

We have reviewed the draft environmental impact statement for New Trunk Highway 10 in Anoka and Ramsey Counties, Minnesota Project F 031-1() State Projects 0214 and 6243.. We have no comment to offer on this document.

Thank you for the opportunity to review this environmental impact statement.

Sincerely,



C. E. JOHNSON, JR.

Environmental Protection Specialist
By direction of the District Commander

Copy to:
COMDT (G-WEP-7)
DOT SECRET Region V
DOT (tas), Office of Environmental Affairs

NO COMMENT REQUIRED



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

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

30 JUL 1979

RE: 79-031-424
D-PHW-F40130-MN

Dear Mr. Crawford:

We have completed our review of the Draft Environmental Impact Statement (EIS) for New Trunk Highway 10 in Anoka and Ramsey Counties, Minnesota. The letter from Mr. Douglas H. Differt, requested our views and comments on the proposed highway development. Based upon our review of this Draft EIS, we have concerns in regard to the potential noise and wetland impacts of the proposed improvement.

The EIS discusses the impacts of two alternatives, a relocated route and an upgraded existing route, and their impact upon wetlands and compliance with Executive Order 11990. The Executive Order requires that the alternative having the least adverse impact on wetlands be given priority. Specifically, Executive Order 11990 requires Federal agencies to avoid direct or indirect support of new construction in wetlands whenever there is a practicable alternative. Using this criteria, the Upgraded T.R.10 alternative would be the route selected. While the Upgraded T.R.10 has minimal impact upon wetlands, the Relocated T.R.10 would impact 46 acres of wetland which comprises 25% of its right-of-way. If a preferred route is selected in the Final EIS, the reasons for this selection should be discussed in light of Executive Order 11990. Should it be determined that there is no feasible alternative to wetland destruction, the EIS should indicate whether any additional right-of-way could be purchased in order to acquire or create wetland areas as mitigation. Relocated T.R.10 may encourage development in other wetlands adjacent to the road. Information in regard to the effects adjacent road-way development will have upon wetlands areas should also be provided.

The EIS indicated that the quantity of runoff leaving the right-of-way would increase by a factor of 3 to 4. This increased discharge could have an adverse effect upon wetlands and/or the receiving stream because of its pollutional nature and increased velocity. Means should be provided to reduce the velocity of the discharge and thus, minimize erosion and water quality impacts. Residential development will also increase the runoff from the area, and the effect these additional flows will have upon water quality should also be assessed in the EIS.

Item A

The impacts to wetlands associated with the Relocated T.R.10 alternative have been revised based upon a number of factors. The initial wetlands assessment in the Draft EIS was based on a worst case roadway alignment. With the mitigation specified on page 128 of the Draft EIS (i.e. minor alignment shifts), it has been possible to reduce the wetlands involvement to 21.1 acres. There has been ongoing coordination between Mn/DOT, the U.S. Fish and Wildlife Service, and the Department of Natural Resources to determine appropriate and acceptable mitigation and minimization procedures. As detailed in the Wetlands Finding of this FEIS, numerous measures are being proposed, whose cumulative effect will be to replace all wetlands lost due to construction through the upgrading and/or expansion of existing wetlands, or through the creation of new wetland areas within the corridor.

A second circumstance, unforeseen when the 1977 vegetation inventory was conducted, has been an acceleration of non-highway related development in the corridor. Some of the wetland acreage initially included in the 46 acres has already been substantially impacted by both the presence of nearby development, and by natural fluctuations in the surface water depth. These factors have led to revised wetland impacts referred to the Wetlands Analysis and Wetlands Finding sections of this document.

Item B

A Wetlands Finding pursuant to Executive Order 11990 has been made a part of this Final EIS. Note that the implementation schedule relative to future funding of Relocated T.R.10 cannot be determined with absolute certainty. Secondly, as noted in the land use section, development of the study area is progressing rapidly, even in the absence of Relocated T.R.10. Consequently, in addition to measures outlined in the mitigation plan, continued coordination with all agencies is essential in the final design, final schedule, and effective implementation of the wetland mitigation plan. Although specific vehicles for implementation cannot be guaranteed beyond those outlined in this document, Mn/DOT does reaffirm its commitment to attaining a net positive benefit to wetlands habitat within the corridor.

Item C

The provision of access may influence specific development decisions. It will not, however, influence the overall development pattern as planned and implemented by the local communities. Much of the property abutting the corridor has already been developed into residential and commercial usage since the DEIS was distributed. It is within the province of the communities to encourage or discourage development and to adopt appropriate controls and development standards that will minimize the wetland impact of that development.

Item D

As discussed in the Wetlands Finding and the Wetlands Analysis sections of this FEIS, measures to control velocity of runoff and erosion will be implemented during construction and operation. Furthermore, periodic monitoring will be done to check on the effectiveness of these controls and to place additional controls as necessary. As documented in subsequent letters, permits will be necessary from several agencies. Hence, there will be ample opportunity for these permitting agencies to review the proposed construction plans and specifications, and to specify additional requirements as conditions of the permits. It should also be noted that the impact of total development in the study area on runoff and water quality has been assessed in the adopted plans of each of the respective watershed districts. Additionally, there has been ongoing coordination between Mn/DOT, the Fish and Wildlife Service, and the Department of Natural Resources to determine appropriate and acceptable mitigation and minimization procedures for this project's effect on local wetlands.

The potential for adverse noise impacts appears to be greatest from the Upgraded T.H.10 alternative. The area adjacent to the existing road is already developed and it may be more difficult to attenuate the noise. In order to fully determine the noise impacts, the EIS should indicate the number of noise sensitive receptors that will be impacted and the number of individuals that will be affected for both alternatives. The EIS has attempted to provide a worst case noise analysis by measuring the background noise levels. These noise measurements were made between the hours of 9 A.M. and 3 P.M. However, the EIS has indicated that peak traffic levels occur during the rush-hour periods of 7 A.M. - 9 A.M. and 4 P.M. and 6 P.M. In order to make a true worst case analysis for noise, the background noise levels should be taken during the rush-hour periods. We had previously requested that an analysis of a depressed roadway be considered. It is mentioned in the EIS that this will be addressed in the revised Preliminary Noise Assessment Report. If possible, we would appreciate the opportunity to review the Preliminary Noise Assessment prior to the publication of the Final EIS.

The EIS discussed the potential for reduced noise levels along the existing T.H.10, if the Relocated T.H.10 alternative is selected. This is a valid point. However, if the Upgraded T.H.10 alternative is selected, the noise impacts along the Relocated T.H.10 corridor will not occur. Therefore, the noise levels will be reduced throughout this developing residential area.

Item E

Table 19 on page 163 of the DEIS summarizes the number of noise receptors impacted for all alternatives with and without noise abatement measures. The number of individuals impacted is difficult to assess as the receptors involve single-family and multi-family housing, and activities in which the number of individuals will vary considerably.

Item F

People have questioned the noise monitoring procedures used; specifically, the time of day in which the monitoring took place. Our studies have consistently shown that the noisiest hours do not occur during rush-hour traffic periods. The noisiest hours occur when the heavy trucks are using the highways, and trucks tend to avoid rush-hour conditions. Noise level predictions are based on a combination of the peak hourly volume and peak hourly commercial volume. These two conditions would rarely, if ever, occur during the same hour of the day.

Perhaps the main confusion stems from the fact that the year 2000 noise level projections are based on the theoretically noisiest traffic conditions that will occur then, rather than now. The monitoring done now is used only to determine existing conditions, and these findings are not numerically included in future noise level projections.

The normal noise analysis procedure includes comparing existing conditions for all alternatives to future projected conditions for the purpose of identifying if there will be an impact that should be mitigated. Monitoring was conducted long enough to show that existing noise levels are higher than those reported in the DEIS. This would mean that we have simply overstated the effective impact consistently for each alternative under study. Please refer to the letter on page 47 from the Minnesota Pollution Control Agency.

Item G

A depressed roadway for TH 10 was examined. Due to the high water table (generally within 4 to 6 feet) throughout the project, it was found to be infeasible.

Noise Assessment Reports will be made for each stage of this project prior to construction. This is being done because of potentially long delays between each stage of the project, which could produce considerable changes in the proximity and types of noise receptors adjacent to the corridor. Also, future road design and/or noise standards may change, and they could be more easily incorporated into the design at a later date. Therefore, Mn/DOT feels that an extensive analysis of future noise considerations for Stage II and Stage III would be premature at this time.

Item H

It is true that selection of the upgraded TH 10 alternative would not cause noise level increases along most of the Relocated TH 10 alignment. Conversely, that option would not provide any of the beneficial noise abatement effects for the residences along County Road J that the Relocated TH 10 Alternative will produce. The Summary of Impacts, Table 10 on page 88 of the DEIS, indicates this relative difference between the two field alternatives.

The land area surrounding the Relocated T.H.10 corridor presently is undeveloped. The EIS has indicated that noise barriers will be provided along areas where development has occurred. In order to prevent the noise from the roadway from having an adverse impact upon future development, we recommend that local governments institute zoning regulations or setback requirements along the highway corridor. The Final EIS should provide information on any measures local communities are taking to assure compatibility between the highway and future development. In order to evaluate the impacts of Relocated T.H.10, an estimate of the number of residences which could be impacted should be made, using development and zoning plans. Noise levels along access roads should be also assessed and local zoning officials should be provided the noise contours, in order for them to establish zoning accordingly.

Item I

Each community in the seven county Metropolitan Region was required to prepare and submit a comprehensive land use plan to the Metropolitan Council by July, 1980. The preparation of these plans was intended to assure orderly growth and compatible land uses within each community and between adjacent communities in the Region. The affected communities of Coon Rapids, Blaine and Mounds View have prepared such land use plans, and have anticipated the potential location of a major freeway along the Relocated TH 10 alignment.

The Coon Rapids comprehensive plan anticipates that the land adjoining the Relocated TH 10 right-of-way will develop for commercial use in the future.

The Blaine comprehensive land use plan is currently being revised. As presently proposed, the land adjoining the preferred alternate is planned for single family, two family and multi-family residential use as well as light industry, park and business/commercial uses. Some residential development is currently underway along the southern side of the Relocated TH 10 alignment. Through its subdivision regulations, the City has encouraged the plotting of large lots where the land adjoins the TH 10 right-of-way, in an effort to anticipate and mitigate potential noise impacts. On the north side of the alignment, the City is requiring the dedication of parkland where a plot abuts the right-of-way, thereby creating a buffer. The City does not assume that these measures will alleviate the need for noise barriers or other noise mitigation measures when the freeway is constructed.

The section of new TH 10 from I-35W to County Road J in Mounds View was completed in 1971. Some residential development exists to the south of TH 10, but much of this development is a distance from the roadway. The City of Mounds View has proposed the establishment of a greenway, where possible, between the roadway and existing structures, in an effort to mitigate environmental effects on residents. The City would acquire necessary properties as they become available to complete this greenway. The area north of TH 10 in Mounds View is planned for light industrial use.

Each community uses zoning ordinances to implement their land use plan and to set certain standards. Minimum setback requirements for residential units are a feature of each community's zoning code.

Implementation of the above setback requirements, and new developments consistent with each community's land use plan should assure minimal adverse noise impacts in the future.

The results of the preliminary noise assessment report and final noise assessment report will be provided to the appropriate local officials, so that they may take the proposed conditions in account in their review and evaluation of future development.

In regard to air quality, the Metropolitan area has been designated as nonattainment for particulates, sulfur dioxide, and photochemical oxidants. While no specific controls appear to be necessary for the proposed improvement of T.H.10, the use of mass transit, car/van pools and park and ride facilities should be considered. While the total pollutant burden analysis shows fewer total tons of emission will result with either of the build alternatives as compared to the no-build alternative, the measures we have mentioned could further reduce total emissions. Also, with the present energy situation the demand for mass transit may increase. The EIS should identify areas where park and ride express buses to the central business districts of Minneapolis and St. Paul might be established.

The expansion of the Anoka County Airport is under consideration at this time. The feasibility of the expansion is dependent in part on highway access to it. The potential for further air quality and noise level impacts may result from the expansion of the airport. The Final EIS should take into account, the proposed airport expansion and note the potential for impacts from additional noise levels and pollutant emission upon the area. The EIS should also indicate whether the airport expansion would occur if the Upgraded T.H.10 alternative was selected.

Based upon our review of this Draft EIS, we have rated our comments on the proposed highway as ER (environmental reservations) and the EIS as Category 2 (additional information required). The date and rating of our comments will be published in the Federal Register in accordance with our responsibility to inform the public of our views on other agencies' projects.

We appreciate the opportunity to review this Draft EIS. If you or your staff have any questions in regard to our comments, please contact Mr. William D. Franz at 312/353-2307. When the Final EIS is filed with the Office of Environmental Review in Washington, D.C., please forward three copies to us.

Sincerely yours,

Barbara J. Taylor
Barbara J. Taylor, Chief
Environmental Impact Review Staff
Office of Federal Activities

Item J

Park and Ride facilities are established and operated under the auspices of the Metropolitan Transit Commission. General criteria for the establishment of Park and Ride facilities are that they be located and accessible to major highway routes. There are three Park and Ride facilities primarily located near existing TH 10. They are at the Northtown Center (30 spaces), the Village 10 Mall (25 spaces) and Sunrise Methodist Church (15 spaces). MTC has requested approval for a fourth facility at the interchange of Co. Rd. H and I-35W.

Item K

The Metropolitan Airport Commission has decided that the Anoka County Airport shall remain a 'minor' designated facility, serving single and twin-engine propeller aircraft. The north-south runways will be moved to the north approximately 2500 feet.

According to the Metropolitan Airport Commission, present access to the airport via County Road J is adequate to handle future vehicle demand.

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

DNR INFORMATION
(612) 296-6157

July 30, 1979

Mr. Douglas H. Differt
Design Services Director
Mn/DOT
Transportation Bldg.
St. Paul, MN 55155

Re: J15 FHWA-MN-EIS-79-02-D
New Trunk Highway 10
Anoka and Ramsey Counties, MN

Dear Mr. Differt:

The Department of Natural Resources has reviewed the above referenced document and submit herewith our comments.

In commenting on the Project Development Report for this project (March 29, 1977) our Department recommended that the upgrade existing T.E. 10 alternative be selected. This recommendation was based on an evaluation of impacts to wetlands, the recommended alternative having the lesser impacts.

Based on a review of the DEIS we are again recommending that the existing route be upgraded. An upgraded T.E. 10 will impact on far fewer acres of wetlands than a relocated T.E. 10. **A**

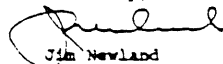
However, if the proposed relocation is the final selection, then mitigation of wetlands lost and adversely affected must occur. Measures to minimize harm (page 128 of DEIS) must be implemented. We would recommend that an interchange not be constructed at Airport Road on the relocated route. Wetlands will be adversely affected by construction or the secondary impacts of increased development. **B**

A 2.5 acre Type IV wetland (SW $\frac{1}{4}$, Sec 33, T 31N, R 23W) has been identified as public waters. If this basin is to be affected by the proposed project a DNR permit will be required. **C**

We would encourage you to contact Regional Hydrologist Kent Lokkesmo at 296-7523 for early coordination of wetlands mitigation and permit requirements. **D**

Thank you for the opportunity to comment on this project.

Sincerely,


Jim Newland
Planning Administrator

cc: Don Carlson
Oliver Jarranpa
Charlotte Cohn

AN EQUAL OPPORTUNITY EMPLOYER

Item A

In December 1979, the Commissioner of the Minnesota Department of Transportation determined that the Upgraded TH 10 alternative was not the best alternative, based on the evaluation of all of the impact tradeoffs. The decision criteria are presented on page 19 of this document.

Item B

The wetlands impact discussion has been revised, based on detailed design layouts and the inclusion of mitigation commitments specified in the Draft EIS (p. 123). A description of mitigation measures is given on pages 30, 31, 32, 106, and 107.

Item C

The Cities of Mounds View and Blaine and the Metropolitan Airports Commission have commented on an interchange at, or in the vicinity of, Airport Road (Red Oak Drive). The final proposal for access in this area is in response to those comments. Consequently the secondary impacts on wetlands would be the same as stated in the Draft EIS, p. 121.

Item D

This particular wetland will not be adversely affected by Relocated TH 10. (Refer to Wetland No. 2 on page 108.)

DEPARTMENT of Natural Resources
Metro Region Division of Waters

Office Memorandum

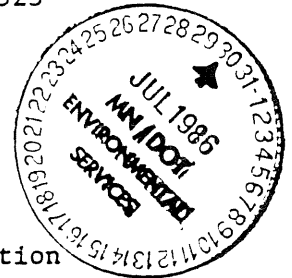
TO: Frank Pafko - MN. D.O.T.
Environmental Development Unit

DATE: 7/24/86

THRU: Kent Lokkesmoe, Regional Hydrologist
FROM: John Linc Stine
Area Hydrologist

PHONE: 6-7523

SUBJECT: NEW TH 10 FEIS, PROTECTED WETLAND 2-598W



I have reviewed the materials you provided for the wetlands section of the New TH 10 final EIS. With the revisions discussed in your 7-15-86 memo relating to protected wetland 2-598W, the section appropriately addresses our wetland concerns.

We have had several conversations with the City of Blaine staff and District 5 hydraulics engineer Ellen Gavliniski about the alteration of 2-598W. A DNR permit is required and mitigation for lost wetland values will be necessary. Mitigation will be required "up-front". Several candidate sites for mitigation exist within the immediate vicinity of the wetland.

Feel free to contact me if you have any questions.

cc: Lloyd Knudson, AWM
Elizabeth Rockwell, USFWS
Don Buckhout, DNR-Planning

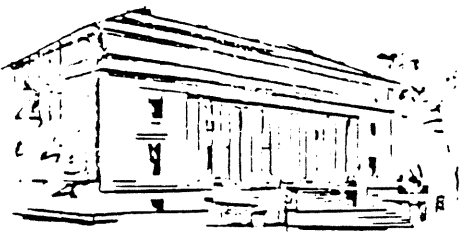
/lkr

L57

August 5, 1986 By: Nancy Radle

cc: D. Smilonich
Public Hearing file
Mn/DOT Records Center
C. Robinson ✓
E. Gavliniski
L.E. Foote
S. Jatnieks-Straumanis
ESS file

S.P. 0214-07



MINNESOTA HISTORICAL SOCIETY

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

14 June 1977

Mr. C.P. Kachelmyer
Preliminary Design Engineer
Room 612E
Highway Building
St. Paul, Minnesota 55155

Dear Mr. Kachelmyer:

RE: S.P. 0214-01 (T.H. 10)
From I-35 in Mounds View
To Egret Blvd. in Coon Rapids
Ramsey and Anoka Counties

The project described above has been reviewed pursuant to responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and the Procedures of the National Advisory Council on Historic Preservation (36CFR800).

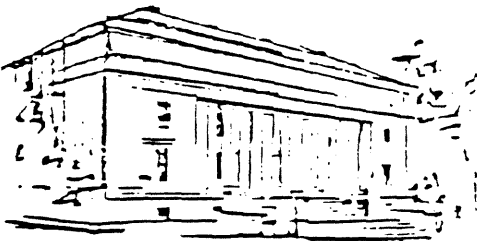
This review reveals the location of no known sites of historic, architectural, cultural, or archaeological significance within the proposed project area. However, there is reason to believe that such sites may exist in the area. To determine their existence, their eligibility to the National Register, and the possible effect on them from your proposed activity, the project area will be surveyed in the coming field season. The survey will be conducted under the Trunk Highway Archaeology Program of the Minnesota Historical Society.

Thank you for your continued close attention to historic and prehistoric values in your planning process.

Sincerely,

Russell W. Fridley
State Historic Preservation Officer

RWF/fr



Recommend FHWA concurrence ED

Date 11/24/78

MINNESOTA HISTORICAL SOCIETY

690 Cedar Street, St. Paul, Minnesota 55101 • 612-227-2747

November 15, 1978

COPIES:

D.H. Differt-R. McAtee
W.M. Crawford-D. Brown
J.S. Katz
R.D. Borson ✓
A.H. Hultine-H. Legler
D.A. Haukebo
R.A. Elasky
C.P. Kachelmyer
File

Mr. C.P. Kachelmyer
Preliminary Design Engineer
Department of Transportation
Room 604 - Transportation Building
St. Paul, Minnesota 55155

Dear Mr. Kachelmyer:

RE: Minnesota F031-1()
SP 0214-01 (TH 10)
From I-35W in Mounds View
to Egret Blvd. in Coon Rapids
Ramsey & Anoka Counties, Minnesota

MHS Referral File Number D428

Thank you for the opportunity to review and comment on the above project. It has been reviewed pursuant to responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and the Procedures of the National Advisory Council on Historic Preservation (36CFR300).

This review reveals the location of no sites of historic, architectural, cultural, or archaeological significance within the area of the proposed project. There are no sites in the area which are on the National Register or eligible for inclusion on the National Register, and, therefore, none which may be affected by your proposal.

Again, thank you for your participation in this important effort to preserve Minnesota's heritage.

Sincerely,

Russell W. Fridley
State Historic Preservation Officer

EWK/cjb

FHWA concurs with the SHPO's determination of no effect and/or identification of no properties within the area of the proposed Federal-aid highway project's potential environmental impact, in or eligible to be on the National Register of Historic Places.

District Engineer

or E. Dean Carlson

Division Administrator

11/24/78
Date

W.M. Crawford
H. Differt
P. Kachelmyer
R. Borson-C. Robinson
Public Hearing File (Orig.)
.le

MINNESOTA HISTORICAL SOCIETY

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

May 16, 1979

Mr. C. P. Kachelmyer
Preliminary Design Engineer
Department of Transportation
Room 604 - Transportation Building
Saint Paul, Minnesota 55155

Dear Mr. Kachelmyer:

RE: Draft Environmental Impact Statement
for New Trunk Highway 10, SP's
0214 & 6243, from Hanson Boulevard
in Coon Rapids to Interstate 35W in
Mounds View, Anoka & Ramsey Counties,
Minnesota; MnDOT Reference # 330

MHS Referral File Number D 428

Thank you for the opportunity to review and comment on the above project.
It has been reviewed pursuant to responsibilities given the State Historic
Preservation Officer by the National Historic Preservation Act of 1966 and
the Procedures of the National Advisory Council on Historic Preservation
(36CFR800).

The above referenced Draft EIS has been reviewed under the auspices
of the Trunk Highway Archaeological Survey. The information contained within
the report indicates that no archaeological sites or data were discovered
within the proposed corridor. This conforms to the conclusion of the
archaeological survey, therefore, we concur with the comments of the
draft statement.

Thank you for the opportunity to comment.

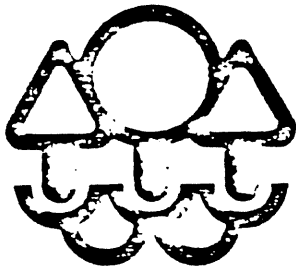
Sincerely,



Russell W. Fridley
State Historic Preservation Officer

RWF/csm

NO COMMENT REQUIRED



Minnesota Pollution Control Agency

(612) 296-7301

May 30, 1978

Mr. Jim Harrington
Commissioner
Minnesota Department of Transportation
Transportation Building
John Ireland Boulevard
St. Paul, MN 55155

Attention Jim Halvorson

Dear Mr. Harrington:

Subject: 702
S.P. 0214-01
New Trunk Highway 10
Air Quality Report

The staff of the Division of Air Quality has reviewed the Air Quality Report on New Trunk Highway 10 and finds the level of detail and methodology appropriate for the project. The analysis is sufficient to indicate that neither upgrading existing TH 10 nor relocating a new TH 10 will cause violations of Minnesota ambient carbon monoxide standards for the nine receptors analyzed. The corridorwide additions of CO, HC, and NO_x are less from Upgraded TH 10 than from Relocated TH 10.

The project is not inconsistent with the transportation control plan of the 1973 State Implementation Plan because the SIP addressed control strategies for the Minneapolis CBD. Recently, the entire Metropolitan Area has been designated 'nonattainment' for particulates, sulfur dioxide, photochemical oxidants (which HC and NO_x contribute to), and carbon monoxide. The Metropolitan Council, with the assistance of this Agency, is revising the transportation control plan of the State Implementation Plan to reduce carbon monoxide and hydrocarbon emissions from transportation sources. At this time, however, it does not appear that there will be control strategies that will specifically involve the new TH 10 project.

1935 West County Road 82, Roseville, Minnesota 55113
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Mr. Jim Harrington
Page 2

The staff has the following additional comments:

1. A receptor near the intersection of TH 10 and Co. Rd. H should be analyzed. This appears to be a critical receptor with traffic congestion occurring during afternoon rush hour and a gas station and fast food restaurants, places where people are likely to be. (1)
2. The total burden analysis for CO, HC, and NO_x should be done for the entire seven-county area as well as for the corridor. This was done in the recent Osseo Bypass Air Quality Report. (2)
3. The total burden analysis should include a current base year.
4. The report should be forwarded to the Metropolitan Council, Environmental Planning, for their comments, in light of the Council's recent designation by Governor Perpich as lead agency for transportation related air quality planning.

Thank you for the opportunity to comment on the project. Please contact Brad Beckham at 296-7265 if there are any questions.

Sincerely,

Sandra

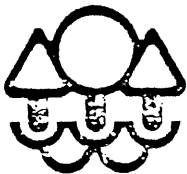
Sandra S. Gardebring
Executive Director

SSG/JS/rg

cc Loren Hill, Golden Valley Dist., Mn/DOT
Jim Shrouds, FHWA
James Book, Barton Aschman Associates, Inc.
Lynne Takemoto, Metropolitan Council

Response to MPCA Letter

1. A receptor near the intersection of TH 10 and County Road H was considered. However, since the traffic volumes are the same as at the signaled intersection of County Road H-2 and TH 10 which is east of the County Road H and TH 10 intersection, it was determined that the readings would be similar for all alternates. This receptor at County Road H-2 and TH 10, labeled Receptor 9, on Figure 20 of that Draft Environmental Impact Statement, also indicates that the readings are well within the standards. Thus the additional receptor analysis is not required.
2. A total burden analysis study is done every 4 years for informational purposes for governmental bodies in the seven county area. The report is not produced by Mn/DOT and is not of value in quantifying the effect of a particular highway project relative to a certain city, or the seven county area as a whole.



Minnesota Pollution Control Agency

July 16, 1979

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

Dear Mr. Crawford: **B!!**

The Minnesota Pollution Control Agency staff has reviewed the draft environmental impact statement for the new Trunk Highway 10 in Anoka and Ramsey Counties (S.P. 0214-6243) and has the following comments:

AIR QUALITY

1. An Indirect Source Permit will be needed prior to construction. The CO emissions appear to be well below the State standards and significant impacts are not anticipated. However, if for any of the receptors, the distance to the roadway assumed is other than the 25 meters indicated in the Air Quality Report, this should be described.
2. The draft EIS should explain whether each alternative is consistent with the recently adopted "Air Quality Control Plan for Transportation in the Metro Area," the transportation portion of the State Implementation Plan. Was completion of TH 10 assumed in the 1982 or 1987 HC and CO technical analyses? Will it interfere with any of the CO and HC strategies or attainment of CO and ozone standards by the end of 1982?
3. The lead standard is based on the highest quarterly average concentration. Unless the lead concentrations on page 154 are based on the peak 3-month ADT, the table should be labelled Annual Ambient Lead Concentration.

Phone: (612) 296-7301
1935 West County Road 32, Roseville, Minnesota 55113
Regional Offices: Duluth/Brainerd/Detroit/Lakes/Marshall/Rochester
Equal Opportunity Employer



Item A

Distances between each receptor and the roadway edge are shown in Appendix A of the Air Quality Report for all but Receptor 6. For Receptor 6, the graphic in Appendix A is incomplete. For this site, the road-receptor distance is 23 meters to the northeast of TH 10.

It should also be clarified that Table 15 of the DEIS lists only the generalized land use at each receptor. For example, Receptor 5 is described as Single-Family Residence. In this case, the receptor is sited in the side yard of the lot, 25 meters from the roadway; the residence itself is 60 meters from the road.

Item B

With respect to the transportation portion of the State Implementation Plan, completion of Relocated TH 10 was assumed for the 1987 technical analysis. The 1982 analysis assumes no change to the existing roadway.

Neither the Relocated nor Upgraded alternate could feasibly have been completed by the end of 1982, and hence, neither would have directly affected attainment of carbon monoxide and ozone standards by 1982. Indirectly, however, construction of the Upgraded alternate could result in temporarily increased CO and HC emissions if construction activities result in significant traffic congestion. Similar problems would not occur with the Relocated alternate because existing traffic patterns would not be appreciably hindered during the construction period.

Item C

This comment is valid. The table on page 154 of the DEIS should be titled Annual Ambient Lead Concentrations.

William M. Crawford, DOT
page 2 - July 16, 1979

NOISE

1. For each segment, distances from the center line at which State noise standards would be exceeded should be given for each noise area classification (NAC-1, NAC-2, NAC-3) and for daytime and nighttime hours.

2. What accounts for the large difference between the existing monitored and predicted L10 noise levels?

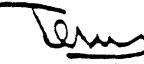
3. Why haven't barriers been proposed for the upgraded alternative at receptor sites 2, 3 and 7?

WATER QUALITY

The possible impacts to surface and groundwater appear to be satisfactorily identified in the draft. However, the final should contain specific information concerning the drainage patterns or the chosen alternative and what steps will be taken to control surface runoff and contain accidental spills.

On page 142 the statement "The pollution from chemical and oil spills would probably be local and would not contaminate water resources near the proposed action" is not true, or at least misleading. A chemical or oil spill could contaminate the groundwater due to the proximity of the bedrock aquifer (page 45) and sandy soils. Surface water could also be contaminated if the spill occurred near one of the streams on the route or near an open water wetland.

Sincerely,


Terry Hoffman
Executive Director

TH:es

cc: Charles Weaver, Met.Council

I understand PCA + Mn/DOT have formalized an agreed-upon noise assessment format. Would be advisable to use this to the greatest degree poss. in the final EIS

Item D

The table on page 99 indicates the distances to the various L-10 noise standards for each segment of roadway under the Relocated and Upgraded TH 10 alternatives for daytime hours. Projections of nighttime conditions have not been made and therefore are not provided.

Item E

Monitoring of existing noise levels was conducted during non-peak hours in order to identify the general noise conditions in the project vicinity. As such, they do not represent the existing noisiest conditions. See the response for Item F on page 53 for explanation.

Item F

Receptor sites 2, 3, and 7 are not along the alignment of the upgraded alternative and therefore are not affected by it. Provision for barriers at these receptor sites is beyond the scope of the upgraded alternative.

Item G

Final drainage plans will be made available for review by local communities and permitting agencies. A public hearing will be held for purposes of receiving comments on the design to control runoff and erosion, and to preserve wetland acreage. As stated in the public hearing on this project (August, 1979), final design will not be completed until route location, interchange locations and other design considerations appropriate to local approval have been finalized.

Item H

The handling of chemical or oil spills will be determined between Mn/DOT and the PCA during Section 401 certification.



Minnesota State Planning Agency

101 Capitol Square Building
550 Cedar Street
St. Paul, Minnesota 55101
Phone _____

June 27, 1979

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

Dear Sir:

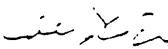
The State Planning Agency has reviewed the Draft Environmental Impact Statement for New Trunk Highway 10 in Anoka and Ramsey counties. We would like to have the following questions and comments addressed in the Final EIS:

1. Figure 6 on page 11 shows projected ADT volumes in the year 2000 for relocated TH 10. The segment of TH 35W between new TH 10 and existing TH 10 shows that substantial amounts of traffic (an additional ADT of 7500-9000), as compared to that entering the segment on 35W, will be added if new TH 10 is built. Will these increases have the potential for causing a bottleneck on this segment of 35W or does 35W have sufficient capacity to handle these increases?
2. In Table 4, page 28, the Ramsey County figures for Employment 1970, 1973 Estimate, and 1980, 1990, 2000 Projected appear to be for total population rather than employment. For instance, the 1970 Employment figure, given as 476,255, was the Census Bureau figure for total population; and if correct for employment, would suggest that 1970 employment in the SMSA outside of Anoka and Ramsey counties was less than 70,000 -- a figure that is obviously not correct.
3. On page 70, it is indicated that Spring Lake Park's major objective concerning this highway section is to reduce traffic congestion at the intersection of 25th Avenue N. and TH 55. Will either the upgraded or relocated TH 10 alternatives relieve this congestion?
4. On pages 90-91 in the discussion of transportation impacts of upgraded TH 10, it should be indicated that many of the beneficial impacts attributable to relocated TH 10 (shown on page 90) are also applicable to upgraded TH 10.
5. Project costs for construction, right-of-way, and relocation are given in Table 10 (page 88) and discussed beginning on page 92. It would also be useful to present estimated highway maintenance costs for items such as snow removal, salt application, grass mowing, and road repairs for the relocated and upgraded TH 10 alternatives.

June 27, 1979
Page 2

If you have any questions concerning these comments, please contact Peter Ashbrook of my staff at 296-3692. Thank you for the opportunity to comment on the project.

Sincerely,


Joe Sizer, Director
Environmental Planning

JS:PA/pb

Item A

If completion of any of the project stages results in a need for capacity improvements on 35W, these needs will be studied and implemented as a separate project.

Item B

Given the delay in implementation of this FEIS, the numbers and assumptions in Table 4 are no longer accurate or relevant.

Item C

The preferred alternative, Relocated TH 10, will cross 85th Avenue North (also shown on County Road J). There will be an interchange in this area which will place the majority of the 85th Avenue North traffic on Relocated TH 10. Thus, this will provide considerable relief to the existing TH 65/85th Avenue North intersection.

Item D

All major impacts and benefits were considered of each alternative during the selection process. It is recognized that the summary of major impacts and benefits given on pages 90-91 of the DEIS is not all inclusive for all alternatives.

Item E

Since both the Relocated and Upgraded TH 10 alternatives would be new facilities and require similar highway maintenance costs, this item was not considered to be critical to the evaluation. Mn/DOT does have maintenance figures available which estimate costs on a lane-mile basis.



JUN 8 1979

Dist. Dir.	
ADD Pre-Dir.	
ADD Pre-Dir.	
ADD Dir.	
State Dir.	
ADD Dir.	
Adm. Dir.	

Metropolitan Council
300 Metro Square Building
Seventh Street and Robert Street
Saint Paul, Minnesota 55101

Telephone (612) 291-6453

Office of the Chairman

June 6, 1979

Fred Tanzer, Regional Coordinator
Minnesota Department of Transportation
380 Transportation Building
St. Paul, Minnesota 55155

Re: 702
FHWA-MN-EIS-79-02-D
Draft Environmental Impact Statement for
New Trunk Highway 10 in Anoka and Ramsey Counties
Minnesota Project F031-1()
State Projects 0214 and 6243
From Hanson Boulevard in Coon Rapids to Interstate 35W in
Mounds View
Metropolitan Council Referral File No. 6916-1

Dear Mr. Tanzer:

At its meeting May 24, 1979, the Metropolitan Council considered the above project. This consideration was based on a report of the Physical Development Committee, Referral Report No. 79-74. A copy of this report, which was adopted as presented, is attached.

The Council finds the Environmental Impact Statement is sufficient and that construction of relocated TH 10 is consistent with the Metropolitan Development Guide.

Attached is a copy of a letter from Anoka County commenting on this project.

Sincerely,

METROPOLITAN COUNCIL

Charles R. Weaver
Chairman

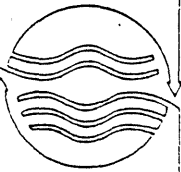
CRW:vv

Attachment

cc: Peter A. Fausch, Div. Director, Trans. Development Division, Mn/DOT
Duane W. McCarty, Mayor, City of Mounds View
Leslie M. Johnson, Acting City Manager, City of Blaine
David Ballstadt, Mayor, City of Spring Lake Park
George White, Mayor, City of Coon Rapids
Ralph L. McGinley, Executive Secretary, Anoka County
Connie Kozlak, Metropolitan Council staff

NO COMMENT REQUIRED

METROPOLITAN
WASTE
CONTROL
COMMISSION



April 20, 1979

Mr. Peter A. Fausch
Division Director
Transportation Development Division
Minnesota Department of Transportation
Transportation Building
St. Paul, Minnesota 55155

Re: 702-FHWA-MN-EIS-79-02-D
Draft Environmental Impact Statement
for new Trunk Highway 10 in Anoka and
Ramsey County

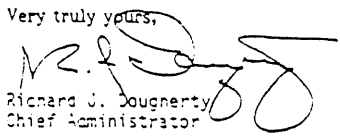
Dear Mr. Fausch:

The Commission has reviewed the subject draft EIS and offer the following comments:

This proposed project appears to cross over our 54-inch RCP interceptor 4-NS-522 in the vicinity of 36th Avenue N.W. and University Avenue. Our interceptor was constructed on a permanent easement through this area in 1964. A preliminary location for the new Trunk Highway 10 was designated on our plans to avoid any major conflicts between your project and our facilities. It is requested that when available a more specific route and grade for your project in this area be submitted for our review. Upon receipt of this information we will then be able to respond as to any potential problems this project may have on our interceptor sewer.

The Commission appreciates the opportunity to comment on this draft statement.

Very truly yours,


Richard J. Dougherty
Chief Administrator

RJD:SSB:nw

Item A

During the design phase of the project, specific route and grade information will be provided, and meetings to discuss design impacts will be held with the Metropolitan Wastewater Control Commission.

150 METRO SQUARE BLDG.
770 205TH STREET
ST. PAUL, MN 55101
DN 222-4421

July 6, 1979

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

Re: Draft Environmental Impact Statement (E.I.S.)
New Trunk Highway #10

Dear Sir:

After reviewing the draft E.I.S. and attending the public hearing June 13, 1979, regarding this document, we make the following comments:

1. Of the alignment alternatives considered, the relocation alternative:
 - a. Offers the best opportunities to improve transportation throughout the area.
 - b. Overall, poses fewer environmental impacts, and
 - c. Is consistent with the long term plans the City has had for many years (since 1964)
2. The Anoka County-Blaine Airport is currently classified as an intermediate airport facility in the M.A.C. system.
3. The airport and other adjacent land uses support the need for an interchange in the vicinity of the airport.
4. Elimination of access at the Foley Boulevard interchange should be reviewed cautiously, especially in light of limited access at the University Avenue interchange.
5. Due to the location and confined ingress/egress problems of the Westwood School complex, some provision should be made to accommodate vehicular and student pedestrian and bicycle movement across the highway somewhere between University Avenue and Polk Street.
6. The City of Blaine has recently adopted a new flood plain ordinance and this new information should be reviewed and made a part of the Final E.I.S. for New T.H. #10.

Item A

The text on page 34 of the Environmental Impact Statement stated that the Anoka County Airport is a General Commodity Airport. According to the Metropolitan Council Development Framework, the Anoka County Airport is classified as a minor airport. Long-range plans indicate that the Anoka County Airport will remain a minor airport.

Item B

According to the Metropolitan Airport Commission, existing access is adequate to support present and future airport needs.

Item C

Since the publication of the Draft EIS, preliminary layouts of both the upgraded and Relocated TH 10 alignments were prepared. Both of these layouts preserved the existing access at Foley Boulevard.

Item D

As mentioned above, preliminary layouts were developed. These layouts provided vehicular and pedestrian crossings of the Relocated TH 10 alternative at both Polk Street and University Avenue. The latest layout also shows a pedestrian bridge crossing the proposed highway along the west side of the Westwood School complex.

Item E

The new ordinance will be adopted into the planning and design of this project.

Mr. William Crawford
July 6, 1979
Page 2

7. The City of Blaine has serious reservations about the validity of the noise level monitoring and prediction modeling and thus serious concerns about the adequacy of post construction noise levels. Given the predicted deficiency with respect to design noise levels, new development already being proposed and constructed along the relocation alignment necessitates that "best of the art" noise abatement measures be incorporated into all phases of design and construction.
8. Adequate ponding should be incorporated into the design and construction of the relocated facility to mitigate adverse impacts to the Spring Brook, Pleasure Creek, Rice Creek and Coon Creek Drainage Basins.

Attached hereto, acknowledged by the Blaine City Council and conveyed to MNDot for consideration as input to the Environmental Impact Statement, is copy of a citizens petition and statement of "Impacts of Relocated T.E. 10 on Residents of Blaine, Minnesota." The official position of the Blaine City Council in support of relocated T.E. 10 is stated in paragraph one above.

Should you have any questions or need additional information regarding any of the comments above, please contact the undersigned.

Very truly yours,


Leslie M. Johnson
City Manager

LMJ:gh

Encls.

cc: City Council
James Schrantz, City Engineer

Item F

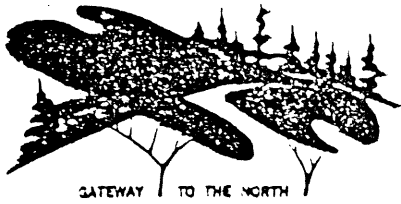
See the response to Item F of the US EPA letter on page 53 for clarification concerning monitoring procedures.

The normal noise analysis procedure includes comparing existing conditions for all alternatives to future projected conditions for the purpose of identifying if there will be an impact that should be mitigated. Recent monitoring shows that existing noise levels are higher than those reported in the DEIS. This means that the net increase in noise levels for each alternative will be less than as stated in the DEIS.

Mitigation of all excessive noise areas affecting existing residential units will be incorporated wherever appropriate. Noise barriers will be considered in those areas and incorporated into the design.

Item G

Mn/DOT intends to provide adequate ponding to control runoff and mitigate impacts to the four watersheds through which Relocated TH 10 passes. See the Wetlands Mitigation Section, beginning on page 106.



City of Mounds View

RAMSEY COUNTY, MINNESOTA
2401 HIGHWAY 10
MOUNDS VIEW, MINN. 55112

May 7, 1979

Mr. John Rutford, Referral Coordinator
Metropolitan Council
300 Metro Square Bldg.
7th St. and Robert St.
St. Paul, MN 55101

Re: New Trunk Highway 10

Dear Mr. Rutford:

In response to your request for comments on the Draft Environmental Impact Statement for New Trunk Highway 10, I submit the following regarding the alternate Highway 10 proposal, that portion beginning at County Road J and New 10 in Northeast Mounds View and connecting at Egert Blvd. in Coon Rapids.

I am concerned with the possibility of an interchange, adjacent to the Anoka County Airport, in the vicinity of County Road J.

1. If an interchange is built in the above referenced area, what will the impact be on the residential homes that are presently situated adjacent to this site?

NOTE: Noise impact studies were projected for 9 a.m. to 3 p.m. This time frame is after morning and before evening rush hours. I found no consideration for rush hour or nighttime noise impacts. In some cases, single family residences will be as close as 300 feet to this proposed interchange. (My estimate of 300 feet is based on information received from Mr. Craig Robinson, Project Coordinator, MN DOT District #9. Mr. Robinson presented this proposed interchange to us on 4/2/79.) As stated in the DEIS, page 161, Minnesota Pollution Control Agency noise standards will be violated, under certain conditions, up to a distance of 300 feet.

2. Is this site compatible with another interchange proposed at Highway 65 due to limited separation?
3. I found no reference to possible drainage impacts on Judicial Ditch #1 that is located to the east of the New Trunk Highway 10 proposal.
4. On April 2, Mr. Robinson assured the City of Mounds View that there would be no interchange at, or upgrading of, Red Oak Drive to serve as a main North/South link with the airport interchange. He offered grade design possibilities that would prohibit this further fragmentation of residential areas in Mounds View.

NOTE: Figure 6 of the DEIS refers to one North/South street in Mounds View, between Highway 35W and Highway 65, as Airport Road. I would be interested in receiving clarification of this.

I further would respectfully request more time to submit other Councilmembers questions and comments from Mounds View. One week to respond does give us time problems.

Sincerely,

CITY OF MOUNDS VIEW

Duane W. McCarty,
Mayor of Mounds View

Item A

Layouts were prepared by Mn/DOT for Relocated TH 10 and an Upgraded TH 10 and presented to the City of Mounds View since the Public Hearing for the Draft EIS. These layouts indicate that the impacts to residential areas of Mounds View will be minimal.

The interchange shown on the layout lies entirely within the City of Blaine, north of Mounds View. There will be some air and noise impacts to the Mounds View residents. However, these impacts will be within the applicable standards.

The FHWA and Mn/DOT have noted public interest in the proposed relocation of County Road J to be accelerated from a Stage III to a Stage I contract item. While we agree that this would be a benefit to the local residential area regarding noise and air pollution, the lack of sufficient funding precludes our pursuing this proposal at the present time.

Item B

The noise impacts of the alternatives were assessed for the design hour traffic conditions period. As these conditions are expected to coincide with the evening rush hours, consideration of rush-hour traffic was included in the analysis. See the response to Item F of the US EPA letter on page 53 for clarification of monitoring procedures.

Item C

The Mn/DOT layouts for Relocated TH 10 graphically demonstrate that interchanges in the vicinity of the airport and Highway 65 are compatible. There is safe separation between the lanes for both of these interchanges. The layouts have been publically displayed at the Mounds View City Hall and are available for reference.

Item D

Drainage from the proposed project is shown on Figure 19, page 133 of the Draft EIS. As indicated, Judicial Ditch #1 would receive some drainage from the Airport Road interchange. However, the Rice Creek Watershed District Engineers have indicated in preliminary discussions that they will require a drainage design which is in accord with watershed plans. This includes control of runoff and provision for suitable ponding basins and wetlands where necessary. They have further indicated in their comments on the Draft EIS (Refer to letter from the Rice Creek Watershed District dated June 19, 1979) that their detail plan review and permits will be required prior to any alteration of the drainage system. Mn/DOT will comply with necessary permit conditions identified in the course of this review.

Item E

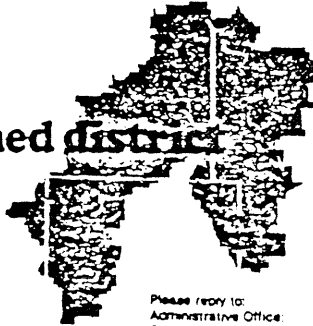
The layouts which have been prepared for Relocated TH 10 and displayed at the Mounds View City Hall illustrate a grade design that should not result in the fragmentation of this residential area of Mounds View.

Item F

The reference should have been Silver Lake Road and Red Oak Drive.

Rice Creek watershed district

CITY OF ARDEN HILLS, 1450 W. HWY 96,
ARDEN HILLS, MINNESOTA 55112
TELEPHONE (612) 633-5676



Please reply to:
Administrative Office
Suite 177 Arden Plaza
3585 Lexington Ave. No.
ARDEN HILLS, MN 55112
(612) 483-0634

BARBARA BLUME Admin. Ass.

June 19, 1979

Mr. W.M. Crawford, P.E.
District Engineer
Minnesota Department of Transportation
District 5
2055 No. Lilac Drive
Golden Valley, Minnesota 55422

Re: Project Review Application No. 79RL5:Mn/DOT

Location: U.S. Trunk Highway 10, from Egret Boulevard,
Coon Rapids, to I-35W, Mounds View.

Purpose: Review and comment on draft EIS for New
Highway 10 in Anoka and Ramsey Counties
315
FHWA-MN-EIS-79-02-D
Minnesota Project F-031-1

Dear Mr. Crawford:

At their meeting on June 13, 1979, the Board of Managers
of the Rice Creek Watershed District reviewed the Draft
EIS for the above project along with recommendation of the
District Engineer with the following findings:

1. RCWD permits will be required for any wetland
alterations proposed in connection with highway
upgrading or construction. Of specific concern
are wetlands designated as G, I and J. Permit
applications will be evaluated on the basis of
preserving and/or increasing nutrient uptake
and stormwater runoff detention capacities.

Item A

Permits will be requested for any alteration
of wetlands within the boundaries of the Rice
Creek Watershed District.

A

BOARD OF MANAGERS

A. CARPINAL SR.
ANOKA COUNTY

G. V. DIMKE
RAMSEY COUNTY

W. L. GOYER
WASHINGTON CO.

R. R. HAMILTON
RAMSEY COUNTY

E. A. PETRANGELO
ANOKA COUNTY

E. A. HICKOX & ASSOCIATES Consulting Engineers 475-4224 • FRANK J. MURRAY Attorney 223-6648

Page Two
Mr. Crawford
June 19, 1979

2. The Rice Creek Watershed District should be supplied with review copies of construction plans and specifications if and when they become available. Plans should show compliance with the agreements of any approved RCWD permits issued for Wetland Alteration and should indicate the methods by which erosion and sedimentation will be controlled during the period of construction.
3. Relocation of highway alignment appears to be the best alternative from a planning and projection view point. Upgrading existing alignment, however, seems to have the least impact on surface waters in that this area is mostly developed and less wetland area is involved.

Very truly yours,

E.A. HICKOK AND ASSOCIATES
Engineers for the District

Michael A. Panzer
Michael A. Panzer
Geological Engineer

MAP/gaz

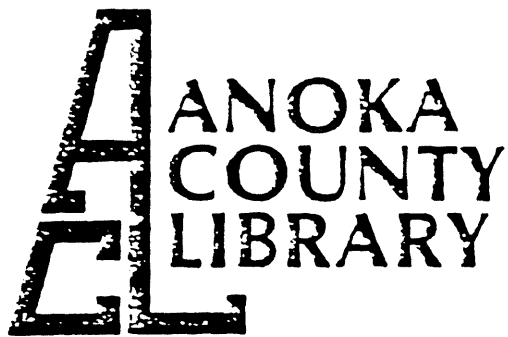
cc: Board
F. Murray RCWD
B. Blume, RCWD
D. Elkin, RCWD
J. Grose, CAC
J. Rutford, Referral Coordinator, Metropolitan Council
K. Lokkesmoe, DNR

Item B

Plans and specifications reflecting the stipulations for any permits will be submitted to RCWD for review prior to any construction activities.

Item C

The decision for Relocated TH 10 was indeed determined to be the best alternative from a planning and project standpoint. Although upgrading the existing route was seriously considered because of the reduced impact to wetlands, the other impacts listed in the summary of this document were judged to outweigh this consideration. Thus, the upgraded alternative was not deemed to be the best overall choice.



JERRY F. YOUNG, DIRECTOR

PUBLIC SERVICE LOCATIONS

BLAINE (CENTRAL) LIBRARY • 707 HWY 10, BLAINE • 784-1100
CENTENNIAL LIBRARY • 9201 LEXINGTON AVE., CIRCLE PINES • 786-5120
COON RAPIDS-EAST LIBRARY • 429 114TH AVE. • 755-4290
COON RAPIDS-WEST LIBRARY • 11440 CROOKED CK. BLVD • 427-5540
FRIDLEY LIBRARY • 410 MISSISSIPPI ST. • 571-4734
HAM LAKE LIBRARY • 17600 HIGHWAY 55 N.E., HAM LAKE • 434-6542

ADMINISTRATIVE OFFICES: 707 HIGHWAY 10, BLAINE, MINNESOTA 55434 (612) 784-1100

May 17, 1979

District Engineer
MN. Dept. of Transportation
Golden Valley District 5
2055 No. Lilac Drive
Golden Valley, MN. 55422

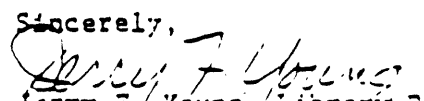
Dear Sir:

Thank you very much for sending the environmental impact statement draft for the new trunk Highway 10 in Blaine to us for our review. The Anoka County Library Board has long been on record favoring the relocation of this road as quickly as possible in order to enhance the safety of existing Highway 10 through the removal of heavy truck and interstate traffic. Existing Highway 10 has become extremely hazardous for children and adults who use the library located on the service road of that highway. It is our feeling that the use of the existing road bed for purely local traffic will allow reduction of speeds, the installation of additional signals and, consequently, contribute greatly to the safe and peaceful use of our main library.

It would seem that your environmental impact statement has been more than fair in assessing the impact of the highway upon the communities involved. In fact, the new highway will contribute positively to the City of Blaine by allowing thru traffic to move through a safe corridor in the city that will not mix with local traffic. The amount of energy wasted waiting in long traffic lines on Anoka County Highway J or on existing Highway 10 must be impressive.

It is our hope that this project will move speedily to completion. The no-build alternative and the alternative of upgrading Highway 10 on the existing road bed would be disastrous from the viewpoint of serving this community from our existing library and would eventually result in a decision to relocate this major public facility. Current traffic loads are unfavorably impacting upon service and future traffic loads are projected at higher levels which will result in even greater resistance to using the library as it is now located. The other alternatives could only have favorable impact from our point of view.

JFY/bjs

Sincerely,

Jerry F. Young, Library Director

NO COMMENT REQUIRED

COMMENTS AND RESPONSES FROM THE PUBLIC SECTOR

SUMMARY OF THE JUNE 13, 1979 CORRIDOR LOCATION PUBLIC HEARING ISSUES

A Trunk Highway 10 Corridor Location Public Hearing was held on June 13, 1979 at the Westwood Junior High School in Blaine, Minnesota. The purpose of the hearing was to discuss the need for the proposed TH 10 project, the two alternative route locations as well as the no build option, and the general social, economic, and environmental effects each option would produce. Informational packets were distributed, and copies of the DEIS were available to those in attendance.

Marcia Bennett from the Metropolitan Council was the moderator of the hearing. Representatives from Mn/DOT were present to provide clarification of the alternatives under consideration, and to receive input from the audience relating to the concerns and opinions that they held on those alternatives.

The majority of the hearing consisted of panel members fielding questions involving specific parameters of the Relocated TH 10 Alternative. Those concerns would more properly be introduced in the upcoming Design Public Hearing and addressed in the Design Study Report, which has yet to be formulated. The following are corridor related concerns which were voiced at the hearing:

NEED

The need for the proposed project was questioned by some at the Hearing, who felt that the soaring fuel prices (in 1979) would be creating a much greater demand for mass transit, thereby reducing the number of vehicles on TH 10.

Since the time of that Hearing in 1979, gasoline prices have dropped considerably, and Mn/DOT's predictions of increasing traffic demand have proven to be valid.

LINKAGE OF PROJECTS

Some in attendance felt that if the Relocated TH 10 Alternative was selected, it would automatically preclude two of the four alternate routes that were under consideration for the TH 610 project.

Mn/DOT maintains that by using the Relocated TH 10 alignment and the proposed connections to SR 47, it would only become another of many factors involved in the future decision on TH 610 routing in the area. The TH 10 corridor decision did not eliminate all of the possible variations of any of the four possible TH 610 routes under consideration.

MASS TRANSIT ALTERNATIVES

The question was raised whether improvements in mass transit within the corridor could be made which would eliminate the need for a highway project.

Of the various mass transit options available for consideration for this corridor, the only one that would not be cost prohibitive at this time would be to expand bus services. Expansion of Park and Ride facilities and the creation of additional locations will be considered as needs dictate in the future.

Decisions in this regard are made by the MTC, RTB, and Mn/DOT in coordination with the Metropolitan Council's Transportation Implementation Plan for this corridor. The TIP indicates that busing is the form of mass transit selected for the TH 10 corridor. Currently, the Park and Ride facilities are considerably underutilized in this area.

LAND USE
PLANNING
RATING

One person questioned why the Relocated TH 10 Alternative was given an excellent rating regarding "long term consistency with regional and community general plans in proposed land use", while the Upgraded TH 10 and No-Build Alternatives were rated poor.

Each alternative was given a rating to indicate how well it would address the needs and plans of both the region and the individual cities regarding their proposed land use.

As was noted in the DEIS and at the Public Hearing, the Cities of Blaine, Coon Rapids, and Mounds View have been aware of the need to improve the TH 10 facility within their cities for over 20 years. As a result of concern over the accelerating commercialization along the existing TH 10 corridor, these cities chose to set aside a relatively vacant strip of land to provide an optional routing for TH 10. Consequently, the long term proposed use for this selected corridor was given an "excellent" rating.

Building a limited access design roadway within the existing TH 10 corridor was rated "poor" relative to planned land use because of the need to remove a number of businesses and residences to provide the corridor width necessary for the facility. Page 96 of the DEIS lists

\$4.6 million as the estimated value for the residential and commercial property needed for the Upgrade Alternative, versus \$186,000 for the Relocated TH 10 Alternative (1979 market values). This potential loss in businesses, homes, and tax base was one of a number of factors leading to the evaluation rating of "poor" as indicated in the DEIS.

The No-Build Alternative was rated "poor" regarding planned land use because the cities involved have planned for and identified a corridor for the relocating of TH 10. Additionally, if no upgrading or relocating of TH 10 were to occur, the adjacent neighborhoods would experience an increase in commuter traffic resulting from drivers trying to avoid the predicted stop-and-go conditions on an unimproved TH 10. This could cause the quality of adjacent neighborhoods to deteriorate.

NOISE ANALYSIS

The value of taking noise level readings during non-rush hour periods was questioned at the Hearing.

Research has shown that trucks are the loudest component of traffic noise, and peak truck traffic generally occurs between 8:30 am - 11:00 am and 1:00 pm - 3:30 pm. To derive a noise level value for the worst possible situation, being peak truck traffic and vehicle traffic occurring simultaneously, a formula is used that can mathematically combine these two independent values to predict the effective maximum noise levels possible. This is the noise level value used in noise analysis predictions.

COMMENTS AND RESPONSES FROM THE PUBLIC SECTOR

SUMMARY OF THE OCTOBER 9, 1986 CORRIDOR LOCATION AND DESIGN PUBLIC HEARING ISSUES

A Trunk Highway 10 Corridor Location and Design Public Hearing was held on October 9, 1986 at the Westwood Junior High School in Blaine, Minnesota. It was held as a combined location and design hearing because of Federal regulations involving the time that has elapsed since the original location hearing took place (see page 75). Therefore, the purpose of this hearing was to discuss the need for the proposed project, the build and no-build options, design parameters and their effects, and the social, economic, and environmental effects of those build, no-build, and design options.

Informational brochures on the proposed project, Right of Way handouts, and copies of the DEIS were available to those in attendance. Mr. Don Stein of the Metropolitan Council was the moderator of the hearing. Representatives of Mn/DOT were in attendance to explain details of the proposed project, and to receive comments from the audience.

At the hearing, there was uniform agreement that the new TH 10 project is a necessary improvement for the area. The following were concerns and thoughts which were voiced at the hearing or submitted in written form during the open comment acceptance period:

EXPEDITE THE
PROJECT

A number of comments were received regarding project staging and scheduling. Generally, public opinion was that the ultimate design (Stage III) should be prosecuted as soon as possible, without preliminary stages of construction.

Mn/DOT faces funding constraints, and a statewide project priority list does not currently provide funding for this project in the near future. By staging the construction, Mn/DOT is able to improve on some of the existing traffic problems with more modest funding as it becomes available. Stage I funding has been reserved and is available for the 1987 construction season. If no construction was commenced until the total project funding was identified and reserved, no project would be started for a number of years. Funding for Stage III is currently being requested but no decision has been made.

ELIMINATE
STAGE II

The need and/or value of the proposed Stage II project was questioned by a few speakers. They felt that the lack of local accessibility to the new roadway (other than at TH 65 and at County Road J) and the traffic load that would be produced at the signalized TH 65 intersection would cause Stage II to be of questionable value.

Mn/DOT has proposed this interim stage of construction as a means to handle traffic during the timeframe between the completion date of Stage I and Stage III (or the ultimate design roadway). Stage II has been proposed as a link between the new TH 10 corridor and either TH 610 or TH 10/47, and would be designed to be used by non-local traffic only. Its design does not include intermediate accesses between TH 65 and its western end, because adding local traffic to the corridor would overload the at-grade, 4-lane design. Being built specifically as an inter-

connecting link for non-local traffic, it would not be capable of producing many of the benefits of accessibility that the ultimate design (Stage III) will provide. As updated traffic projections are made and possible alternative designs are developed, some modifications to the current Stage II designs are possible.

CREATE AN INTER-
CHANGE AT EGRET
AVENUE

One person at the hearing wanted to know why no access ramps were being proposed for Egret Avenue at the extreme northwestern end of the project.

Mn/DOT and the local governmental agencies have discussed the relative merits of providing an interchange at either Foley Boulevard or at Egret Avenue. It has been determined that Foley Boulevard would best serve the traffic needs in accessing new TH 10. The construction of an interchange at Foley Boulevard does not preclude future construction of another interchange at Egret Avenue at some later date.

THE PROJECT WILL
CREATE MORE
TRAFFIC NOISE,
AIR POLLUTION,
AND DUST FROM
CONSTRUCTION

One write-in respondent living near the new corridor is opposed to the project, stating that it will create additional traffic noise, air pollution, and dust from construction.

Since there is no highway presently on the alignment chosen for New TH 10, Mn/DOT acknowledges that noise and air pollution will increase above existing levels, and some construction dust is possible for those residents living adjacent to the corridor. Noise abatement, as appropriate, will be included in each stage of construction. Air quality will be well within all applicable standards. Construction dust will be minimized through adherence to construction dust control specifications and MPCA regulations.

Cheryl Clark
733 91st Avenue Northeast, Blaine, Minnesota

Independent School District 16 will again be cut by a major highway.

Access to the Westwood School Complex from the developing Clover Leaf Farm area to the north is necessary for students safety.

Screening should be provided at the playgrounds at the time of construction for students safety and to diminish the noise level.

Many children walk to school from the north and south. Concern about the effect of TH 10.

A

B

C

D

Item A

The corridor for the preferred alternate was first identified in Blaine land use plans in 1962. The Westwood Schools were constructed in 1972 with the knowledge that the school complex site was adjacent to the proposed highway right-of-way. School district officials have been aware of plans for the proposed relocation of TH 10.

Item B

Additional residential development has occurred in the Cloverleaf Farm area since the Environmental Impact Statement study began.

Existing school bus transportation provides a safe means for children to travel between home and school. Additionally, the latest plan layout for this project includes a pedestrian bridge crossing the highway on the western edge of the Westwood School complex. Provision of a road access to the north of the Westwood School complex might create a thoroughfare next to the schools. School District 16 officials have not requested street access to the complex from the north, and the facility was created without it being identified in future planning.

Item C

Noise barriers are proposed for the school and nearby athletic fields of the Westwood School complex. These will be constructed at the same time the TH 10 is constructed.

Item D

According to School District 16 Census and Transportation officials, school bus transportation is provided to all Westwood School complex students who live north of the schools. Some students may walk, but on an informal, voluntary basis. A pedestrian bridge crossing the proposed highway along the western edge of the Westwood School complex is now proposed in the latest plan layout.

Tom Fuller
8466 Eastwood Drive Northeast, Mounds View

Requested an explanation of item 8, Table 10, "Long-term consistency with regional and community general plans in proposed land use." Why is Relocated TH 10 rated "excellent" and the other two alternatives "poor"?

A

Item A

Table 10 in the DEIS compared the impacts of each of the three alternatives for TH 10. The section in question, "Long Term Consistency with Regional and Community General Plans and Proposed Land Use," is an assessment of how well each of the alternatives fit into the land use plans of each of the communities and the region.

The analysis of this project's consistency with regional and community plans was based on the comparison of the three alternatives to the plans of the four cities, two counties and the region. The analysis did not question the validity of these Agency plans. The preparers of the EIS must assume that each of the political subdivisions undertook sufficient analysis to develop land use and transportation plans which were most desirable and beneficial to their residents. Since, in all cases, a Relocated TH 10 was included or planned for, that alternative was apparently more desirable than the no-build option or rebuilding TH 10 on its present alignment.

Review of these other Agency plans may point out their economic or community advantages. This entire EIS is structured to define the advantages or disadvantages of proposed alternatives. A portion of this analysis focuses on economic impacts. The impacts to the community may encompass many of the topics in the EIS.

Ron Clark

Westwood School needs a second access, from the north.

What is the future of the Blaine bikeway, funded by MnDOT?

A

B

Item A

Presently, all access to Westwood School is gained from south of the site via 91st Avenue.

Students who live north of the Westwood School complex are currently provided with bus transportation. This is due to the fact that although students may live within walking distance when measured "as the crow flies", distance for busing purposes is measured by the most direct walking route along the existing street system. Some students presently choose to walk to school across the undeveloped area north of the school, and informal entry to the school grounds is gained by a hole in the fence. Provision of street access from the north could have some negative effects, in terms of bisecting the school facility. It could also become a thoroughfare, and create a hazard to students.

Item B

Blaine's current Bikeway crosses the Relocated TH 10 corridor at University Avenue. The layouts for Relocated TH 10 which were prepared and displayed to the Cities, shows a grade separation at both University Avenue and Polk Street. Both of these locations can be used for Bikeway crossing. Therefore, Relocated TH 10 will have no significant impact on the existing Blaine bikeway.

Sandra Ferris
9039 Pierce St. Northeast, Blaine, Minnesota

Blaine Community will be cut by TH 10 resulting in a less accessible City Hall and park.

The fire department may have to move to a new location.

Blaine will have to complete the municipal sewer system to handle storm water runoff.

An increase in school bus service is forecasted.

The noise monitoring was not taken at peak hours.

A

B

C

D

E

Item A

Access to the Blaine City Hall by residents south and west of the preferred alternate will be available via TH 65, which will be crossed by a TH 10 overpass. Access to Aquatore Park will be available via Polk Street on the west and TH 65 on the east.

Item B

The corridor for a Relocated TH 10 roadway has been reserved for over 20 years. The alignment first appeared in the Blaine Land Use Plan in 1962.

As noted in the discussion of fire protection services on page 32 of the DEIS, the communities of Blaine, Mounds View and Spring Lake Park share a common volunteer fire department operating out of two station houses. A third station is proposed for northern Blaine.

Long-range fire protection service plans for the cities of Blaine, Mounds View and Spring Lake Park indicate that the fire station located next to the Blaine City Hall will be moved at some future date to a site near Polk Street and 91st Avenue. This move would be made to locate the station nearer the volunteers who staff it. It is estimated that relocating this fire station will improve response time by two or three minutes.

Construction of the preferred alternate would cause the relocation of the fire station adjacent to City Hall to occur sooner than if the roadway was not constructed, since fire station access would be unsatisfactory with the closing of 91st Street.

Item C

The Municipal Sewer System is sanitary sewer and the highway would not contribute to sanitary sewer wastes. Separate storm sewer systems will be designed for the highway.

Item D

Elementary students in District 16 are bused if they live more than three-quarters of a mile from school. Presently, all of the students who live north of the Westwood Complex are provided with bus transportation because busing distance is measured by the most direct transportation route to the school. Measured in this way, none of the students north of the school live within walking distance of the facility. Therefore, any increase in school bus service would result from development in the Cloverleaf Farms area, which would occur with or without construction of the preferred alternate.

Item E

See the response to Item F on page 53 for an explanation of noise analysis procedures.

Mari-Ann Bartlett
9039 Jackson St. Northeast, Blaine, Minnesota

Playgrounds and recreation areas are being lost to highways.

A

Item A

None of the alternatives for TH 10 involve taking any parkland or recreational areas.

Carl Korzeniowski
9043 Pierce St. Northeast, Blaine

How will small businesses on existing TH 10 be affected by relocating to a new alignment?

A

Item A

The impact of the preferred alternate on existing small businesses on TH 10 is difficult to measure. To the extent that these businesses serve local needs, there should not be a negative effect because of realigning TH 10 to the north.

Mr. and Mrs. S. J. Verkennis
1024 90th Avenue Northeast, Minneapolis, Minnesota

As concern was expressed that the value of their home would decrease.

Access to police and fire protection will be lost and insurance rates will go up.

A

B

Item A

The DEIS notes that single family residential property within one-quarter mile of the roadway will not increase in value as fast as similar property one mile from the roadway. This has been substantiated in a number of studies referenced in the DEIS.

Those properties within one-quarter mile of either existing TH 10, Upgraded 10, or Relocated TH 10 can expect to continue to increase in value. Their location does not mean they would experience a decrease in their present value.

Item B

Construction of the preferred alternate will not interrupt police and fire protection services. Relocation of the fire station now adjacent to City Hall will improve fire protection over the existing level, since the station will be nearer to the volunteers who staff it. Police protection is typically provided in a more mobile fashion by officers receiving and responding to calls while on patrol in their cars. Construction of the roadway is not expected to have an effect on police service.

Joseph and Virginia Lopata
9051 Pierce St. Northeast, Minneapolis

What will the effect of TH 10 be on the Westwood Schools?

TH 10 will divide Blaine in half, and deny residents southwest of the highway police and fire protection.

Concern about noise impact on their property.

A
B
C
D

Item A

The Westwood schools were constructed in 1972. In anticipation of a freeway in the Relocated TH 10 alignment, noise abating construction techniques were used. These included walls consisting of brick, poured concrete, and insulating material. For more information, see the responses on pages 82, 83, and 84.

Item B

Right-of-way for a highway along the Relocated TH 10 alignment in Blaine has been reserved since 1962.

Although the construction of the preferred alternate will delineate the southwest corner of Blaine from the remainder of the City, access to the City Hall will be provided by TH 65, and access to Aquatone Park will be available via TH 65 and Polk Street. The fire station adjacent to Blaine City Hall will be moved to the area of Polk and 91st, improving response time beyond present levels. The area south of Relocated TH 10 represents approximately 10% of the City of Blaine land area.

Item C

The potential construction and operation of a freeway along the Relocated TH 10 alignment has been a matter of public knowledge for over 20 years. The corridor for a facility was first shown on a Blaine zoning map in 1962.

Consequently, homes have been sited to minimize potential highway impacts. Homes in the vicinity of the highway would not be devalued. Their value would continue to increase as a function of the housing market, but their value may increase at a slower rate than similar houses located farther away from the freeway.

Item D

Mitigation of excessive noise areas affecting existing residential units will be incorporated wherever possible. Noise barriers will be proposed in those areas and incorporated into the design.

District Engineer
Minnesota Department of Transportation
Golden Valley District 5
2055 North Millac Drive
Golden Valley, Minnesota 55422

I am writing to you in regard to the Highway 10 proposal. It is my understanding that one of the proposals would mean changing the location of Highway 10. I would like to express my opposition to that proposal. I feel that an upgrading of the present highway 10 would adequately meet the needs in our area.

A

B

Sincerely,

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The proposed future siting of TH 10 along the relocated alignment has been planned since 1962. Anyone who built or planned to build in this area since 1962 had access to this information from the City Government.

The anticipated air quality impacts are not a justification for the removal of homes or other structures within the Relocated or the Upgraded highway right-of-way. Moreover, none of the receptors analyzed for carbon monoxide or lead impacts exceed state or federal primary air quality standards. These standards represent pollutant levels judged to be adequate to protect the health of even the most sensitive individuals, with an added margin for safety. Noise barriers are proposed for areas where excessive noise levels will affect adjacent areas.

A major factor in analyzing traffic demand is the vehicle-miles traveled (VMT), which can remain constant or even increase as consumption drops due to the increased fuel efficiency of new vehicles. It is expected that, at least for the foreseeable future, the VMT will increase slightly each year while the total consumption will level off and remain fairly constant. This is based on the projected increased fuel efficiency of new vehicles.

In addition to the Metropolitan Planning Agency, the Metropolitan Council has determined that in the Twin Cities Metropolitan Area, the primary mass transit system will be an extension of the Metropolitan Transit Commission bus system, particularly in the suburban area. This bus system operates on the highway system. An improved highway facility in this area will enhance the extension of bus service in the TH 10 corridor.

APPENDIX

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AIR QUALITY AND NOISE ANALYSES

Traffic

Traffic projections used in the air quality analysis were developed from the Metropolitan Area Planning System 2000C. The results of these projections are shown as Average Daily Traffic (ADT) in Figure T-1. The year 2000 traffic was adjusted to obtain the year 1991, the peak hour and eight-hour for the air quality analysis using the following assumptions.

1991 volume = 0.82×2000 volume

Highest peak hour traffic volume = 10.7% of ADT

An eight-hour traffic volume of 61.5% of ADT

Air Quality

This Indirect Source Permit application analysis uses the latest available EPA procedures, Mobile III emissions and Caline III dispersion, and was preceded by consultations with the MPCA. The MPCA and Mn/DOT agreed on one air receptor for the Air Quality Analysis. Its location is a residence at the corner of Co. Rd. J and Eastwood Drive at the very east end of the project. (See Figure AO-1.)

Worst case meteorological assumptions including a 1 meter per second (2.2 miles per hour) wind speed, a continuous wind angle yielding the highest concentration at a receptor, cold starts of 10% to 25%, temperature of 20°F and a Pasquill Gifford Stability Class D were used for analysis during one and eight hour time periods.

Traffic volumes for the 1991 and 2000 years of analyses are based upon the System 2000C projections. The traffic was adjusted for the year 1991 as well as for the one and eight hour analyses. A speed of 50 mph was used on T.H. 10 turn movements were 15 mph and Co. Rd. J was 25 mph.

Receptor location was selected in an area of high traffic demand, traffic congestion, and general public usage. A more detailed drawing, Figure AO-2, depicts the intersection of Co. Rd. J and Eastwood Drive. This receptor was reviewed with the MPCA and is similar to a location discussed in the EIS.

Monitored background concentrations were determined from monitoring conducted by Mn/DOT in November and December, 1984. MPCA audited the monitoring operation. Monitoring data is included in a separate report.

Total CO concentrations consists of computed values emanating from the roadway which directly affect the selected receptor site, as well as background concentrations from other roadways and various other sources. These values are listed in parts-per-million (ppm) as shown in the following chart. State of Minnesota Carbon Monoxide Standards are 30 ppm for the 1 hour standard and 9 ppm for the 8 hour standard.

TOTAL CARBON MONOXIDE CONCENTRATIONS (PPM)
EPA MOBILE III AND CALINE III

Receptor located at County Road J and Eastwood Drive

	1991	1991	2000	2000
	Build	No-Build	Build	No-Build
*1 Hour	11.5	5.0	9.5	5.2
*8 Hour	4.8	2.4	5.5	2.3

*Includes background concentrations of 4.3 ppm for 1 hour and 2.0 ppm for 8 hour. Total results and procedures are in a different report done February 21, 1985.

The project will not cause violations of air quality standards and in addition, Mn/DOT specifications require that dust be controlled at all times, regardless of conditions. If it becomes apparent that contractor is unable to accomplish this control, the operation creating the problem would be suspended until such a time that dust control could be re-established.

conformance with the
Transportation Control Plan

Stage I of the T.H. 10 project has been incorporated into the Transportation Improvement Program for the Twin Cities Metropolitan Area and is part of the 1986 Federal Aid Primary Construction program approved by the Metropolitan Council on December 13, 1984.

The improvement program, which the Council approves annually, is based on the Council's regional Transportation Policy Plan, the Transportation Air Quality Control Plan, and the Metropolitan Transit Commission (MTC's) Transit Development Program. The Council also found the TIP to be consistent with the Transportation Air Quality Control Plan of the State Implementation Plan, and certified that it is complying with federal transportation planning requirements.

Also, MPCA staff concluded in response of May 30, 1978 to the DEIS:

The project is not inconsistent with the transportation control plan of the 1973 State Implementation Plan because the SIP addressed control strategies for the Minneapolis CBD. Recently, the entire Metropolitan Area has been designated 'nonattainment' for particulates, sulfur dioxide, photochemical oxidants (which HC and NO_x contribute to), and carbon monoxide. The Metropolitan Council, with the assistance of this Agency, is revising the transportation control plan of the state Implementation Plan to reduce carbon monoxide and hydrocarbon emissions from transportation sources. At this time, however, it does not appear that there will be control strategies that will specifically involve the new T.H. 10 project.

Therefore, this project is in conformance with the TCP strategies and will serve to maintain CO reduction. It is also identified as part of the currently held valid long range highway plan.

Noise

Noise level predictions were obtained for the year 2000 for both the build and no-build alternatives through the use of the Noise Prediction Model FHWA-RD-77-108. Existing (or Ambient) noise levels were obtained by actual field measurements during the summer of 1977. Predicted noise levels in the year 2000 for both the "build" and the "no-build" alternatives and the existing noise levels are listed in Table N-3.

The year 2000 noise analysis represents "worst case" conditions for both "build" and "no-build" alternatives. For the daytime predictions, traffic volumes represent design hourly volume of trucks and design hourly volume for autos. Nighttime predictions are based on the traffic volume predicted for the 6:00-7:00 AM hour.

Permitted noise levels vary with the type of land use predominating within an area. Both the Federal government and the State of Minnesota have adopted regulations aimed at controlling noise pollution. The Federal noise abatement criteria are based on the following:

TABLE N-1 -- Noise Abatement Criteria

Hourly A-Weighted Sound Level - decibels (dBA) 1/

<u>Activity Category</u>	<u>Leg(h)</u>	<u>L₁₀(h)</u>	<u>Description of Activity Category</u>
A	57 (Exterior)	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	--	Undeveloped lands.
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/Either L₁₀(h) or leq(h) (but not both) may be used on a project.

The Minnesota Pollution Control Agency's (PCA)
standards for noise level control are:

TABLE N-2 NOISE LEVEL STANDARDS --- MPCA

<u>Classification</u>	<u>Land Use</u>	<u>Daytime Noise Level</u> (7 AM to 10 AM)	<u>Nighttime Noise Level</u> (10 PM to 7 AM)
NAC-1	Residential	L ₁₀ of 65 dBA L ₅₀ of 60 dBA	L ₁₀ of 55 dBA L ₅₀ of 50 dBA
NAC-2	Commercial	L ₁₀ of 70 dBA L ₅₀ of 65 dBA	L ₁₀ of 70 dBA L ₅₀ of 65 dBA
NAC-3	Industrial	L ₁₀ of 80 dBA L ₅₀ of 75 dBA	L ₁₀ of 80 dBA L ₅₀ of 75 dBA

ANTICIPATED IMPACTS

stage 1

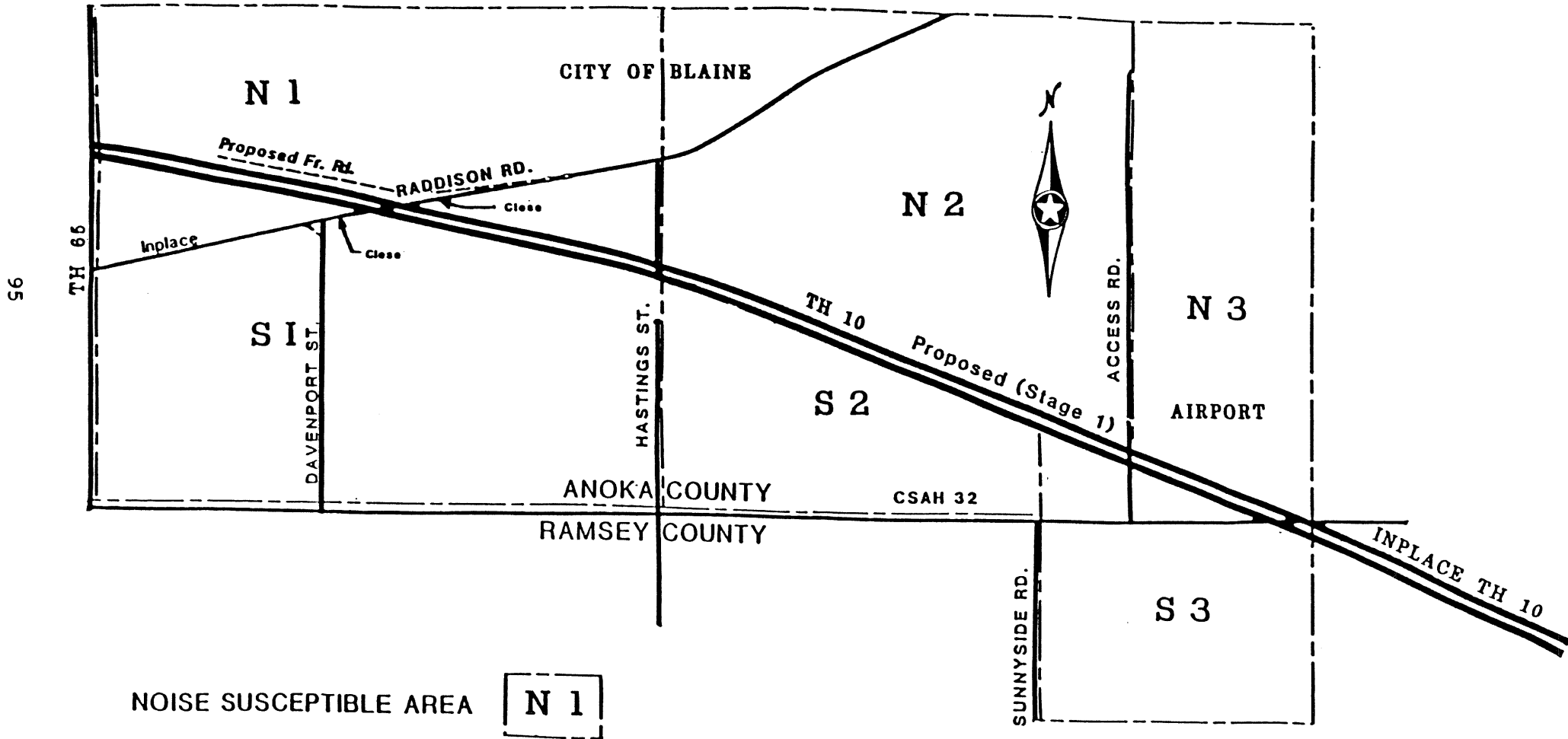
Existing land use is a mixture of urban and rural. It consists of residential, industrial, vacant land and the Anoka County Airport. This project is divided into six areas which are shown in Figure N-1. Table N-3 lists each area and the impacts associated with each.

Under the "build" alternative noise levels will generally be higher than the ambient noise levels because of the new corridor location. All areas will be in conformance with FHWA Noise Abatement Criteria. Three areas (N-2, N-3, and S-2) are in compliance with MPCA standards. Two areas (N-1 and S-1) are in compliance with MPCA daytime standards. In area N-1 two residences will be 1dBA over L₁₀ nighttime standard and 2dBA over L₅₀ nighttime standard. In area S-1 one residence will be 1dBA over L₁₀ nighttime standard and 2dBA over L₅₀ nighttime standard and one residence will be 2dBA over L₁₀ nighttime standards and 2dBA over L₅₀ nighttime standards. In area S-3 one house will be over both MPCA daytime and nighttime standards, but will be 7dBA quieter for L₁₀ and 6dBA quieter for L₅₀ than No-Build noise levels. No noise abatement is planned in this area because of three main reasons:

1. Noise levels from Co. Rd. J¹ are at or above both daytime and nighttime noise level standards.
2. Noise abatement cannot be constructed on Co. Rd. J due to the lack of access control. Effective noise abatement would mean blocking entrances to private residences.
3. The reduction in noise levels from the Build Alternative compared to the No-Build Alternative on Co. Rd. J will be 7dBA L₁₀ and 6dBA L₅₀ during the day. From T.R. 65 to east termini of the project there are 45 houses. Each of these houses would receive similar benefit due to reduced traffic volumes on Co. Rd. J.

1. See N-3

FIGURE N 1



EXISTING and FUTURE EXTERIOR NOISE LEVELS

Daytime and Nighttime

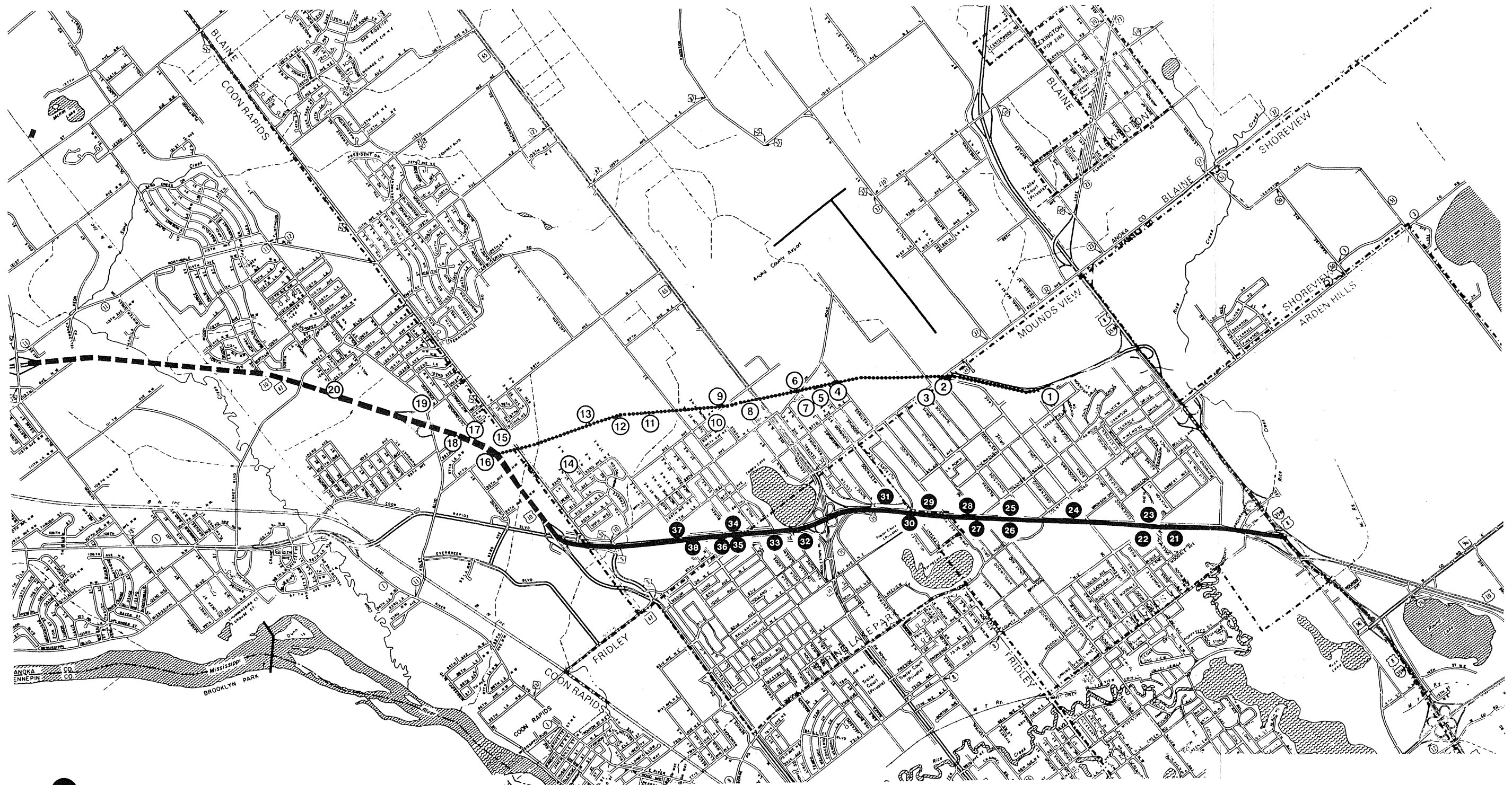
Noise Receptor Area	Predominant Land Use	Number of Structures or Activity Centers in Area	Assumed Receptor Location (Distances are from Edge of Roadway)		Applicable FIAWA L ₁₀ NAC	Applicable Daytime MPCA Noise Level Standard		Applicable Nighttime MPCA Noise Level Standard		Existing Noise Level in dBA Monitored		Noise Abatement Planned	Predicted Future Traffic Noise Levels in dBA									
													Build Alternative								No Build ⁴	
													With Noise Abatement				Without Noise Abatement				Alternative	
													Daytime		Nighttime ^{6-7am}		Daytime		Nighttime ^{6-7am}		Daytime	
													L ₁₀	L ₅₀	L ₁₀	L ₅₀	L ₁₀	L ₅₀	L ₁₀	L ₅₀	L ₁₀	L ₅₀
N1	Residential Light Ind	2 7	TH 65 to Hastings St.	400+ 150	70 75	65 80	60 75	55 80	50 75	None 71	Taken	No					57 64	54 59	56 62	52 57	5 -	- -
N2	Vacant Airport Land	-	Hastings St. to Access Rd.	-	N/A	N/A	N/A	N/A	N/A	None	Taken	No					N/A	N/A	N/A	N/A	-	-
N3	Airport	1	Access Rd. to Co. Rd. J	200	75	80	75	80	75	None	Taken	No					64	61	64	61	-	-
S1	Residential	1 5	TH 65 to Hastings St.	0- 250 1000	70	65	60	55	50	4 55-58	47	No					58 57 52-55	54 52 50-53	57 56 50-54	52 52 48-51	- - -	- - -
S2	Comm. Vacant	1	Hastings St. to Sunnyside Rd.	300 100	75 N/A	70 N/A	65 N/A	70 N/A	65 N/A	None	Taken	No					61 N/A	58 N/A	61 N/A	58 N/A	-	-
S3	Residential	1	Sunnyside Rd. to Co. Rd. J	200	70	65	60	55	50	69	61	No					68 ¹	63	66 ²	58	75 ³	69

1. Noise level from Co. Rd. J L₁₀ = 65
2. Noise level from Co. Rd. J L₁₀ = 63
3. All traffic will be on Co. Rd. J (70 ft. from Receptor)
4. Taken from T.H. 10 D.E.I.S.
5. Traffic noise levels could not be predicted since no major highway is located in site vicinity.

TABLE 20
NOISE LEVEL STANDARDS--MINNESOTA POLLUTION CONTROL AGENCY⁽¹⁾

Category	General Land Use Types	Daytime Noise Level	Nighttime Noise Level (10 PM to 7 AM)
NAC-1	Residential & Institutional	L ₁₀ of 65 dBA L ₅₀ of 60 dBA	L ₁₀ of 55 dBA L ₅₀ of 50 dBA
NAC-2	Commercial & Recreational	L ₁₀ of 70 dBA L ₅₀ of 65 dBA	L ₁₀ of 70 dBA L ₅₀ of 65 dBA
NAC-3	Industrial	L ₁₀ of 80 dBA L ₅₀ of 75 dBA	L ₁₀ of 80 dBA L ₅₀ of 75 dBA

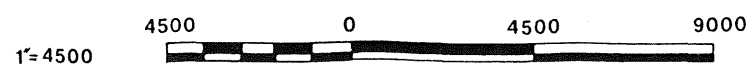
(1) NPC-2 - Noise Standards; Adopted September 17, 1974.



-  UPGRADED T.H.10
ALTERNATIVE RECEPTORS
-  RELOCATED T.H.10
ALTERNATIVE RECEPTORS



(Approximate Scale)



DRAFT
Newtrunk Highway 10
ENVIRONMENTAL IMPACT STATEMENT

FIGURE 21
NOISE RECEPTOR
LOCATIONS

TABLE 21
EXISTING AND FUTURE EXTERIOR NOISE LEVELS (DAYTIME)

Noise Susceptible Area/ Receptor Number	Predominant Land Use	Number of Structures or Activity Centers in Area	Assumed Receptor Location (Distances are from Roadway Centerline)	Applicable FHWA L ₁₀ Design Noise Level	Applicable Daytime MPCA L ₁₀ Noise Level Standard	Existing L ₁₀ Noise Level in dBA		Future L ₁₀ Traffic Noise Level in dBA (Year 2000 - Predicted)														
						Monitored	Predicted	Relocated TH 10 Alternative						Upgraded TH 10 Alternative						No-Build Alternative		
								Without Noise Abatement		With Noise Abatement		Type	Without Noise Abatement		With Noise Abatement		Type	Without Noise Abatement			With Noise Abatement	
								L ₁₀	L ₅₀	L ₁₀	L ₅₀		L ₁₀	L ₅₀	L ₁₀	L ₅₀		L ₁₀	L ₅₀		L ₁₀	L ₅₀
1	Residential	8 SF, ⁽¹⁾ 2 MF ⁽²⁾ 19 mobile homes	150 ft. E of Edgewood Dr. 200 ft. S of Relocated TH 10	70	65 60	57 47	60 53	70 65	B ⁽⁵⁾	65 60	61 59	N ⁽⁵⁾	61 59	61 59								
2	Residential	10 SF	40 ft. S of Co. Rd. J 40 ft. W of Eastwood Dr. 230 ft. S of Relocated TH 10	70	65 60	69 61	74 68	69 64	B	(6) (6)	77 71	N	77 71	77 71								
3	Residential	4 SF	50 ft. S of Co. Rd. J 90 ft. E of Red Oak Dr. 760 ft. S of Relocated TH 10	70	65 60	69 57	73 63	71 61	B	(6) (6)	75 69	N	75 69	75 69								
4	Residential	4 SF	50 ft. W of Hastings Av. 120 ft. S of Relocated TH 10	70	65 60	58 47	- ⁽⁷⁾ -	76 71	B	65 60	- -	N	- -	- -								
5	Residential	6 SF	50 ft. W of Goodhue Rd. 370 ft. S of Relocated TH 10	70	65 60	50 45	- -	69 65	B	65 60	- -	N	- -	- -								
6	Industrial	2 buildings	180 ft. N of Radisson Rd. 180 ft. N of Relocated TH 10	75	80 75	55 47	- -	71 68	N	71 68	- -	N	- -	- -								
7	Residential	5 SF	250 ft. E of TH 65 850 ft. S of Relocated TH 10	70	65 60	61 54	68 65	70 65	B	(6) (6)	70 66	N	70 66	70 66								
8	Residential	3 SF 1 commercial building	210 ft. N of 89th Av. NE 620 ft. W of TH 65 550 ft. S of Relocated TH 10	70	65 60	56 52	62 59	68 65	B	65 60	64 60	N	64 60	64 60								
9	Recreational	Ballfields	1400 ft. W of TH 65 360 ft. NE of Relocated TH 10	70	70 65	54 50	- -	68 64	B	65 64	- -	N	- -	- -								
10	Residential	20 SF	40 ft. W of Pierce St. 200 ft. SW of Relocated TH 10	70	65 60	49 43	- -	73 68	B	65 60	- -	N	- -	- -								
11	Recreational	Ballfield	275 ft. S of Relocated TH 10	70	70 65	43 40	- -	71 67	B	65 65	- -	N	- -	- -								
12	Institutional	Westwood Jr. High School	175 ft. S of Relocated TH 10	70	65 60	45 41	- -	73 69	B	65 60	- -	N	- -	- -								
13	Vacant	-	1060 ft. N of 83rd Av. NE 160 ft. N of Relocated TH 10	NA	NA ⁽⁸⁾ NA	45 42	- -	74 68	N	74 68	- -	N	- -	- -								
14	Residential	9 SF	220 ft. S of 94th Av. NE 460 ft. S of Relocated TH 10	70	65 60	52 48	- -	67 63	B	65 60	- -	N	- -	- -								
15	Residential	2 MF, 4 SF, 1 church	50 ft. N of 97th Av. NW 360 ft. W of University Av. 450 ft. E of Relocated TH 10	70	65 60	56 53	61 54	69 60	B	(6) 60	64 60	B	64 60	64 59								
16	Residential	6 SF	40 ft. S of 97th Av. NW 270 ft. W of TH 47 260 ft. W of Relocated TH 10	70	65 60	69 64	69 63	69 61	B	65 60	71 65	B	65 60	71 65								
17	Residential	8 SF 1 church	30 ft. E of Cottonwood Dr. 260 ft. S of 99th Av. NW 250 ft. NE of TH 47/TH 10	70	65 60	64 59	63 58	73 68	B	65 60	65 61	B	65 60	65 61								

(1) SF = Single Family

(2) MF = Multi-family

(3) L₁₀ = Noise level exceeded 10 percent of the time during the anticipated noisiest hour.

(4) Detailed barrier design has not been performed and therefore the levels shown with abatement are the maximum acceptable. Actual noise levels will be equal to or less than those indicated with abatement.

(5) B = Barrier

N = None

(6) More detailed analysis is required to determine if it is feasible to achieve the MPCA Standards.

(7) - Traffic noise levels could not be predicted since no major highway is located in the site vicinity.

(8) NA = Not Applicable

TABLE 2/ (Continued)
EXISTING AND FUTURE EXTERIOR NOISE LEVELS (DAYTIME)

Noise Susceptible Area/ Receptor Number	Predominant Land Use	Number of Structures or Activity Centers in Area	Assumed Receptor Location (Distances are from Roadway Centerline)	Applicable FHWA L ₁₀ Design Noise Level ⁽³⁾	Applicable Daytime MPCA L ₁₀ Noise Level Standard		Existing L ₁₀ Noise Level in dBA		Future L ₁₀ Traffic Noise Level in dBA (Year 2000 - Predicted)													
					L ₁₀	L ₅₀ ⁽³⁾	L ₁₀	L ₅₀	Relocated TH 10 Alternative				Upgraded TH 10 Alternative				No-Build Alternative					
									Without Noise Abatement	With Noise Abatement		Without Noise Abatement	With Noise Abatement									
										L ₁₀	L ₅₀		Type	L ₁₀	L ₅₀	L ₁₀		L ₅₀	Type	L ₁₀	L ₅₀	
18	Residential	7 SF	140 ft. N of 99th Av. NW 160 ft. SW of TH 47/TH 10	70	65	60	71	65	72	66	75	72	B	65	60	74	71	B	65	60	74	70
19	Residential	12 SF	140 ft. NW of Foley Blvd. 100 ft. N of Westbound Ramp 550 ft. NE of TH 47/TH 10	70	65	60	66	58	68	60	66	63	B	65	60	66	63	B	65	60	71	64
20	Residential	17 SF	40 ft. E of Kumquat St. 160 ft. S of 105th Lane 310 ft. NE of TH 47/TH 10	70	65	60	62	57	64	60	70	66	B	65	60	70	66	B	65	60	67	63
21	Residential	16 SF	370 ft. S of Existing TH 10	70	65	60	59	50	62	56	58	53	N	58	53	63	60	B	63	60	63	59
22	Residential	6 SF	480 ft. S of Existing TH 10	70	65	60	58	50	61	54	57	52	N	57	52	61	58	B	61	58	62	57
23	Residential	8 SF	160 ft. N of Existing TH 10	70	65	60	68	60	71	64	65	61	N	65	61	71	66	B	65	60	72	66
24	Commercial	1 building	250 ft. N of Existing TH 10	75	70	65	64	57	66	61	62	56	N	62	56	67	63	B	67	63	67	63
25	Commercial	4 buildings	120 ft. N of Existing TH 10	75	65	60	70	62	70	64	65	58	N	65	58	71	66	B	65	60	71	66
26	Residential	3 SF	160 ft. S of Existing TH 10	70	65	60	64	57	70	64	65	58	N	65	58	NA ⁽⁸⁾	NA	NA	NA	NA	71	66
27	Residential	12 SF	140 ft. N of Existing TH 10	70	65	60	67	59	71	65	68	62	N	68	62	72	67	B	65	60	71	67
28	Residential	12 SF	280 ft. S of Existing TH 10	70	65	60	57	53	62	58	60	55	N	60	55	64	60	B	64	60	63	59
29	Residential	9 SF	330 ft. N of Existing TH 10	70	65	60	56	49	60	56	58	53	N	58	53	62	58	B	62	58	61	57
30	Residential	30 mobile homes	180 ft. S of Existing TH 10	70	65	60	66	60	69	64	66	60	N	66	60	71	66	B	65	60	70	65
31	Residential	6 SF 17 mobile homes	310 ft. N of Existing TH 10	70	65	60	65	56	69	60	62	57	N	62	57	67	64	B	65	60	66	62
32	Residential	1 church 2 SF	190 ft. S of Existing TH 10		65	60	65	55	69	62	65	59	N	65	59	70	66	B	65	60	70	66
33	Residential	4 SF	330 ft. S of Existing TH 10	70	65	60	56	52	67	56	57	52	N	57	52	61	58	B	61	58	61	57
34	Residential	7 SF, 1 library 1 church, 4 commercial	170 ft. N of Existing TH 10	70	65	60	66	61	69	64	66	60	N	66	60	71	67	B	65	60	72	65
35	Residential	10 SF	270 ft. S of Existing TH 10	70	65	60	63	58	66	62	65	59	N	65	59	69	65	B	65	60	69	64
36	Commercial	6 buildings	120 ft. S of Existing TH 10	75	70	65	68	59	71	65	69	63	N	69	63	74	70	B	70	65	74	68
37	Residential	3 SF	420 ft. N of Existing TH 10	70	65	60	59	53	57	54	56	51	N	56	51	60	57	B	60	57	60	55
38	Residential	10 SF	220 ft. S of existing TH 10	70	65	60	65	57	68	63	65	61	N	65	61	70	66	B	65	60	70	65

(1)

(1) SF = Single Family
(2) MF = Multi-family
(3) L₁₀ = Noise level exceeded 10 percent of the time during the anticipated noisiest hour.
(4) Detailed barrier design has not been performed and therefore the levels shown with abatement are the maximum acceptable. Actual noise levels will be equal to or less than those indicated with abatement.
(5) B = Barrier
N = None
(6) More detailed analysis is required to determine if it is feasible to achieve the MPCA Standards.
(7) - Traffic noise levels could not be predicted since no major highway is located in the site vicinity.
(8) NA = Not Applicable

As of now, no noise abatement is planned from TH 65 to Co. Rd. J. However, when the final upgrading is done, the need for noise abatement will be reassessed.

anticipated impacts - stage II

In the area from Egret Boulevard to TH 65 a final noise evaluation will be done after the project has a programmed letting date. Noise abatement measures will be examined to achieve FHWA Noise Abatement Criteria and MPCA standards.

anticipated impacts - stage III

In those areas where noise abatement measures are found to be warranted under State I or Stage II construction, and additional measures would be warranted in the Stage III design, the Stage III measures will be undertaken during the earlier stages of construction where appropriate.

WETLANDS ANALYSIS

Introduction. The original field investigations of wetlands for this project were conducted in 1977 prior to issuance of the draft Environmental Impact Statement (DEIS). Further investigations of wetlands were conducted in 1980 when it was noted that there had been a significant decrease in wetland acreage, especially near the Relocated US-10 corridor. The wetland losses resulted partly from development in the project area and from channelization of Pleasure Creek, both of which caused changes in water regimes. The most current (1985) analysis of wetlands in the project area shows more changes since the draft EIS was issued. Wetland types and acreages have changed; sizes have generally decreased, some basins have become fragmented, and some basins have been completely drained.

Alternatives Two route alternatives--Upgraded Existing US-10 and Relocated US-10, and a No-Build alternative--were considered in the DEIS. The wetland impact estimates determined for these alternative corridors were based on right of way (ROW) limits which generally represent a "worst case" estimate of wetland impact.

No-Build Alternative The No-Build alternative would have no wetland impacts.

Upgraded Existing US-10 Alternative The Upgraded Existing US-10 alternative would result in an estimated 5.8 acres of wetland impact.

Relocated US-10 Alternative The Relocated US-10 alternative would result in an estimated 21.1 acres of impact.

Table 1 compares current (1985) acreage and types of wetlands with acreage and types of the wetlands noted in the 1979 DEIS for the Relocated US-10 corridor and for the Upgraded Existing US-10 corridor. Wetlands were classified according to Circular 39 of the U.S. Fish and Wildlife Service. Table 2 compares this system to the more recent U.S. Fish and Wildlife Service Classification of Wetlands and Deepwater Habitats of the United States (Cowardin et.al., 1979 or Circular 79).

Preferred Alternative The selection of the Relocated US-10 corridor as the preferred alternative, with the subsequent preparation of detailed design layouts showing exact construction limits, and the availability of roadway elevation profiles, have allowed for more exact determinations of wetland impacts. This detailed information, along with the changes in actual wetland basin sizes, accounts for the changes in wetland impact acres from those determined for the DEIS and for the Analysis of Sufficiency of the DEIS. Table 3 is a detailed comparison of the existing wetland basins and types with those noted in the DEIS for the preferred alternative--Relocated US-10. Table 4 lists the

current wetland identification numbers, wetland types, total basin acreage and acres impacted for the wetland basins in the preferred alternative--Relocated US-10. Locations of these wetlands are shown in Figure 1. Impacts were determined by calculating the number of wetland acres that occur within construction limits.

Table 1

Comparison of wetland impacts in alternative corridors determined for the Draft and Final EIS.

Wetland Type*	Upgraded Existing US-10 Acres Impacted	Relocated US-10 Acres Impacted	
	1979 DEIS	1979 DEIS ¹	FEIS ²
2	0.9	15.9	14.3
2/6	0	0	1.6
3	0	14.8	2.5
3/4	0	0	2.7
4	2.3	4.8	0
6	2.6	10.4	0
Totals	5.8	45.9	21.1

¹ Estimated within R/W limits of project

² Estimated within construction limits of project

***Wetland Types According to Circular 39**

Type 2 - Sedge Meadow. Shallow, grassy wetland with little open water which may only have waterlogged soil during dry periods. Vegetation is typically grasses or sedges.

Type 3 - Shallow Marsh. 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 - Deep Marsh. Wetland basin with permanent water depths from two to four feet. Open water areas are fringed by cattails, bulrushes, etc.

Type 6 - Shrub Swamp. Shallow wetland basin which may have only waterlogged soil during dry periods and is heavily vegetated with alder, willow or dogwood.

Table 2

Comparison of Two Wetland Classification Systems

U.S.F.W.S. Classification of Wetlands and Deepwater Habitats of
Circular 39 the United States. Cowardin et al., 1979 or Circ. 79.

Type 2	<u>Persistent</u> <u>Emergent</u> <u>Wetland</u> . Water regime is saturated. Erect, rooted herbaceous plants are dominant.
Type 3	<u>Persistent</u> <u>Emergent</u> <u>Wetland</u> . Water regimes are semipermanently or seasonally flooded. Erect, rooted herbaceous plants are dominant.
Type 4	<u>Aquatic Bed</u> with floating vascular plants, fringed by <u>Persistent</u> <u>emergent</u> wetland. Water regimes are permanently flooded, intermittently exposed or semipermanently flooded.
Type 6	<u>Scrub-Shrub Wetland</u> , with predominantly broad-leaved deciduous plants. Water regimes are temporarily flooded, seasonally flooded, semipermanently flooded, intermittently exposed and permanently flooded.

Table 3

Wetland Basins Impacted by the Relocated US-10 Corridor: A Comparison of Wetland Basins and Types in the Draft and Final EIS.

<u>1979 Draft EIS</u>		<u>Final EIS (Current)</u>	
Wetland Basin	Wetland Type	Wetland Basin	Wetland Type
G	2	1	2/6
F	6	2a, 2b	2
E	3/4	3	3/4
E	2/3	4	2
E	2/3	5	2
E	2/3	6a, 6b, 6c	2/6
D	6	Drained	Upland
C	6	Drained	Upland
B	2	7	2
B	2	8a, 8b	2, 3
A	3/6	9a, 9b, 9c	2 and 2/6

TABLE 4

Wetland Impacts for Relocated US-10.

<u>Wetland Number</u>	<u>Wetland Type</u>	<u>Basin Size (Acres)</u>	<u>Wetland Impact (Acres)*</u>
1	2/6	0.4	0.4
2a	2	20.9	0.2
2b	2	same as 2a	2.4
3**	3/4	6.0	2.7
4	2	5.4	3.3
5	2	0.3	0.2
6a	2/6	0.5	0.5
6b	2/6	0.08	0.08
6c	2/6	0.03	0.03
7***	2	0.8	0.8
8a***	2	2.5	2.5
8b***	3	2.5	2.5
9a	2	5.1	4.9
9b	2/6	0.2	0.2
9c	2/6	0.4	0.4
Totals		45.1	21.1

*Impact acreage was determined using construction limits.

**Wetland #3 is DNR Protected Water #598W.

***Basins 7, 8a and 8b were excavated by a developer to provide granular material for a housing development. The developer excavated deeper than planned and created wetlands directly in the center of the proposed new US-10 corridor.

Measures to Minimize Harm. The reductions in wetland impacts from those listed in the DEIS not only result from changes in the character of the study area, but are also a result of alignment shifts and interchange designs that avoid wetlands entirely or minimize encroachment. In addition, design modifications have been implemented which minimize severance of wetlands by following the perimeter or edge of the basin. Along with these measures to avoid and/or minimize wetland impacts, the following minimization measures will be used during or after construction:

1. Culverts will be placed where appropriate so that the existing drainage will be maintained to the extent possible, to maintain water level in adjacent wetlands.

2. Care will be taken to restrict the use of heavy construction equipment in adjacent wetland areas (areas outside the construction limits but within the right of way) as much as possible.
3. Standard 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.
4. Disposal of excess material will follow Mn/DOT guidelines, specifically, to avoid disposal that damages environmentally sensitive areas such as wetlands.
5. Organic soils removed from the project area will be utilized as slope dressing. Sodding, seeding and mulching of bare areas will be completed as soon as construction has ended.

Mitigation Measures. The project will be constructed in three stages. Stage I will consist of the section between SR-65 and CR-J and an existing segment of US-10 that connects to I-35W. Stage II will consist of the section from SR-47 to SR-65. Stage III involves upgrading the new construction from expressway to freeway standards, as well as making the connections at Egret Blvd. Mitigation of wetland losses for Stage I will include habitat replacement through purchase of right of way in order to improve an existing wetland and to create a new wetland. Two locations within the project area have been designed as mitigation sites for Stage I of the project:

1. A 6.5 acre stormwater retention pond will be excavated from existing upland at a site north of the US-10 corridor and east of Hastings Street and Raddison Road (Stations 657-672). The pond will have slopes of 10:1 to 12:1, irregular contours, depths of 1 to 3 feet, and will contain a 0.8 acre island. The pond is designed to have a minimal (less than 1 foot) bounce to avoid possible flooding of the adjacent Anoka County Airport property. The deepest portion of the pond will be lined with organic soil to seal the bottom and also to provide a suitable substrate for the establishment and growth of aquatic plants. The pond will outlet to a flat-bottomed 1500-foot-long ditch that will be approximately 6 feet wide. The ditch will be constructed at a 0.1% grade and it will be below the existing water table, so it should have a minimum flow at all times. The area of the ditch will be approximately 0.21 acres.
2. A 4.5 acre stormwater retention pond will be developed at a location south of the US-10 corridor between Hastings Street and Raddison Road (Stations 645-657). A Type 3/4 wetland exists at the site (wetland 3 on Figure 1 and Table 3). This wetland presently contains approximately 1 acre of open water; an additional 2 acres will be created when the pond is excavated. The pond design will also incorporate an existing 0.2-acre Type 2 wetland that is within Mn/DOT right of way. The pond will have slopes of 15:1 to 30:1, irregular contours and a depth of 3 feet. A 300-foot-long ditch,

8 or more feet wide, will be constructed as an extension of this pond. The ditch will be flat-bottomed, and should contain water at all times. The area of the ditch will be approximately 0.06 acres.

Although these ponds and ditches will be constructed principally to contain stormwater run-off from the US-10 roadway, they have also been designed to maximize habitat value as much as is practicable. Habitat Evaluation Procedures (HEP), developed by the U.S. Fish and Wildlife Service, will be applied to existing and projected wetlands of the project. The number of HUs gained with implementation of the mitigation measures described above can be approximated by using generic wetland habitat values and projecting the value of the created wetlands. The pond mitigation measures would result in a projected gain of approximately 795 HUs. The ditch mitigation measures would result in a gain of from 19 to 26 HUs depending on the final size, water depth and estimated bounce, and estimated vegetation establishment of the ditches. Stage I of the project will impact a total of 9 acres from wetlands 1 through 5. Based on generic wetland habitat values, 753 HUs will be lost by these impacts. The number of HUs lost by impacts will be replaced with the mitigation measures described above. The excess HUs will be proposed for inclusion as credits in the District 5 Wetland Habitat Mitigation Bank.

Mitigation of wetland losses for Stage 2 and 3 will include habitat replacement through purchase of ROW in order to improve existing wetlands and/or to create new wetlands. Specific mitigation sites will be developed during detailed design of Stage II which is as yet unprogrammed. A total of 12 acres from wetlands 6 to 9 will be impacted by Stages 2 and 3; the 953 HUs lost by these impacts will be replaced on a HU per HU basis.

Coordination. Measures to minimize wetland encroachments will continue to be developed during final design and construction of the project. The development of mitigation sites will be done in consultation with various State and Federal Agencies, including the U.S. Fish and Wildlife Service and the Minnesota Department of Natural Resources.

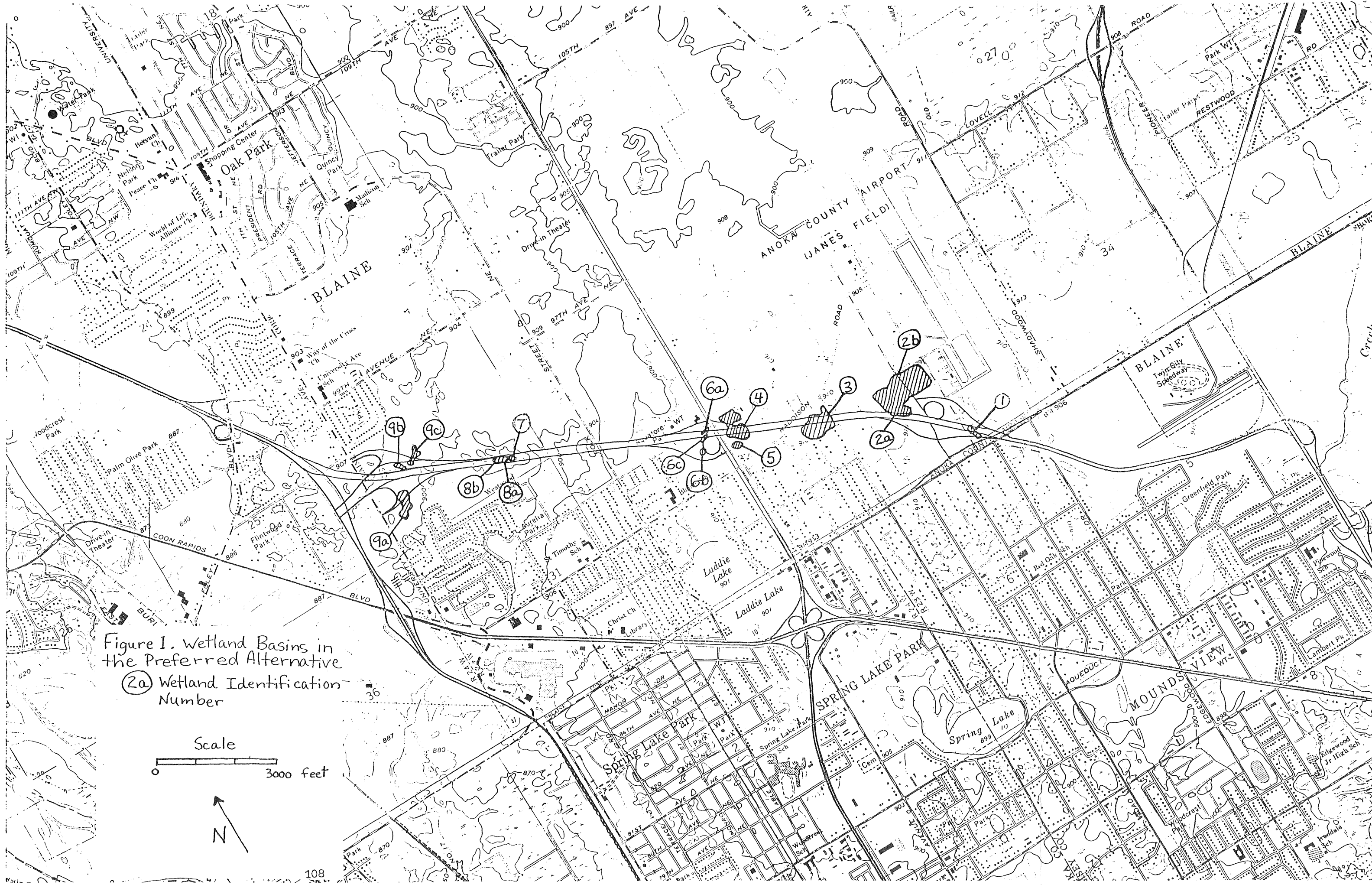
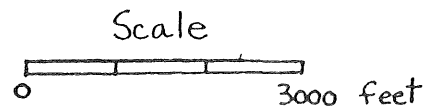


Figure 1. Wetland Basins in the Preferred Alternative

2a Wetland Identification Number



LIST OF MITIGATION COMMITMENTS

Relocation assistance will be available for both persons and businesses.

We will perform a noise evaluation for each stage of this project at the time that particular stage is programmed for letting. In areas of excessive noise, mitigation measures will be incorporated wherever feasible. Noise barriers will be incorporated into the design of the project, with those barriers near adjacent neighborhoods being among the first items to be constructed.

Construction noise will be controlled to meet local noise control ordinances.

Construction dust will be controlled by adherence to Mn/DOT construction specifications, special provisions, and MPCA regulations.

Dust control measures will include watering.

The latest floodplain ordinances of the various cities involved in this project will be incorporated into the planning and design of this project. Mn/DOT intends to provide adequate ponding to control runoff and mitigate impacts to the four watersheds associated with this project. Measures to control runoff velocity and erosion will be implemented, and Mn/DOT will conduct periodic monitoring and placement of additional controls as necessary.

Mn/DOT will require that the contractor seed or sod bare right-of-way as soon as practicable to reduce dust and erosion.

Water quality impacts will be minimized by adherence to Mn/DOT construction specifications.

Culverts will be placed to maintain existing drainage to the extent possible, and to maintain adjacent wetlands.

Heavy construction equipment will be used in adjacent wetlands as little as possible.

Wetland losses will be mitigated through the construction of new ponds in the corridor, resulting in the project having a net positive benefit to wetlands.

Excess material will not be disposed of in environmentally sensitive areas such as wetlands.

Organic soils from the project will be used as slope dressing.

LIST OF PREPARERS OF DRAFT AND FINAL EIS

The following people were primarily responsible for preparing and reviewing the Draft and/or the Final Environmental Impact Statement.

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