2 copies

December 19, 1987

880027

FINAL ENVIRONMENTAL IMPACT STATEMENT

FOR

TRUNK HIGHWAY 3

(LAFAYETTE FREEWAY)

IN INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA
FROM JCT. T.H. 55 TO JCT. I-494
STATE PROJECT 1928-22

MINNESOTA DEPARTMENT OF TRANSPORTATION

Minnesota Department of Transportation

Transportation Building, St. Paul, MN 55155

January 26, 1988

Phone 296-1634

To Whom It May Concern:

On January 25, 1988, the Minnesota Department of Transportation determined that the Final Environmental Impact Statement (EIS) on the proposed Trunk Highway (TH) 3 extension (3.5 miles of four lane divided highway) from the junction of Interstate 494 and TH 3 (Lafayette Freeway) to a new intersection with TH 55 in the City of Inver Grove Heights is adequate.

The Final EIS, pursuant to Minnesota Rules Chapter 4410.0200 Subpart 4. A.-C. has been found to adequately address the issues raised in scoping so that all issues for which information can be reasonably obtained have been analyzed; to provide responses to substantive comments received during the Draft EIS review concerning issues raised in scoping; and to have been prepared in compliance with procedures of the Minnesota Environmental Policy Act and Minnesota Rules Chapter 4410.0300 through 4410.7800.

This determination concludes review of the proposed project through the Minnesota Environmental Review Process.

Sincerely,

E. E. Ofstead
Assistant Commissioner
Division of Technical Services

STATE OF MINNESOTA

DEPARTMENT OF TRANSPORTATION

Final Environmental Impact Statement

for

S.P. 1928-22 TRUNK HIGHWAY 3 (Lafayette Freeway)

from TH 55 to I 494

in INVER GROVE HEIGHTS

DAKOTA COUNTY

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

This Final EIS presents the route layout and associated impacts of the TH 3 extension from TH 52/55 to I-494. The impacts are evaluated for the Freeway Design which was chosen as the preferred alternate. This report discusses environmental, economic and sociological impacts identified in the Scoping Decision and responses to issues raised during public review of the Draft EIS.

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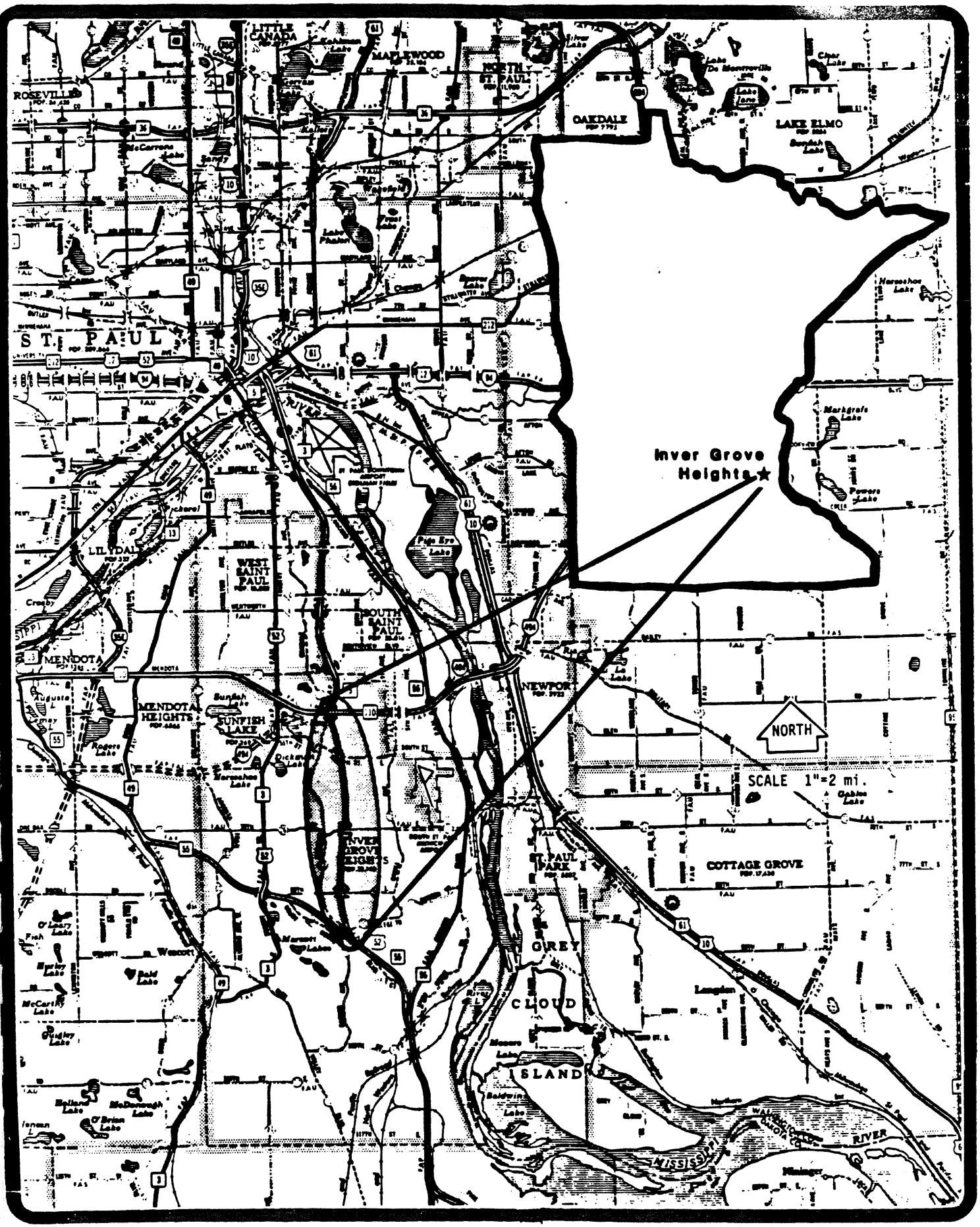

Figure 1 LOCATION MAP

SUMMARY

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

The southerly extension of TH 3, also called the Lafayette Freeway, has been studied intermittently since before 1960. However, planning and scheduling has been uninterrupted since 1983. A Scoping Environmental Assessment Worksheet was published in May 1984. The Scoping Meeting was held on November 15, 1984 and the consequent Scoping Decision was distributed for review on December 6, 1984. An amendment to the Scoping Decision was distributed on February 27, 1987. The amendment listed impacts that could result by modifying the interchange at TH 3 & TH 52/55 from a directional to a partial cloverleaf design. Potential environmental impact areas identified during Scoping are analyzed in this Final Environmental Impact Statement (FEIS) document. Right of way acquisition for the proposed highway extension began in the early 1970's and is about 95% complete. The immediate neighborhood of this previously acquired corridor is the main subject of this study.

This FEIS analyzes the impacts of highway construction and operation of the preferred alternate, the Freeway Option. Topics reviewed are: noise, air quality, energy, stormwater runoff, groundwater, hazardous spills, wetlands, wildlife, soils and erosion, solid waste, economics, sociology, relocations, transportation, visual, farmland and parkland. This report evaluates the impacts and presents mitigative measures, where feasible, for adverse impacts.

This document is being published and distributed pursuant to Minnesota Rules Chapter 4410.2200-.3000 (6 MCAR S 3.031).

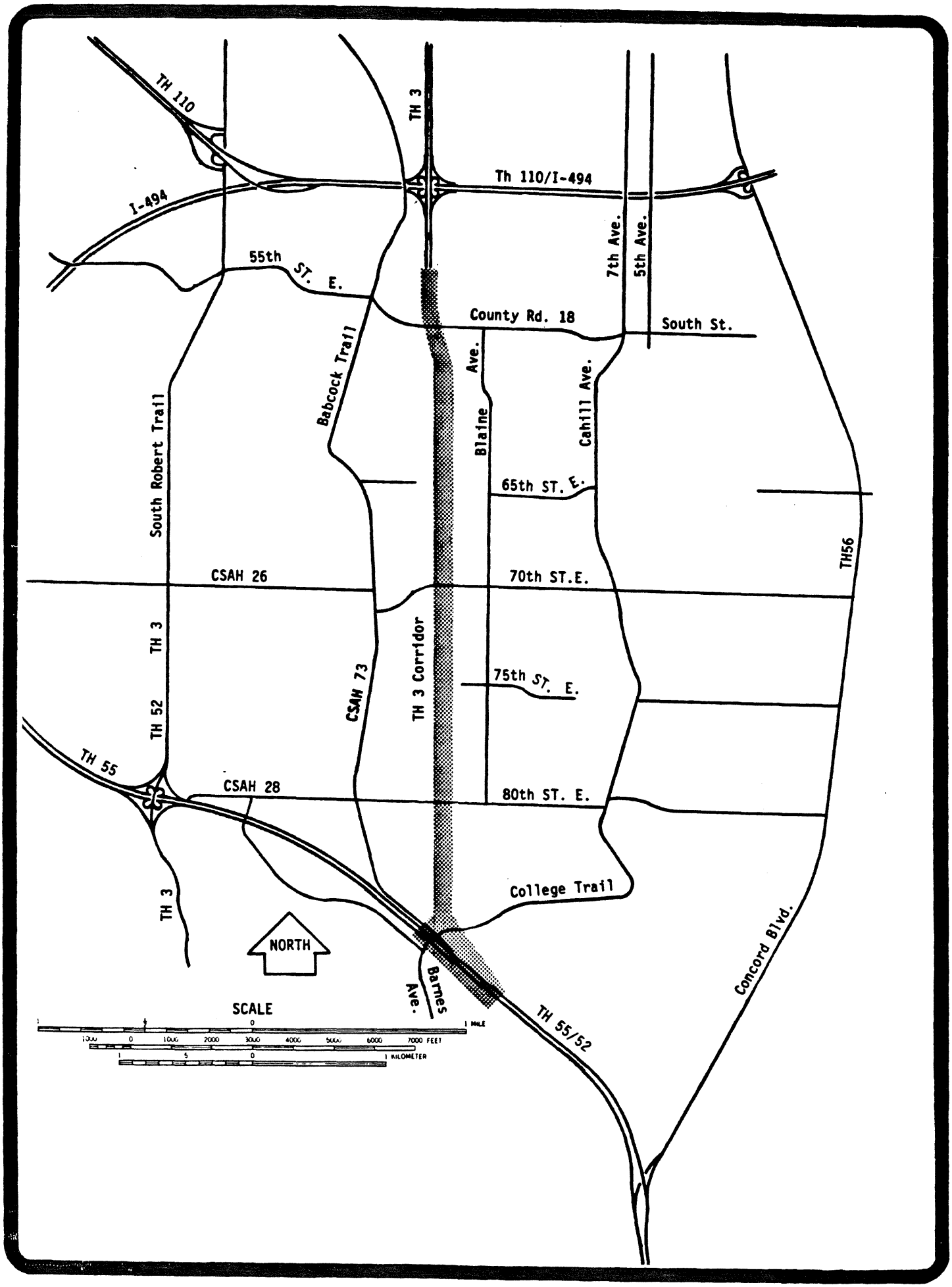

Figure 2 HIGHWAY CORRIDOR

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I. PROJECT HISTORY

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

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

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

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

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

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

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

Scoping Meeting	November, 1984
Scoping Decision document	December, 1984
Draft Environmental Impact Statement	May 13, 1986
Design Public Information Meeting	November 13, 1986

The tentative schedule for future development is:

Final Environmental Impact Statement	December, 1987
Adequacy Decision	January, 1988
Study Report	February, 1988
1st Stage Letting	March, 1989
End of 1st Stage Construction	October, 1990
2nd Stage Letting	Unscheduled
End of 2nd Stage Construction	Unscheduled

Present north-south trips in this general travel corridor are served by Trunk Highway 52 (South Robert Trail), County State Aid Highway 73 (Babcock Trail), County State Aid Highway 75 (Cahill Ave.), and Trunk Highway 56 (Concord Blvd.), see Figure 2. Each of these routes is basically a two-lane facility without access control. The 1986 combined traffic volume on the above routes is approximately 44,200 vehicles per day. Thus the present two-lane routes are, as a group, nearing undesirable service levels (although volumes vary considerably on the individual routes). A major high capacity route in the T.H. 3 corridor would relieve much of the traffic pressure on these routes.

The city and county, among others, have anticipated this project for two decades and have asked that the facility be constructed as soon as possible. Copies of their statements are presented in "Letters Included in the Draft EIS" and the "Public Hearing Record."

II. PROJECT DESCRIPTION

Minnesota Trunk Highway 3 is a primary north-south route providing access between the St. Paul Central Business District (CBD), the south suburban area and southeast Minnesota. TH 3 has been completed between the CBD and Interstate 494. Presently, TH 3 between I-494 and Minnesota TH 55 through the City of Inver Grove Heights is signed along South Robert Trail (U.S. TH 52). The new project involves construction of a four-lane freeway (the preferred alternate) on new alignment between I-494 and TH 55 (See Figures 3, 4 & 5). This will provide a highway of consistent type and design through a high demand corridor. It will relieve demand pressures along the parallel segments of South Robert Trail, Babcock Trail (CSAH 73), Cahill Avenue/College Trail (CSAH 75) and Concord Boulevard (Minnesota TH 56).

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

The preferred alternate is the Freeway design with the partial cloverleaf intersection (see Figure 4). This will have grade separated interchanges at County Road 18, 70th Street, 80th Street and Highway 52/55. Bridges at 65th and 75th would carry traffic over the new roadway. A freeway design in this corridor, would allow traffic to travel nonstop from Rochester, Minnesota to downtown St. Paul via Highways 52 and 3. The several local governments and community organizations, which have written in support of a new roadway, have all mentioned they would prefer a freeway design.

An Expressway (see Figure 5) on the new corridor would also have had a grade separated interchange at County Road 18. However, at 65th, 70th and 80th Streets, as well as Highway 52/55 there would be at grade intersections. At these junctions there would have been signal lights and turn lanes. Due to the topography, 75th Street would have had an overpass similar to the freeway design.

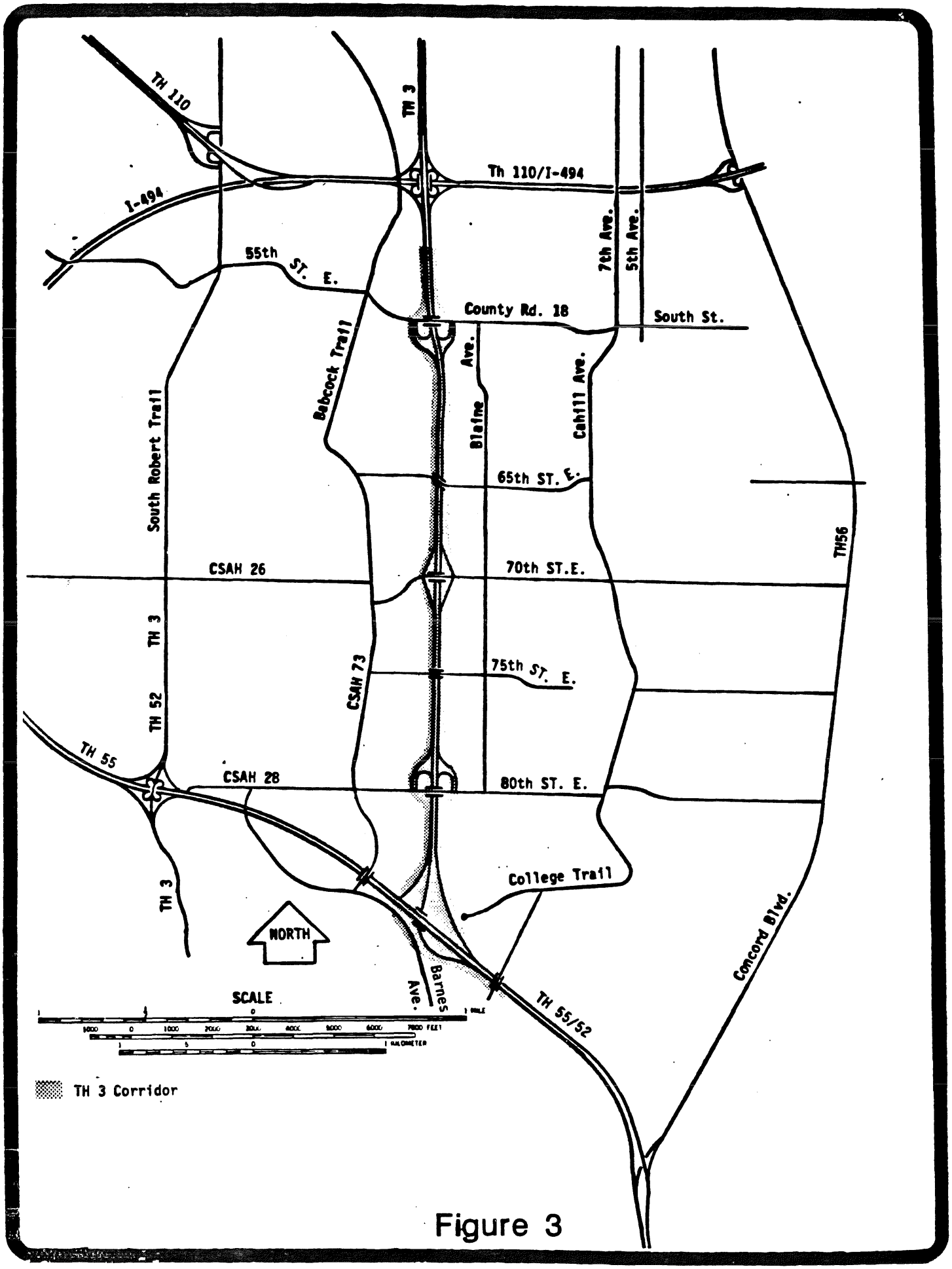

Figure 3

FREEWAY LAYOUT WITH DIRECTIONAL INTERSECTION

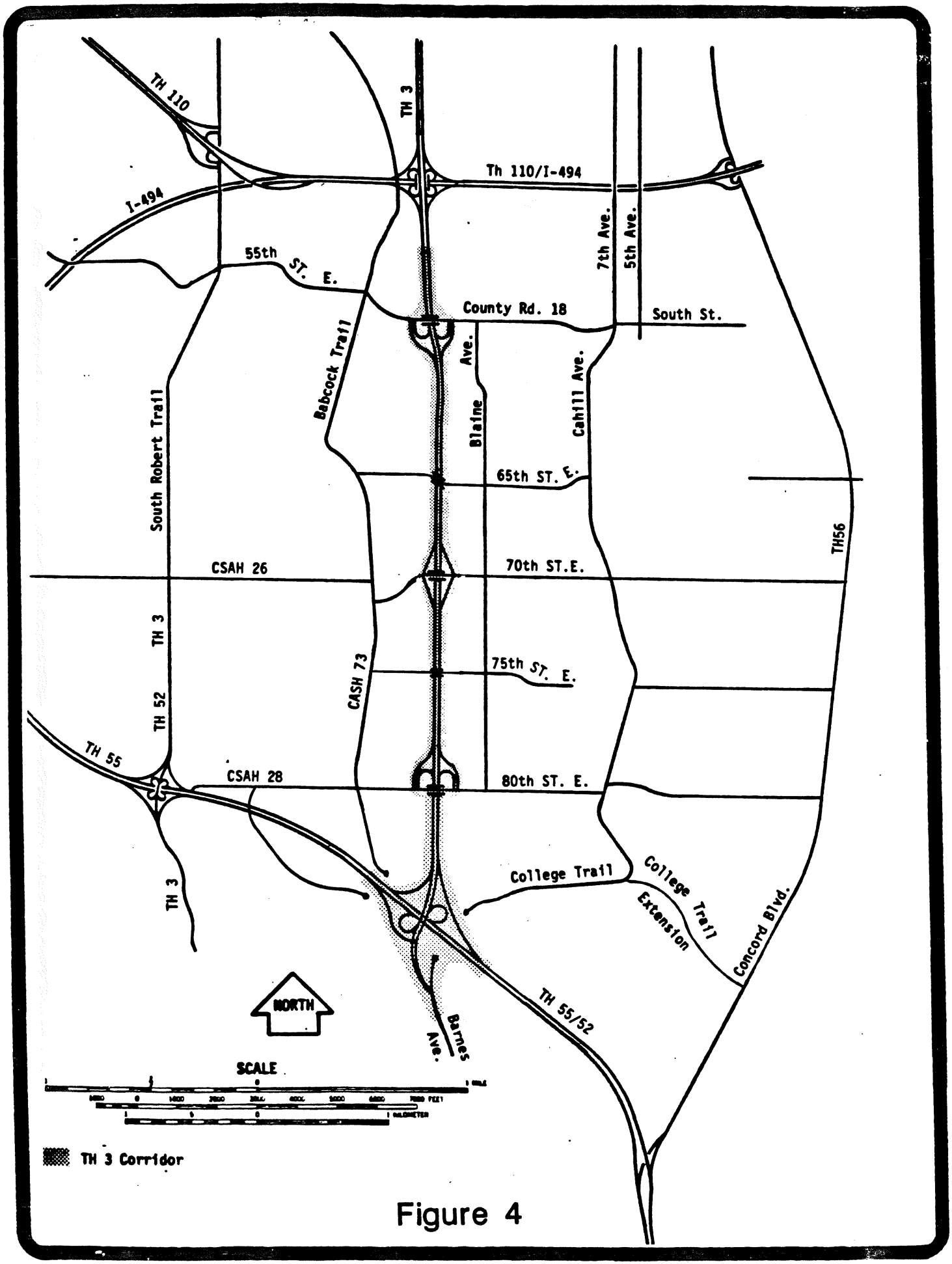

Figure 4

FREEWAY WITH PARTIAL CLOVERLEAF INTERSECTION

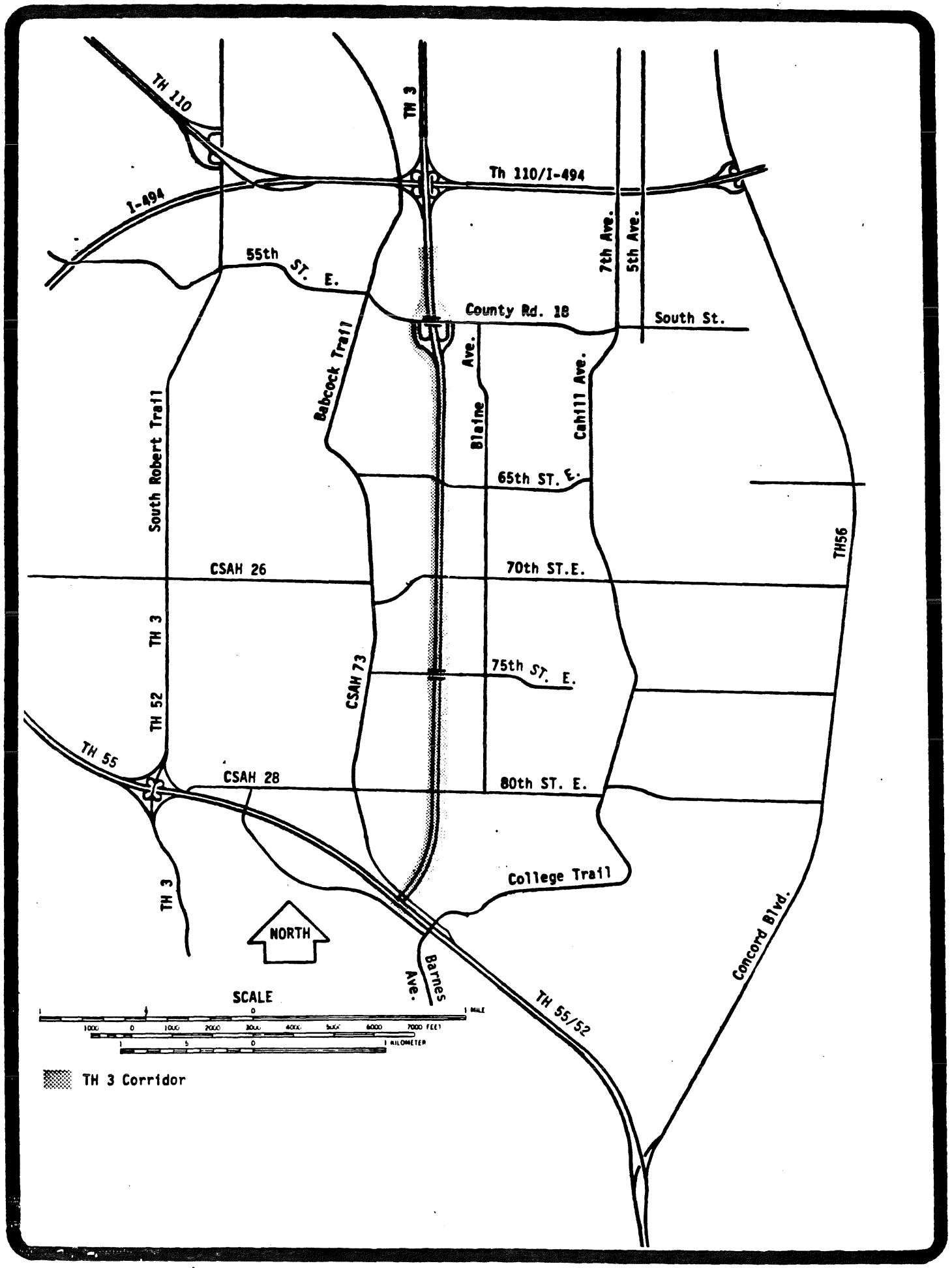

Figure 5 EXPRESSWAY LAYOUT

II. PROJECT DESCRIPTION (Continued)

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

III. GOVERNMENTAL PERMITS AND APPROVALS

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

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

IV. PRESENTATION OF ALTERNATIVES

A. Alternatives eliminated by scoping process

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

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

South Robert Trail

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

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

A. Alternatives eliminated by scoping process (Continued)

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

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

Babcock Trail

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

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

Cahill Avenue/College Trail

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

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

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

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

Concord Boulevard

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

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

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

B. Alternatives Eliminated by the Draft EIS Process

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

A freeway design with controlled access would allow traffic to pass nonstop between downtown St. Paul and communities to the south. The Expressway alternative would have utilized 3 intersections with turn lanes and signals. A No-Build situation would have meant that traffic traveling to and from St. Paul would continue to use the four residential streets previously mentioned.

Expressway Alternative

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

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

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

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

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

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

No-Build Alternative

The alternative of no action was addressed pursuant to the Minnesota Rules Chapter 4410.2300A-J (6 MCAR S 3.031B.7). The No-build alternative would have consisted of continued use of city streets for

north-south travel, without construction in the established corridor. South Robert Trail, Babcock Trail, Cahill Avenue/College Trail and, to a lesser extent, Concord Boulevard would have continued serving traffic between the St. Paul business district and the suburbs of northern Dakota County.

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

C. Preferred Alternative - Freeway Design with Partial Cloverleaf Intersection (see Figure 4)

This proposal consists of the construction of a four lane divided freeway facility (see Figure 4). There will be interchanges with grade separations at cross streets. The city proposes to construct 65th Street and 75th Street between Babcock Trail and Blaine Avenue concurrently with the TH 3 project. Following is a list of proposed interchanges and crossings:

- County Rd. 18 over TH 3 on structure, folded diamond interchange to south
- McGroarty Park, pedestrian crossing on structure
- 65th Street over TH 3 on structure, no interchange
- CSAH 26 (70th Street) over TH 3 on structure, standard diamond interchange
- 75th Street over TH 3 on structure, no interchange
- County Rd. 28 (80th Street) over TH 3 on structure, folded diamond interchange to north
- TH 52/55 partial cloverleaf interchange

65th Street and 75th Street will be constructed at the same time as the 1st stage of the highway project.

Construction of the TH 3/TH 55 interchange will require that the existing at-grade intersection between College Trail and TH 55 be eliminated. Courthouse Blvd. (CSAH 28A) will terminate in a cul-de-sac near its present intersection with Barnes Ave. (CSAH 73). Existing College Trail will also end in a cul-de-sac to the east of TH 55. Dakota County has proposed to provide continuity to College Trail by a future project which would extend the road east for a connection with Concord Boulevard (see Figure 4).

Presently, as Babcock Trail continues to the south, it turns southeasterly and becomes a frontage road for TH 55. The frontage road and at-grade connection to TH 52/55 would be eliminated by the new construction. Access to the southern portion of Babcock Trail would still be provided by 80th Street (CSAH 28). The elimination of direct access from Babcock Trail to TH 52/55 would facilitate vehicle flow on TH 52/55 and reduce the traffic volume on this residential street.

During the Public Hearing process, Dakota County requested that the intersection at TH 3 & TH 52/55 be changed to a partial cloverleaf design in order to provide direct access to the southern portion of the county via Barnes Ave. (refer to Dakota County's letter in the Public Hearing Record).

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

V. ENVIRONMENTAL, ECONOMIC AND SOCIOLOGICAL IMPACTS

Introduction

This section presents the impacts which were chosen for evaluation by the Scoping Decision of 1984. The impacts are evaluated and possible mitigation measures are proposed.

A. Noise

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

Traffic Noise

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

Noise Levels

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

A. Noise (Continued)

Ambient Noise

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

No Build Alternative

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

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*1 L_{10} is the sound level which is exceeded ten per cent of the time for a one hour survey.

A. Noise (Continued)

Preferred Alternative - Noise Analysis

This section is provided as an update to the noise impact section of the Draft Environmental Impact Statement, and reflects a more specific study of noise impacts for the preferred alternative.

The noise analysis identifies the anticipated traffic noise impacts from the preferred alternative, based on the selected highway design, peak hour traffic volume (year 2010, and existing topography. Vehicle speed used was consistent with the projected peak hour volumes which will give the worst hourly traffic noise level.

Adjacent developed land uses are limited to five residential areas labelled A thru E (see Figure 6). Traffic noise could affect sites up to 600 feet from the highway based on non-shielded noise levels. Over 60 residential units were located within this zone in May 1985 and at least 24 new units have been added since for a total of over 80 units.

Noise Impacts (No Barriers)

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

FHWA procedures identify a noise impact whenever the predicted traffic noise level approaches or exceeds the noise abatement criteria (residential = L_{10} 70 dBA) or when the predicted level substantially exceeds the existing level. The nearest residential site has a predicted L_{10} 67 dBA level which is 3 dBA below the criteria. However, twenty-three residences in area B and C could be subjected to a traffic noise increase (above 10 dBA present to future) and are therefore eligible for mitigation measures. (See Table 1).

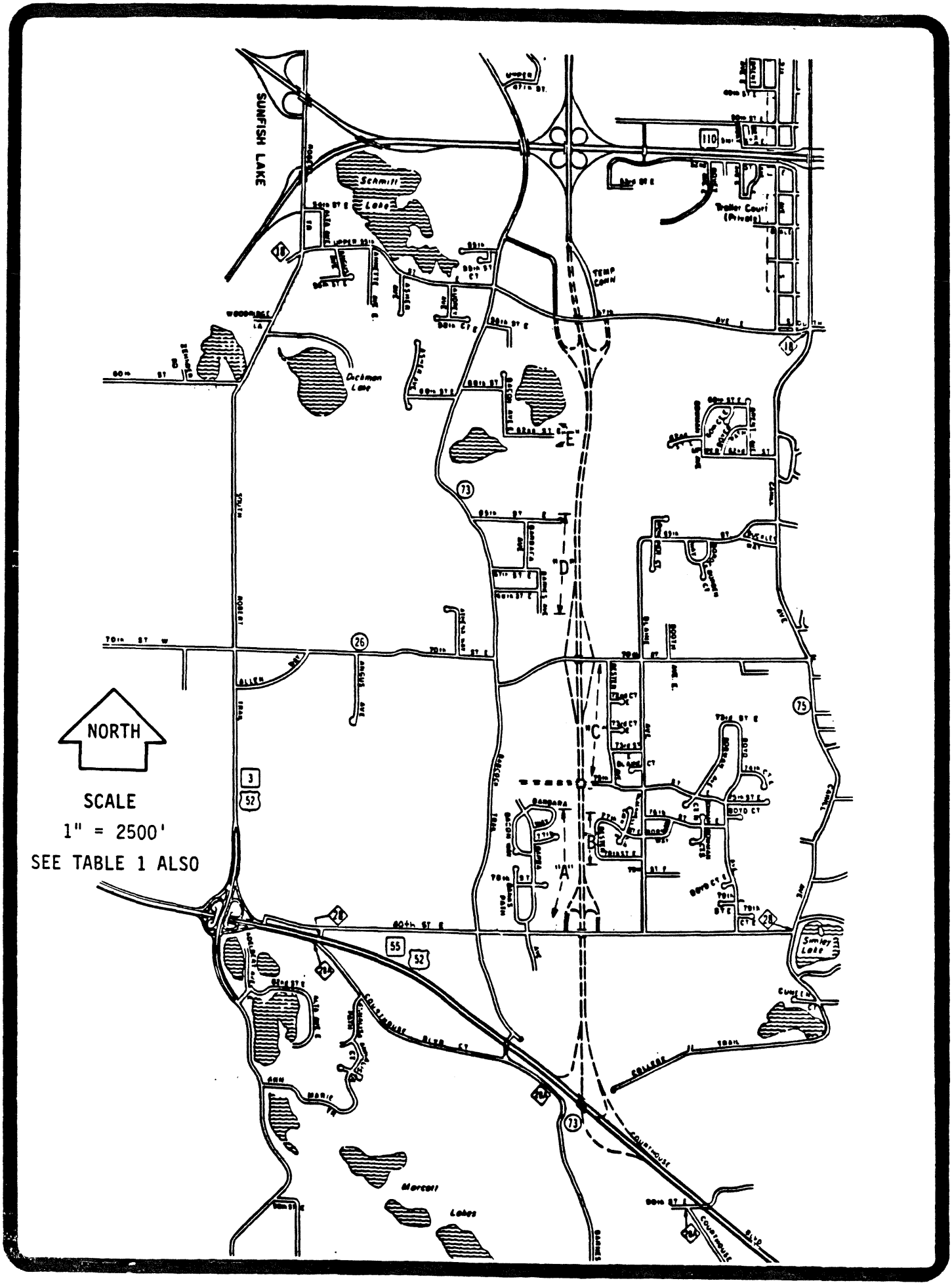

Figure 6 NOISE IMPACT ASSESSMENT

TABLE 1
NOISE IMPACT ASSESSMENT*

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

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

Mitigation Proposed(1)

Area	Number of Residences	Predicted L_{10}(2)		Barrier Design(3)
		Day	Night	
B	20	53-60	49-56	-11 dBA
C	26	53-60	49-56	-10 dBA

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

* See Figure 6 also.

Table 1 NOISE IMPACT ASSESSMENT

A. Noise (Continued)

State noise standards set specific levels for daytime (7 am to 10 pm) and nighttime (10 pm to 7 am) periods, which for residential are L_{10} 65 dBA (day) and L_{10} 55 dBA (night). The daytime standard is predicted to be exceeded at 3 residential sites by 1 to 2 dBA in Areas B and C if no mitigation is provided. The nighttime standard could be exceeded at 63 residences by a maximum of 8 dBA with the average being only 3-1/2 dBA. Parkland is in the development stage and Mn/DOT will cooperate with the city in identifying compatible use areas.

Proposed Mitigation

The FHWA requires all feasible and reasonable measures be taken to mitigate traffic noise impacts. Based on the available information for topography and the preliminary highway plans, it appears that Areas B and C, with 23 residential sites having a traffic noise impact, can be provided with reasonable mitigation. Available data suggests that adverse noise impacts can be avoided in these two areas with a combination of earth mounding and wood wall design.

The State standards, based on the present data available, will be exceeded in Areas A, D and E since mitigation does not appear technically feasible or reasonable. These 3 areas have 31 residential units with only nighttime violations which average just 3 dBA above the standard and another 10 units are at 6 to 7 dBA above the nighttime standard. The placement of effective noise shielding to obtain the night standard is not technically possible due to the variable and rolling topography. Some shielding by topography and vegetation can be used to reduce the stated noise levels. Final design data is needed to analyze these effects. Where practical, earth mounding will be included in the final design to maximize the shielding for affected areas.

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

A. Noise (Continued)

Future Considerations

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

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

Mitigation Design Meeting

About 4000 lineal feet of residential area will be shielded in Areas B & C. Due to the variable topography and the receptor distances/elevation differences, the design of earth mound and wall will be quite complex. Final highway design data is necessary for a more complete determination.

An abatement concept in conjunction with a landscaping concept will be designed and will be presented to area residents, this meeting will be coordinated through the City of Inver Grove Heights. Mn/DOT policy requires formal approval of noise barriers by the city. The views of the affected residents will be actively sought to reach a decision on the final noise barrier plan.

A. Noise (Continued)

Summary

FHWA Procedures for Abatement of Highway Traffic Noise and Construction Noise will be attained on this project. State daytime standards for residential uses will be attained, but nighttime standards cannot be attained for numerous sites. A noise variance will be requested for these residential sites based on technical reasons.

B. Air Quality

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

This project requires an Indirect Source Permit (ISP) from the Minnesota Pollution Control Agency (MPCA), which will be applied for in 1988. Construction is expected to begin in 1989 and be completed in 1990. Projected traffic volumes for year 1990 and year 2000 are shown on Figure 7.

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

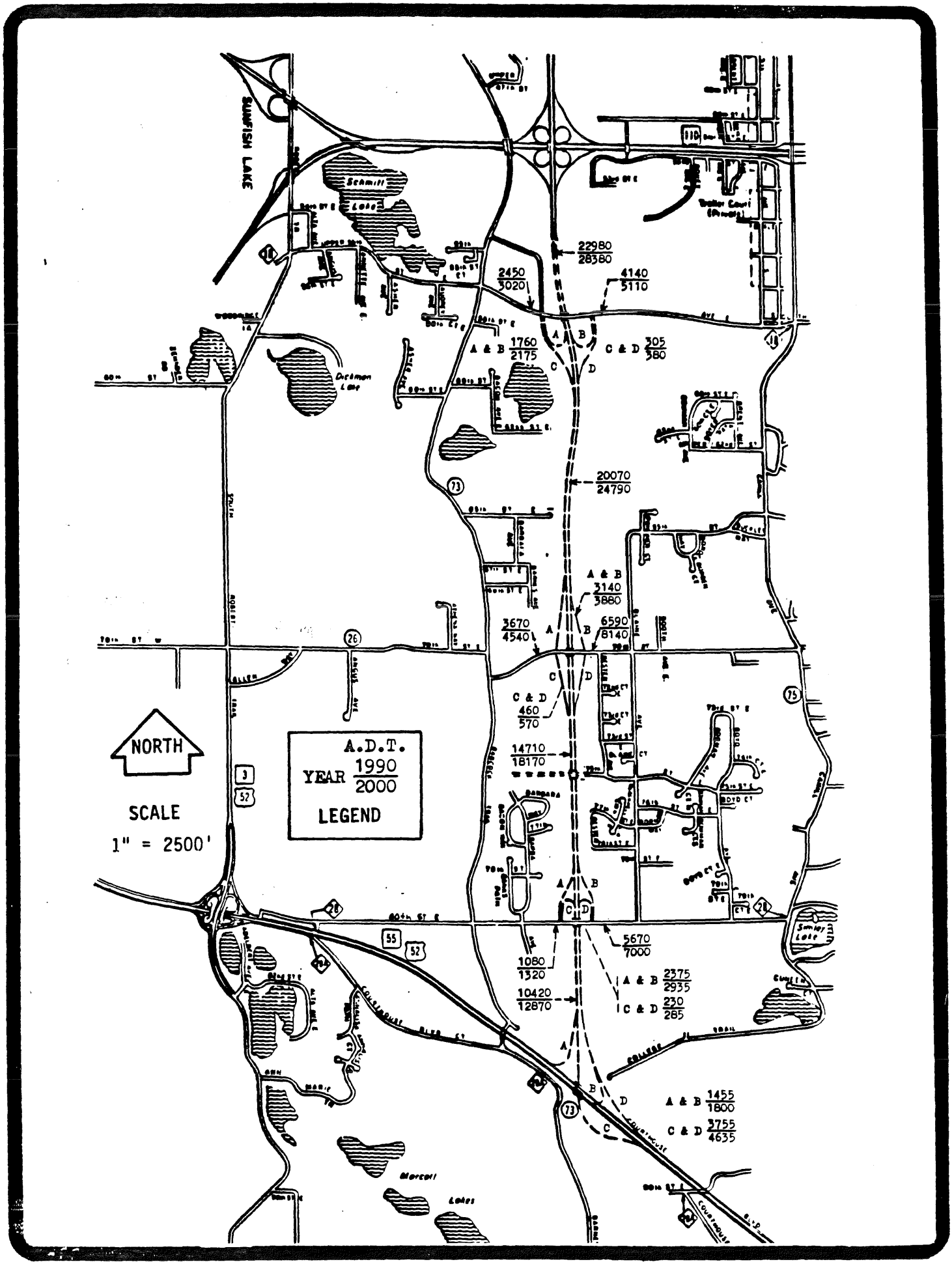

Figure 7 TRAFFIC VOLUMES

B. Air Quality (Continued)

The Indirect Source Permit will require analyses for years 1990 and 2000 of reasonable receptor sites in the area. Due to the undeveloped nature of this area the closest existing receptor is a residence located over 200 feet from the nearest lane. The closest future receptor site based on the highest traffic segment and R/W is located 200 feet from TH 3 and 50 feet from 55th St. The analysis* for this residential site (at the R/W line) predicts year 1990 CO concentrations to be 4 ppm (one hour) and 3 ppm (eight hour) which includes the background values. State standards are 30 ppm for one hour and 9 ppm for eight hours.

The analysis for the nearest future potential site located at an intersection (or interchange) also showed that there would not be any violation of the standards. CO concentrations were 6 ppm and 3 ppm for the Freeway alternative, (one and eight hour respectively). Background values were included.

This preliminary analysis indicates that no violations of the national or Minnesota ambient air quality standards will occur at any existing or future receptors.

C. Energy

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

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

C. Energy (Continued)

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

General energy use predictions can be made for the project. It is anticipated that the freeway would result in a fuel savings compared to the no build alternative. A new freeway would mean a reduction of total vehicle miles traveled, a reduction in starts and stops, a reduction in traffic congestion, and a smoother roadway grade. All of these changes will reduce fuel consumption.

D. Water Resources

Stormwater Runoff

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

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

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

D. Water Resources (Continued)

-Deicing salt, usually 95% or more sodium chloride by weight.
-Trace Pollutants:
Heavy metals such as lead, zinc, chromium, copper, and nickel.
Petroleum product residues such as rubber, n-parrafin, grease, gas, and oil.
Pesticides and fungicides.
Nutrients such as nitrogen and phosphorous.

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

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

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

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

Runoff Source	Total Suspended Solids	BOD_5	COD	Ortho Phosphate (PO_4)	Nitrate + Nitrate (NO_3+NO_2)	Chloride (C)	Lead (Pb)	Copper (Cu)	Zinc (Zn)
Rural Freeway[1] (I-81) Harrisburg, PA	47	3	30	0.29	0.76	56	0.09	0.04	0.06
Freeway I-45[1] (Grassy side) Milwaukee, WI	419	14	92	0.90	0.38	168	0.26	0.07	0.21
Urban Freeway[1] (I-45) Milwaukee, WI	396	16	120	0.48	1.55	229	0.78	0.08	0.39
Urban Freeway[1] (I-794) Milwaukee, WI	138	21	105	0.31	1.57	63	1.50	0.10	0.35
Urban Freeway[2] (I-94) St. Paul, MN	79	16.0	54	-	-	11	0.41	0.027	0.14

[1]Envirex, 1981. Characteristics of Runoff from Operating Highways

[2]Pederson, D.H. 1979. Unpublished Data, Minnesota Department of Transportation Water Quality Unit.

Table 2 POLLUTANT CONCENTRATION IN FREEWAY RUNOFF

D. Water Resources (Continued)

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

Groundwater

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

Impacts upon groundwater along this project will be minimal. The absence of shallow wells and soluble bedrock make the possibility of groundwater contamination highly unlikely. The cut and fill necessary for highway construction will not alter area or regional groundwater levels.

D. Water Resources (Continued)

Hazardous Spills

The possibility of a spill of hazardous materials or wastes is always present along transportation facilities. It is the responsibility of the transporter to notify the authorities should a spill occur on a roadway. Ultimately, the Department of Public Safety, Division of Emergency Services (DES) should be contacted. Primarily, Mn/DOT can provide assistance in containing the spill by constructing berms and spreading sand.

E. Wetlands

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

Of the 28 wetland basins comprising 22 acres of wetlands within the right of way, the majority are types I, II, and III. Four wetlands have been identified as Department of Natural Resources Protected Waters (see Figure 8 & Table 4) and will require permits. The No-Build alternative would not have had an immediate impact on wetlands. However, if this alternative had been chosen, the former right of way would have been resold and future development would have had some degree of wetland impact. Because this area is zoned residential (see Figure 9), the most likely result would have been continued development within the corridor similar to that taking place in this general area at present. In any case, wetlands within this urban area may be impacted regardless of whether the proposed project is constructed.

TABLE 3

WETLAND TYPES ACCORDING TO CIRCULAR 39

WETLAND TYPE	DESCRIPTION
Type 1	Seasonally flooded basin. Basin is flooded only briefly during heavy rains or spring runoff. Vegetation is generally floodplain forest, weeds or cultivated crops.
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 March. 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 5	Shallow Lake & Pond. Open water basin from four to ten feet in depth which is too shallow to support permanent gamefish populations.
Type 6	Shrub Swamp. Shallow wetland basin which may only have waterlogged soil during dry periods and is heavily vegetated with alder, willow or dogwood.
Type 7	Wooded Swamp. Wetland may have standing water but typically has only waterlogged soil and is vegetated with tamarack, black spruce, red maple and black ash.
Type 8	Bogs. Low lying or floating vegetative mat with waterlogged soils, supporting spongy covering of mosses, sedges or heathlike shrubs.

TABLE 4

WETLANDS INVENTORY[1]

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

[1]See Figure 7 also.

[2]These HUs (Habitat Units) represent preliminary, standardized HEP (Habitat Evaluation Procedure) numbers.

[3]Numbers in parenthesis represent DNR Basin Numbers, protected waters.

Table 4 WETLAND INVENTORY

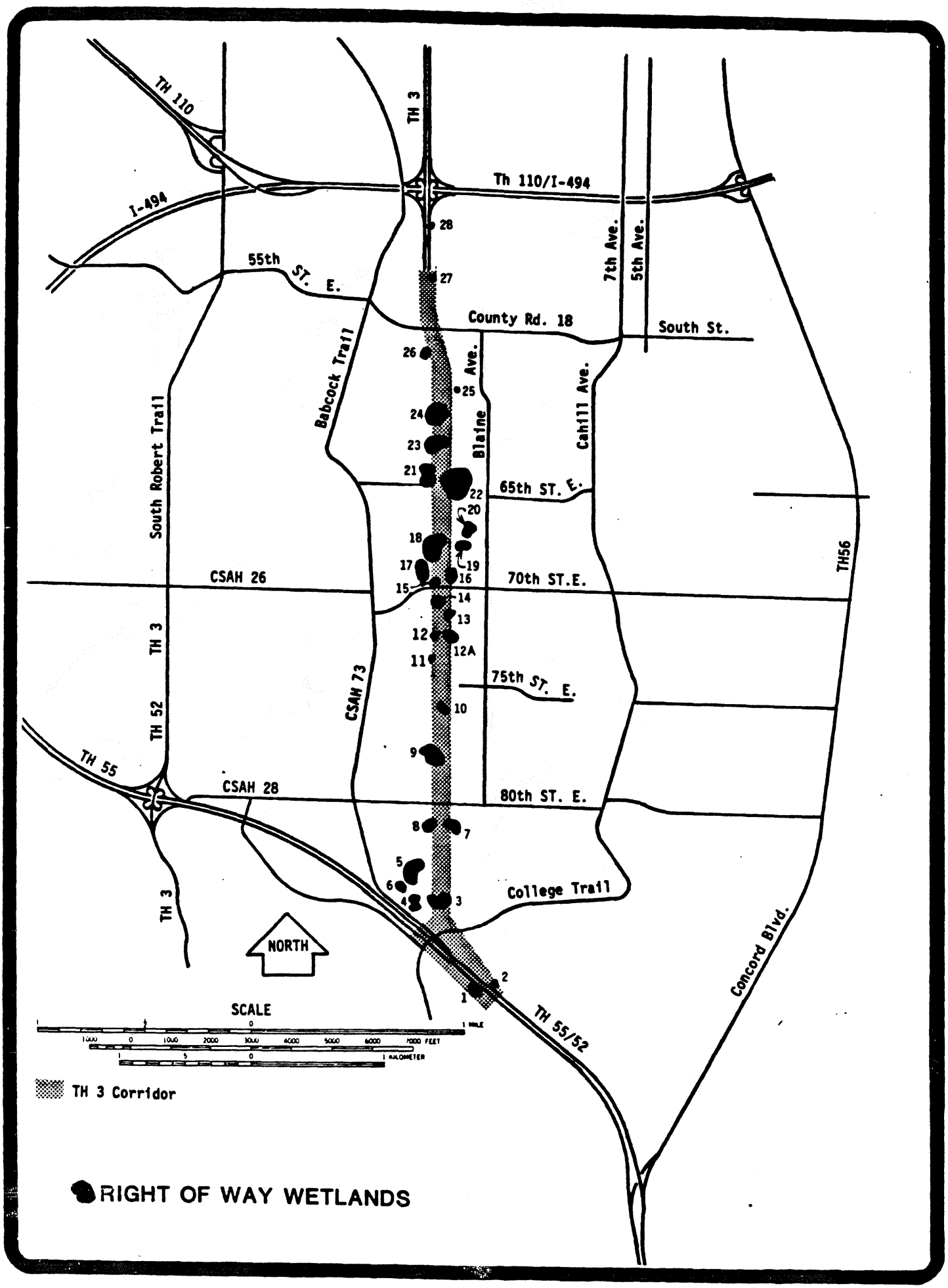


Figure 8 WETLAND BASINS

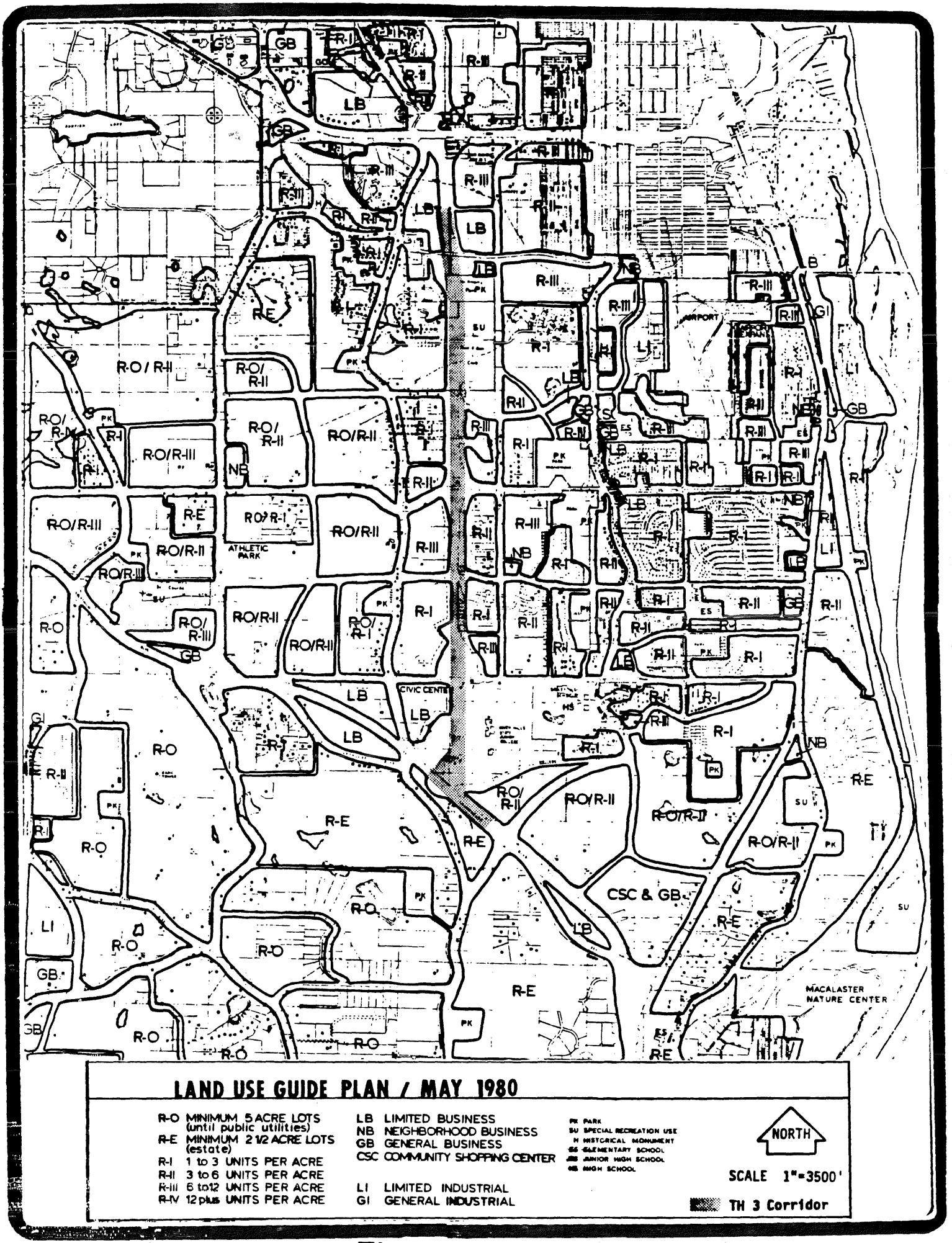


Figure 9 LAND USE PLAN

E. Wetlands (Continued)

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

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

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

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

TABLE 5

POTENTIAL MITIGATION AND/OR PONDING SITES

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

Table 5 WETLAND MITIGATION SITES

E. Wetlands (Continued)

The following mitigation measures have been investigated and implemented where practicable:

- While 6:1 slopes are standard for most fill sections, slopes into wetland areas will be steeper, to the extent possible, to reduce the area of wetland that has to be filled.
- Improvement of existing wetland basins was considered. Wildlife habitat value can be improved by expanding certain basins or increasing their water depth.
- New wetland basins will be created at four locations (see Table 5). Exact acreages for these proposed ponds are not available at this stage of project development. These ponds could serve a dual role to mitigate for wetland loss as well as to store highway runoff, depending on the design. Ponds used for both water detention and wildlife habitat will require outlets to minimize "bounce" caused by precipitation and springtime runoff. These ponds can be constructed to provide maximum wildlife productivity by duplicating conditions conducive to the growth of aquatic vegetation.
- Should the creation or enhancement of wetland basins prove either to be impractical or insufficient to compensate for impacts resulting from the project, mitigation banking would be utilized to provide the required mitigation.
- Mn/DOT will work with the Minnesota Department of Natural Resources and U.S. Fish and Wildlife Service to further formulate mitigation measures where wetlands are involved.

In summary, the project is expected to impact 13 acres of wetland ranging from Type 2 (fresh meadow) to Type 4 (deep marsh). The figures cited in Table 4 are preliminary estimates for the amount of impact and are subject to being ammended. The detail design for this project has not been finalized, however, final acreages should be available in the Study Report.

E. Wetlands (Continued)

The proposed mitigation measures for this project consist of the expansion and improvement of existing wetlands and the creation of wetlands from upland. These mitigation measures will result in approximately 20 acres of Type 3/4 wetland (shallow/deep marsh). Similar to the impact acreages, the final acreages of the mitigation sites should be determined by the time of the Study Report.

It is anticipated that the 20 acres of mitigation will offset the 13 acres of impact. The mitigation measures involve approximately 13 acres of expansion and improvement and approximately 7 acres of wetland creation. The additional acres of improvement are needed to offset the 13 acres of impact, because improvements to an acre of existing wetland, which already has some value for wildlife, do not completely offset an acre of wetland loss.

The design of the mitigation measures is being coordinated with the U.S. Fish and Wildlife Service (USFWS) and the Minnesota Department of Natural Resources (DNR). The evaluation of the wildlife habitat value of the proposed mitigation measures will be conducted by a tri-agency team representing Mn/DOT, USFWS and DNR.

F. Wildlife

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

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

F. Wildlife (Continued)

Wildlife impacts of this project include:

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

These impacts will result in a decline in the population levels of most wildlife species within the project area. The decline for each species will be in a proportion equal to or somewhat greater than the quantity of their habitat destroyed. The No-Build alternative would not have immediately destroyed any habitat.

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

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

F. Wildlife (Continued)

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

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

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

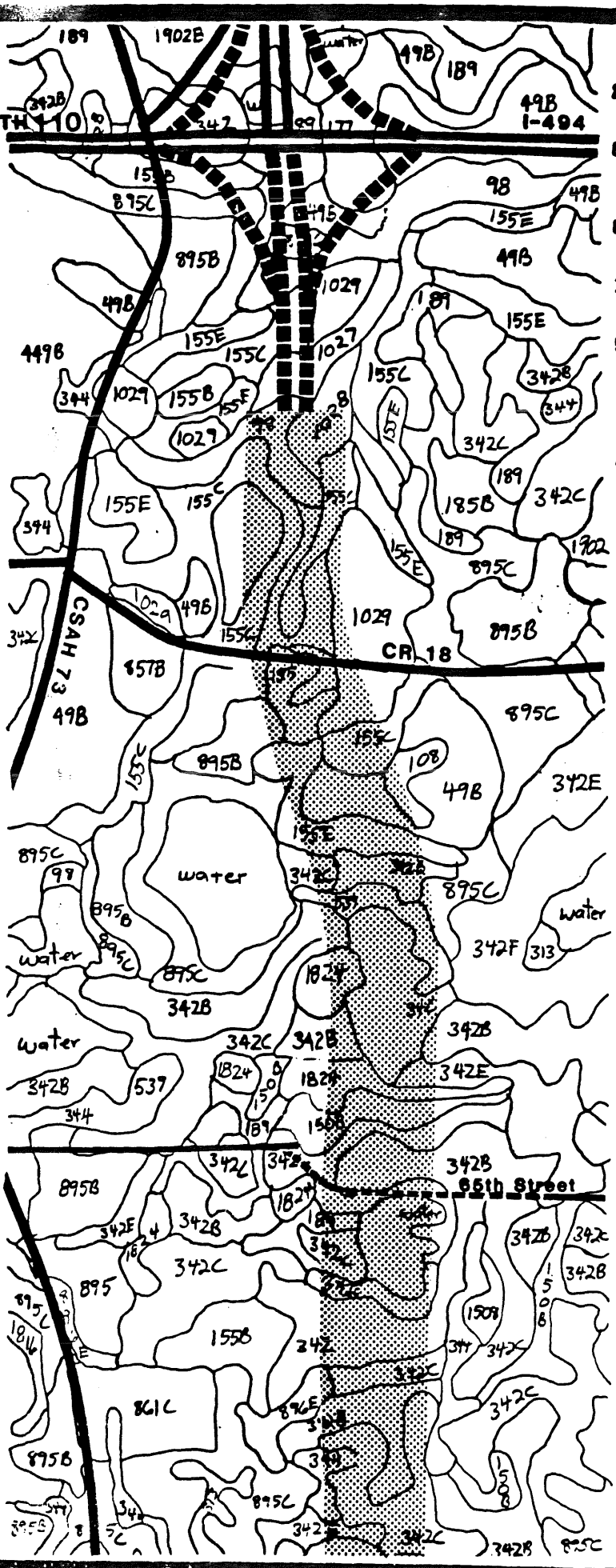
G. Soils and Erosion

The project area lies entirely on a prominent end (terminal) moraine deposited by the Superior Lobe of the last major glaciation period (the Wisconsin Period). The topography and soils are characteristic of those found on end moraines; hummocky with thick, sandy glacial deposits. A review of the Soil Survey of Dakota County has revealed 19 different soil classifications along the project right of way. They are listed below by map units which are found on the soils map in Figures 10 & 11.

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

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

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



2428 B, C, E, & F	Kingsley Sandy Loam 3-8%, 8-15%, 15-25%, 25-40% slopes
895 B & C	Kingsley/Mahtomedi-Spencer Complex 3-8% & 8-15% slopes
896 E & F	Kingsley/Mahtomedi Complex 15-25%, 25-40% slopes
155 B, C & E	Chetek Sandy Loam 3-8%, 8-15%, 15-25% slopes
539	Palms Muck level
150 B	Spencer Silt Loam 2-6% slopes
49 B	Antigo Silt Loam 1-8% slopes
189	Auburndale Silt Loam level
344	Quam Silt Loam level
1824	Quam Silt Loam, Ponded level
449 B	Crystal Lake Silt Loam 1-8% slopes
129	Cylinder Loam level
98	Colo Silt Loam, Occasionally Flooded level
313	Spillville Loam, Occasionally Flooded level
1027	Wet Udorthents level
1029	Gravel Pits

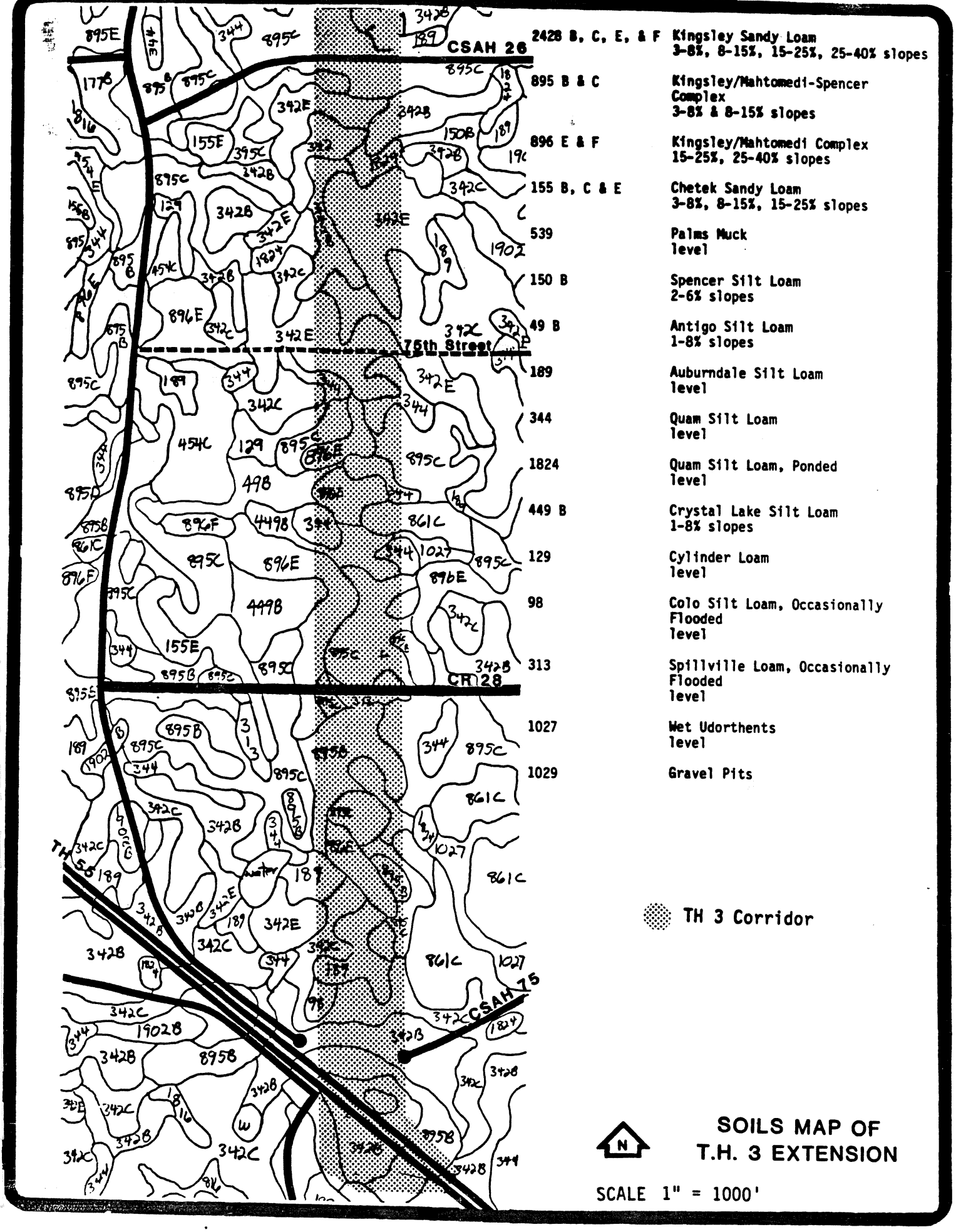
TH 3 Corridor

N

SOILS MAP OF
T.H. 3 EXTENSION

SCALE 1" = 1000'

Figure 10 SOILS MAP



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98	Colo Silt Loam, Occasionally Flooded level
313	Spillville Loam, Occasionally Flooded level
1027	Wet Udorthents level
1029	Gravel Pits

Figure 11 SOILS MAP

G. Soils and Erosion (Continued)

Administrative erosion controls occur in the form of standard specifications, licenses, permits and requirements placed upon the contractor. Construction activities conducted within highly erodible areas (depicted on Figure 12) shall be governed by the guidelines given for critical runoff areas in Specification 2575.3A. In order to encourage more rapid turf establishment on this project, a penalty will be assessed on the partial payments for excavation and embankment for each acre of erodible soil remaining unfinished at the time the estimate is prepared.

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

H. Solid Waste

Structures and foundations within the right of way will be removed and disposed of in accordance with Mn/DOT Standard Specifications. Because of the rural nature of the project, relatively few structures will be involved. Those to be removed will probably be limited to several residences in the vicinity of the interchange with TH 52/55.

During the scoping and project development process, a solid waste issue was identified in the vicinity of the former gun club site. Many years of trap and skeet shooting at this location had the potential for depositing quantities of lead shot onto the land surface. With this in mind, and upon recommendation from the MPCA, soil samples

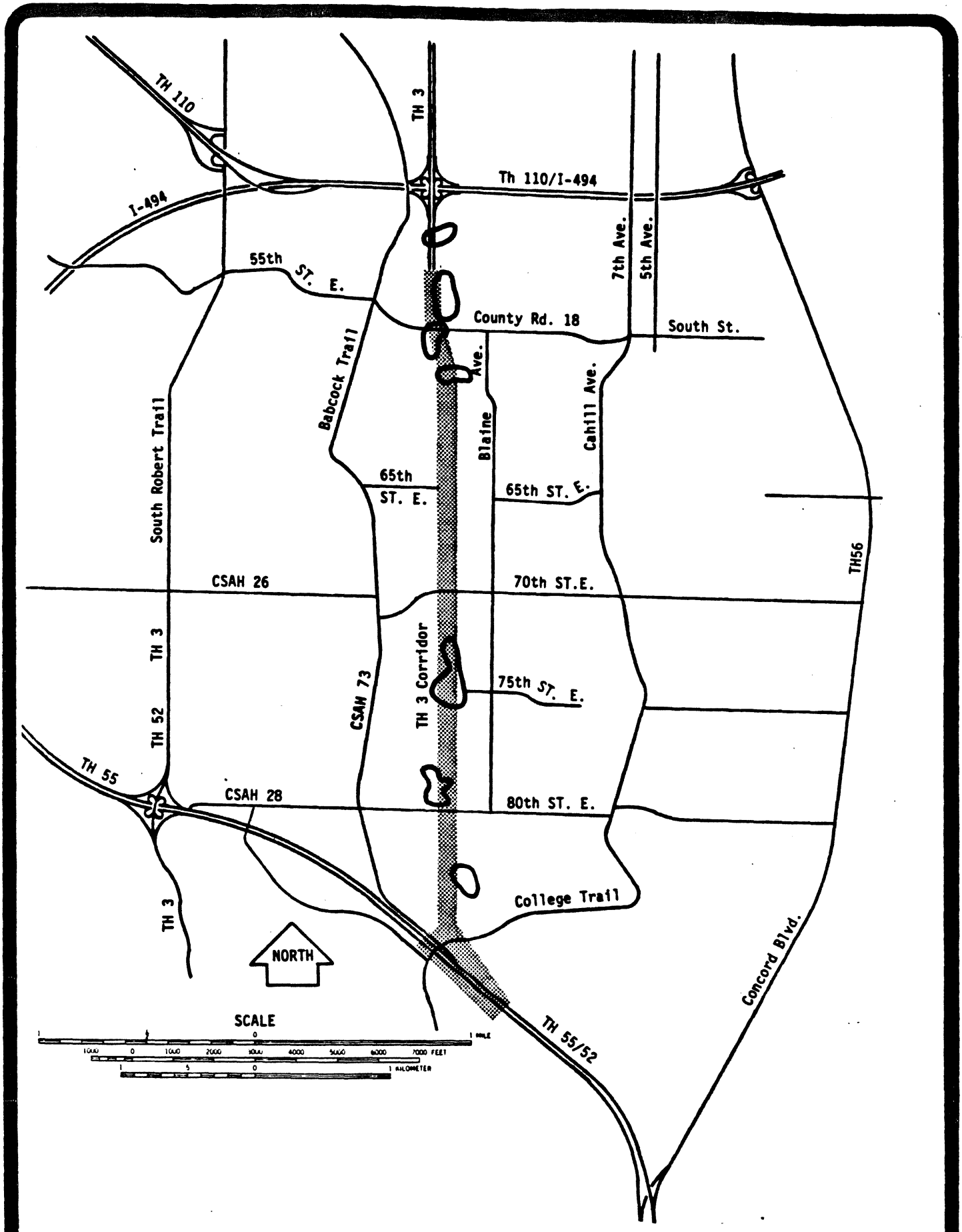

Figure 12 ERODABLE SOILS

H. Solid Waste (Continued)

were taken from the area affected by this project. A sieve analysis of one square yard, two inches deep, yielded the following lead concentrations: (ratios expressed as weight of lead/dry weight of soil).

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

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

Because lead in pellet form is characterized by very low solubility, the presence of these pellets in the soil does not pose a significant threat to groundwater quality in this area. However, to preclude the possibility of any future environmental problem, a lead pellet reclamation project was let in 1986. This project was coordinated with the MPCA and Dakota County and finished in 1987.

I. Economics

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

I. Economics (Continued)

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

Property Values

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

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

I. Economics (Continued)

Development

Experience shows that commercial and industrial concerns frequently favor locating near a major highway facility. The construction of TH 3 will increase the attractiveness of Dakota County and Inver Grove Heights as a commercial, industrial and residential location. The timing and exact location of such development made by individual location decisions and cannot be accurately predicted without an existing development proposal. Nevertheless, it should be assumed that commercial and residential development will become denser in the area served by the proposed highway.

Tax Revenue

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

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

Public Expenditures

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

I. Economics (Continued)

Employment

It can be anticipated that the construction of the facility will encourage the employment potential for the immediate and surrounding communities. The construction of the facility will also cause the creation of significant short term employment opportunities in the construction trades. In addition, a significant amount of materials and supplies will be required by project construction, many of which are locally acquired.

Retail Sales

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

Economic Viability of Affected Communities

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

J. Sociological

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

J. Sociological (Continued)

Support

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

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

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

A minimal amount of controversy is anticipated for this project. Support for the highway was demonstrated during the public informational meetings and hearings. Numerous local community and county resolutions have also been written in support of the project. Right of ways concerns should be minimal since only 7 to 15 acres of private property remain to be acquired.

Community Cohesion*

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

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

J. Sociological (Continued)

Accessibility to Private & Public Facilities & Services

The proposed roadway will not be located any closer than 400' to the nearest public or private facility with the exception of McGroarty Park. The impact to McGroarty Park is discussed in the Parklands section. Other facilities, because of their distance from the new highway will experience only an accessibility impact. The proposed TH 3 should improve accessibility to the private and public facilities & services in the local community. The improved accessibility is because the corridor has been established for many years and local development has been done in anticipation of the future highway. Public facilities and services located along the TH 3 corridor are McGroarty Park, Inver Grove Heights City Hall and Inver Hills Community College. Private facilities include the Cenex Corporate Headquarters, Salem Methodist Church, Grace Nazarene Church, and Old Emanuel Lutheran Church (See Figure 13).

K. Relocation

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

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

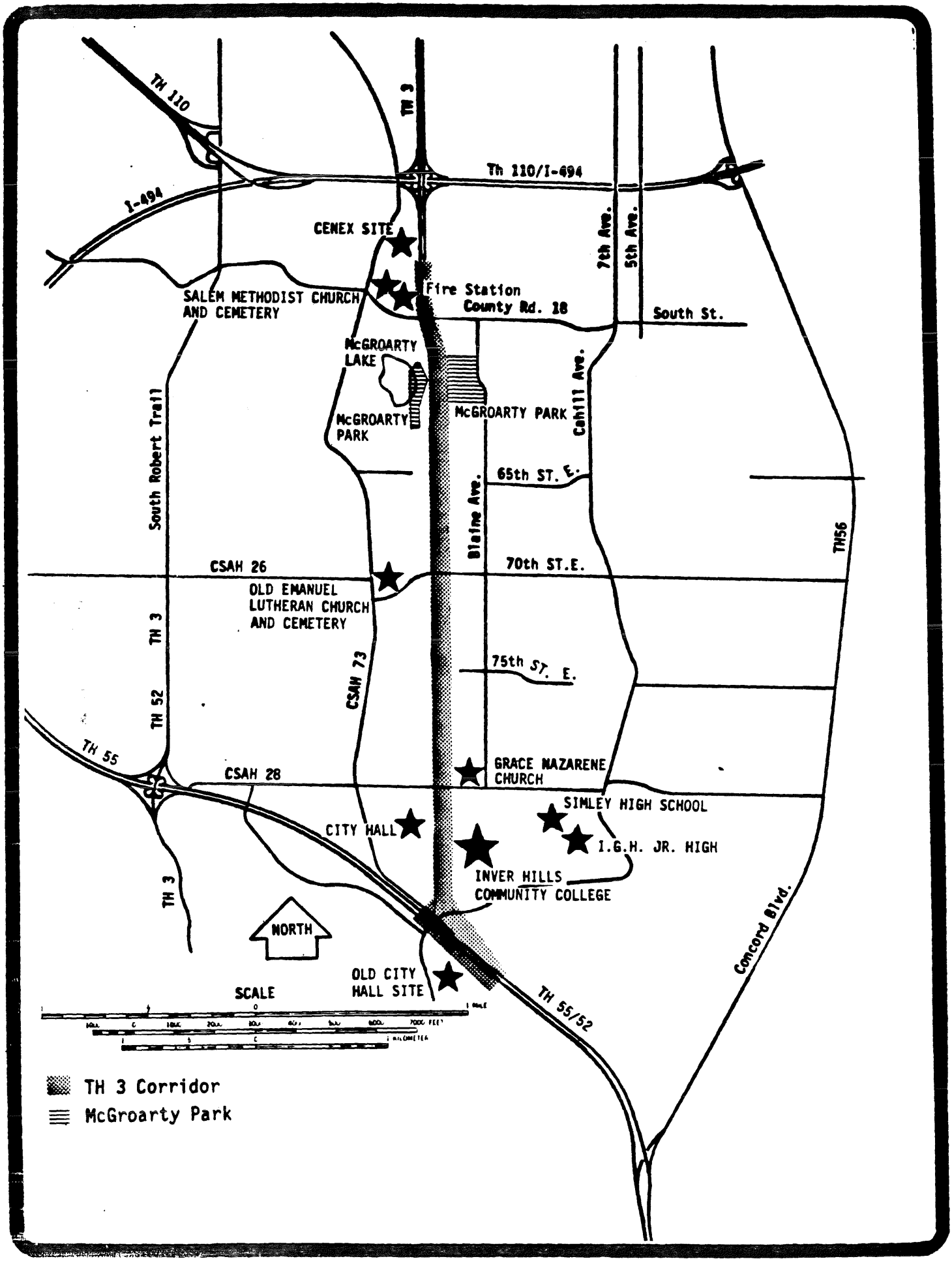

Figure 13 PUBLIC & PRIVATE INSTITUTIONS

K. Relocation (Continued)

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

Newspapers
Personal contacts with realtors
Visual inspection of neighborhoods for privately listed homes
Completed city-wide MLS listings
Personal contact with apartment complex managers
The Apartment Guide of the Twin Cities

L. Transportation

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

None of the 5 existing local streets which cross the TH 3 corridor will be severed. County Road 18, 70th and 80th Streets will all have direct ramp access to TH 3. In addition, 65th and 75th Streets will bridge over the new freeway and be completed from Blaine Ave. to Babcock Trail. The continued use of all of these streets will assure an uninterrupted circulation of traffic to and from local residences and businesses.

Bus Service

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

L. Transportation (Continued)

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

Bikeways

The inclusion of an off-road bikeway facility will provide a positive impact for bicycle and pedestrian traffic by providing a safe transportation corridor where one does not presently exist. The City of Inver Grove Heights and MnDOT have agreed that MnDOT will construct the bikeway system on the right of way as an off road facility. Maintenance of the bikeway will be the responsibility of the city or county. The bikeway will be west of TH 3 and outside the barrier fence but still within the right-of-way corridor (See Figure 14).

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

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

The Dakota County Trail Plan also proposes a number of bikeways. A bikeway along CR 18 is planned with a connection to a bikeway along CR 73. This bikeway would provide east-west access from TH 3 as well as provide access to the north with a crossing of I-494. An east-west

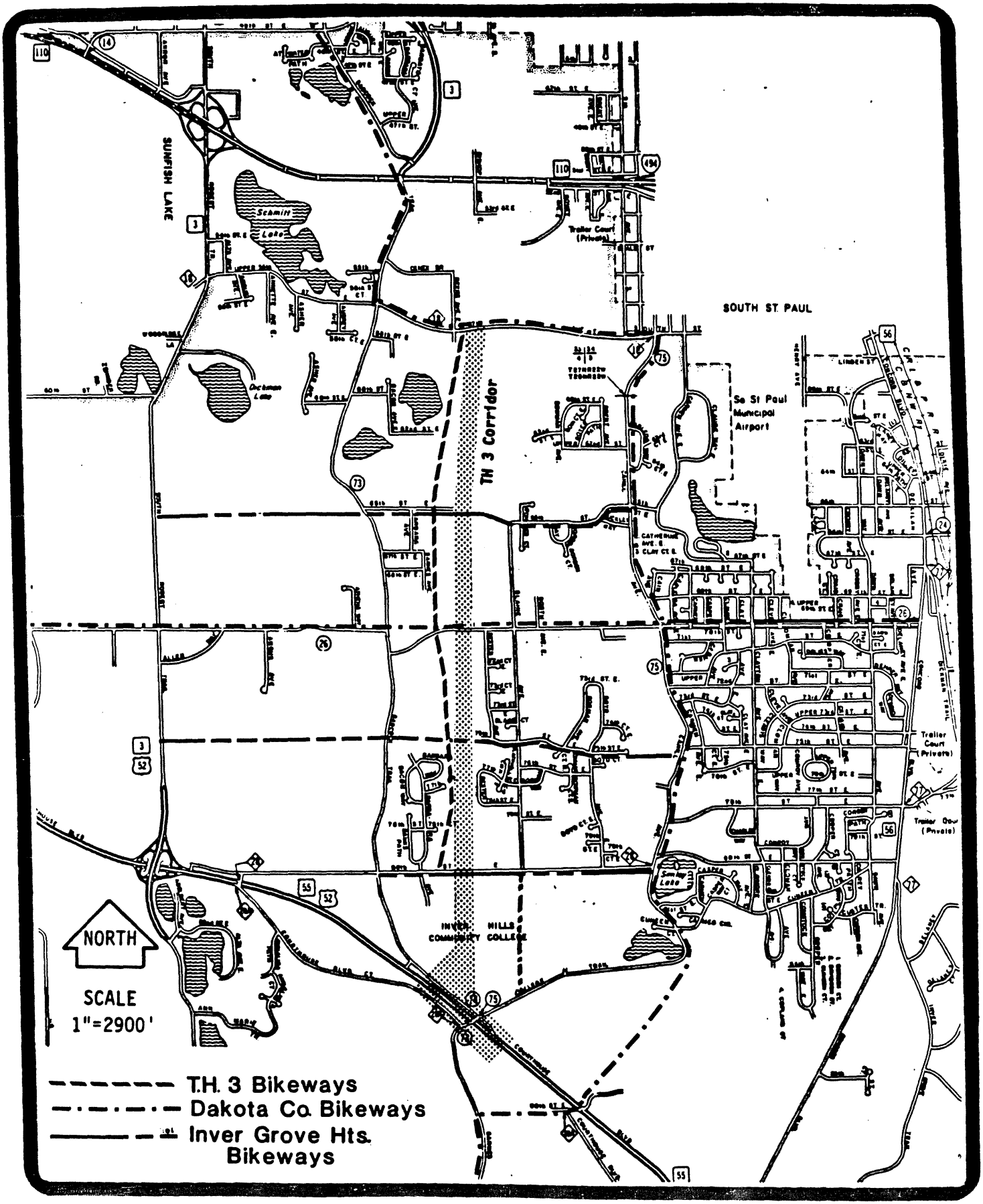

Figure 14 PROPOSED BIKEWAYS

L. Transportation (Continued)

bikeway is also proposed along CR 26. The county also indicates a proposed bikeway along CR 75, which is to be realigned south of CR 28 in conjunction with the TH 3 construction. A link between the proposed CR 28 bikeway and the proposed TH 3 bikeway (east of TH 3 right-of-way) will also be provided according to the County Plan.

Pedestrians

All new bridges or intersections will be designed for pedestrian traffic. The vehicle overpasses or intersections will accommodate both bike and foot traffic on at least one side. The pedestrian bridge connecting the two sections of McGroarty Park will allow direct passage over TH 3 for the park users (see Fig. 14). All Bikeways will also likely be used for walking and jogging. These features should encourage pedestrian use of the new corridor.

M. Visual

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

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

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

M. Visual (Continued)

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

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

Views from the road

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

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

M. Visual (Continued)

Views of the road

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

Lighting

Headlight glare is another visual impact associated with the development and operation of the roadway. Measures to minimize the effects of headlight glare include landscaping, and glare screens. Some of the noise barrier walls will also shield the environs from light glare.

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

Existing vegetation

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

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

TABLE 6

VEGETATIVE COVER

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

M. Visual (Continued)

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

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

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

Wetland enhancements

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

M. Visual (Continued)

Corridor landscaping

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

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

N. Farmland

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

O. Parkland

The only parkland affected by the proposed transportation facility will be McGroarty Park (see Figure 13 for location).

O. Parkland (Continued)

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

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

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

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

During the scoping process for TH 3, several individuals expressed concern regarding the effect of highway runoff upon wetlands and lakes. McGroarty Lake, a type 5 wetland, is used by DNR as a rearing area for muskie. Field review and drainage maps reveal that local drainage in this area is to the east, or away from McGroarty Lake. For this reason, no significant runoff from TH 3 will be discharged

O. Parkland (Continued)

into the lake (Figure 7). McGroarty Lake has been classified by the Commissioner of Natural Resources as a Recreational Development Lake (DNR ID #19-45) and is protected under Section 517 - Management of Shoreland Areas in the Inver Grove Heights Code. The proposed project is within 1000 feet of the ordinary high water mark and will thus require an Excavation Permit. Mn/DOT will comply with the conditions of this permit by implementing erosion control methods discussed in the soils and erosion section of this document.

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

P. Summary of Mitigation for Adverse Impacts

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

P. Summary of Mitigation for Adverse Impacts (Continued)

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

LETTERS INCLUDED IN THE DRAFT EIS

United States
Department of
Agriculture

Soil
Conservation
Service

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

October 15, 1985

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

Dear Mr. Thompson:

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

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

Sincerely,

HARVEY SUNDMACKER
Area Conservationist

cc:Howard Moechnig

enc.

United States Department of Agriculture

Soil Conservation Service

821 Third Street
Farmington, MN 55024

October 3, 1985

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

Dear Mr. Thompson:

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

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

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

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

Sincerely,

Howard J Moechnig

Howard J. Moechnig
District Conservationist

Inver Grove Heights

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

December 14, 1984

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

Dear Mr. Winter:

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

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

Very truly yours,

CITY OF INVER GROVE HEIGHTS

Robert W. Schaefer
City Administrator

/co

Enc.

CITY OF INVER GROVE HEIGHTS

November 15, 1984

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

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

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

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

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

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

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

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

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

PUBLIC HEARING RECORD

PUBLIC HEARING RECORD FOR FINAL EIS - TH 3 COMMENTS & MNDOT RESPONSES

PUBLIC HEARING RECORD FOR FINAL EIS - TH 3 COMMENTS & MNDOT RESPONSES

PAGE

Transcript of the T.H. 3 LOCATION/DESIGN PUBLIC HEARING held at 7:30 P.M. November 13, 1986 at the Inver Grove Heights City Hall

Robert Vockrodt

Now we'd like to hear from you and, as is traditional, we'd like to hear first of all from any public officials who would like to be heard. If you are, come forward and state your name and address. If not, anyone from an agency, city, township, county or state who would like to come forward? OK, we'll move on to private figures, and, we'll take them in order with raising your hands. Gentleman in the back, would you come forward please? Come to the podium.

Jack Schneider

My name is Jack Schneider. I'm a resident of Inver Grove Heights and I live at 3893 73rd St. E. I've lived down here for about 30 years. I'm against the extension of Highway 3 to the south of 18 until there is a firm commitment to change the dangerous situation at the north end of Highway 3 on 7th where it meets and ends at 7th St. and Highway 94. For those of you who don't know the north end of Highway 3 - the Lafayette Bridge is literally a dead-end at 7th Street and Highway 94 and I believe we don't need to add to the already congested situation by diverting more traffic from the existing southern routes. I'm referring especially to the AM rush hour going north. My wife has already been pushed into the center meridian wall causing much damage and a possible rollover. There are dozens of tire tracks on this wall today. I don't object to the plan itself, it's that there is nothing that unless someone knows of any plan about the area where Lafayette ends.

My question is - is there a plan for better interchange at Lafayette and 7th and 94 to coincide with this? That's all.

Robert Vockrodt

OK, Mr. Schneider thank you

Do we have any others

Sir. This is not the time to be shy. Come forward

Jim Loveland

My name is Jim Loveland. I live at 2341 E. 75th St. Being a Mn/DOT employee, I'm going to try and detach myself and act as a citizen tonight. Having never even thought about what was just presented, I guess because I drive the Lafayette Freeway every morning and we get off on the westbound 97 exit to get to Central Office, I wholeheartedly support that man's position and I know that Mn/DOT is attempting to channel the truck traffic from the 55/52 interchange or 55/52 highway up into the cities on this highway and I feel much like he does that we are going to have a major problem on our hands from the completion of this, if nothing is done with spaghetti junction, so I guess I would like to go on record as supporting that man's position. I have about 5 concerns here, some of these are the final design type question, but I think that it might be a time to bring them up right now. Because we are anticipating as much truck traffic on this highway as you know I've seen in writing, I would hope that the design of the freeway itself minimizes the grade changes from Highway 52 all the way to the existing terminus point at County Road 18. The

reason for this is because trucks shifting and changing speeds contributes of what I feel is a tremendous amount to the noise along the freeway corridor and if we have a design that more or less flattens the entire grade out, if possible, we can minimize some of the noise impact. I do have a concern about noise wall design because I live right on 75th and it's identified along there that we probably will have noise wall miti gation. The only comment that I have on that - is I would hope that the citizens in the area since we have to live with it after it's built that we will have some input into the design, namely construction materials, heights of walls, that type of thing - so that the neighborhood gets some kind of feeling that we've been involved in the design process and I don't see that to be a major problem for Mn/DOT. I do have a question that maybe could get answered - on page 17 of the Assessment Document, footnote number 1 states that it requires this noise wall design requires residential and city approval. I would like to know exactly what kind of approval the residents and the city has to give on this?

Robert Vockrodt

Do you want that answer now?

Jim Loveland

You don't have to Bob,. If you want to respond in letter, whatever, it's a question I have because our concern is we would really like to know.

Robert Vockrodt

Is this an answer that requires a long answer or

Robert Winter

No, I think it is fairly easy. Generally, we request and ask for a resolution from the city council of the respective city before we construct noise abatement, so essentially it would be a resolution from the city council.

Jim Loveland

So the citizenry, where it says residents there, we really don't get involved at that point.

Robert Winter

Through the city council

Jim Loveland

The next concern I have and you know this may not be a concern because I have heard conversation to the contrary but the residential area that I live in right now is totally unlighted in the evening, we have only indirect lighting off our houses and I would hope that in order to maintain that integrity in the evening that lighting would be provided only at the interchanges and not along the total freeway corridor, I understand, I know we have to have lighting at the interchanges but I don't know that it's absolutely necessary along the whole corridor and I would like to go on record as supporting the lighting at the ramps only or the interchange area.

Jim Loveland

Another concern that I have - is the completion of local roads in conjunction with the completion of the freeway. Case in point is, 75th we're going to put a bridge across the freeway and it says on the map thereby others, that's a city responsibility to complete 75th Street East all the way to Robert Street that and it shows on the map that we have to right through the Belts Farm with that road and I would hope that the city would be encouraged by the State agencies and by it's own residents to get that completed in conjunction with the freeway so that we don't have bridges sitting with no traffic on that leads to vandalism, it leads to people coming up and using the roads for other than what they were intended and as an area of residents in there we really don't want to see that used for any other purpose than what it was built for - namely traffic. The last question or last concern involves industrial and commercial development along the corridor. A tremendous amount of the property along this corridor and I guess I should speak maybe 3 to 4 blocks either side of it is mostly residential and farmland in nature and I have a question, and I know Mr. Blin is here tonight representing the City Planning Dept. - I'd like to know just exactly how the city is going to more or less protect the residents from a tremendous amount commercial and industrial development that normally follows freeway development and case in point is obviously all the argument that's going on right now between South St. Paul and Inver Grove about what's the pressures that have been developing on the terminus point at 494 and Highway 3 and I think speaking from my own and I'm seeing some nodding of heads in the audience here, we don't want to see commercial and industrial development coming into our areas

just because Mn/DOT's going to complete a freeway out here and I would definitely like to see some city resolutions and some concrete leadership from the city to protect the integrity of the residential areas in this area or along the freeway corridor. Thank you for your time.

Robert Vockrodt

Thank you Mr. Loveland. You did say that you supported Mr. Schneider's position on the other end of 7th

Jim Loveland

Absolutely! You should drive it sometime Bob if you don't.

Robert Vockrodt

We can see that there was a question earlier about the finishing of 494. We are planning on opening that the 25th of this month 2 days before Thanksgiving. So the entire Twin City circumferential will then be valid.

Anyone else to give testimony tonight? Don't be intimidated we're here to listen to you.

Sir?

Darrell Pangborn

My name is Darrell Pangborn. I live at 2201 62nd Street East, that which is just west of the new freeway. When I say freeway, I am in favor of what the other two speakers said. I also think I would like a freeway better than an expressway. This would certainly cut down on the noise of shifting trucks and other vehicles and also congestion at the various intersections, if the traffic is going to become what has been proposed here, it would significantly reduce the noise pollution I'm convinced. Thank you

Robert Vockrodt

Thank you Mr. Pangborn

You have until December 1st to make a statement and send it to our District Engineer. These are the Comment Cards. We're here as late as you'd like to be

Yes sir

E. L. Lindberg

To my colleagues on the diet there I've talked with a number of you at times

Robert Vockrodt

Excuse me. Would you state your name please? and address

E. L. Lindberg

I'm going to do that. I want to talk as an old friend.

E. L. Lindberg, 8509 Courthouse Blvd., Inver Grove Heights and I've talked to Mr. Winter and his predecessors and Right of Way Agents and the predecessors starting in 1950 about this project. I attended a meeting in 1960, the one that you mentioned there in your schedule in which the construction was quite eminent, at least so we were told. I went to a public hearing on March 1st, 1984, prior to that I received a letter 1972 scheduling construction starting 1974 and the meeting in 1984 talked about it in 1987 construction start and the environmental impact hearing which was last year was scheduled to have construction starting in 88. My first question is when is construction slated to begin, as of your best information now.

Stanley Thompson

Right now we're anticipating letting a contract in fall of 88, construction wouldn't actually begin until the beginning of construction season in 89 and we expect the road to be open in 1990.

E. L. Lindberg

Thank you for your question-answer.

I guess I would also like to ask the Department if there has been any real strong input from the county as to the rumored changes as it may affect the southern part of our community, I guess that is prompted by my concern that the southern half, or their approximate amount, is going to be somewhat disconnected from this main artery leading north while I appreciate concerns of the folks of Hastings and Rochester getting into the city, I think that we also have concerns about getting in. As I look at the design, I see there's some problems that could occur as to that connection. It's my understanding, that the county is talking about an artery that will feed into this freeway design here somewhere in the future and I would like to know what information the county has given you, before I go to the county ask them what they have given you.

Robert Vockrodt

As I understand Mr. Lindberg there are yes discussions going on. Can we keep this a short answer?

Robert Winter

We have been meeting with the folks from the county through the course of the project development. I expect there is going to be additional meetings as we try to conclude our design.

E. L. Lindberg

Would there be any thought about this that these discussions as they continue could delay further construction so-called plan for 88.

Robert Winter

I suppose any complication to the design as we have it proposed, major complications could conceivably delay construction, it's a possibility - always a possibility.

E. L. Lindberg

I suppose you can see where I'm coming from, I've been hearing about this so long and if there's anyone that's going to be personally affected by this roadway, it's myself because I live right on the terminus of it and I'm trying to decide whether or not I should paint my house or not - maybe you could help me on that.

Robert Winter

Paint!

E. L. Lindberg

Thank you.

Just one more other comment and that is - I put this on a card. Since I live near the intersection of Cahill, College Trail, Barnes and 52 and 55, I see the gradual build up in constant accident rate that happens there. The traffic when I first moved there in 1952 was alot less than it is today, and the accidents were alot less frequent. There are accidents at that intersection almost daily and I would urge the department to analyze that traffic count because as I see this design, I mentioned this to some

of the staff earlier, as I see it we still have on grade connections between the traffic flow going north and those east and west and we do have alot of problems now and I encourage the department to review current accident reports, in my discussion with the Highway Department, yes the Minnesota Highway Patrol Department, they still need it for that information to get to you I would have to go to the city council on it, I thought that was a little bit redundant, but I would hope that the Department of Transportation can find and review those accident reports because there is alot of accidents at that intersection and the fatalities haven't been there yet but we would certainly like to prevent that and urge you to look into those changes that can be made to help that transition from traffic going north from the east-west phase. Thank you.

Robert Vockrodt

Thank you Mr. Lindberg

Any other citizens like to make a testimony? If not we can close this portion of the formal Public Hearing.

Question!

Jim Loveland

I do have one question Bob, in the planning of this, I know it goes back alot of years, but in the more recent planning. Robert Street is presently a highway, the only corridor, Mn/DOT owns the corridor is only a half mile down the road from where all of this is proposed and we now have a major interchange at Robert and 494 which leads right over to the

interchange at 3 and 494. Would there be any cost effectiveness in upgrading Highway 52, instead of building this whole thing, couldn't we upgrade Robert Street between 55 and 494 and then use the already constructed passage to the freeway going into the city.

Robert Winter

But it sounds like a more complicated question I can give you a quick answer. Maybe Robert has a better answer than Stan.

Stanley Thompson

I just like to refer you Jim to the Environmental Impact Statement, if you get a chance to look at that before you leave. Starting on page 11 they mention some of the alternatives that were considered - South Robert Trail was one of them considered. They mentioned alot of the topography there. The business residential, and so forth, but the conclusion of that section on Robert Street just says that "relocation and impact associated with extensive interchange revisions were the main reason for rejecting this alternative".

Jim Loveland

OK - it was looked at

Stanley Thompson

But you can check it out further in the EIS.

Robert Vockrodt

Thanks Jim.

Well we'll close this portion of the formal Hearing. Our people will remain around awhile. Our exhibits will remain up. If you have any questions we'll be glad to stick around and talk to you about it. Any questions about this project or similar projects in the area.

Thank you for coming tonight.

MnDOT reply to spoken comments received during the Public Hearing on November 13, 1986.

Jack Schneider's comments

Concerning the traffic congestion in the vicinity of TH 3, I-94 and 7th St., there is a project underway that will help this intersection. I-94 is proposed to be reconstructed in 1988. As part of this project the ramps from TH 3 to I-94 will be widened. In addition, a study is being done to determine the feasibility of connecting TH 3, and Shepard Road, to a direct highway link with I-35E. This connection would be part of the East Central Business District (ECBD) bypass project.

Jim Loveland's comments

See the reply to Schneider for comments on the traffic congestion at TH 3 and 7th St.

Even though the terrain for the high corridor is quite hilly, the proposed highway design still has minimal grade changes. None of the grades on the highway mainline is greater than 2%.

Lighting on the highway is proposed only for the interchange areas.

The City of Inver Grove Heights has asked Mn/DOT to enter into a Cooperative Agreement for the design and construction of 75th St. from Bester Ave. to Babcock Trail. The construction of the 75th St. bridge, and road, will be done at the same time as the construction of TH 3.

E. L. Lindberg

Mr. Lindberg's concern about the safety hazard for the new intersection at TH 3 and TH 52/55 could be alleviated by the use of a modified cloverleaf design. Dakota County has asked that the intersection be designed as a freeway with two loops and a direct connection to Barnes Ave. (CSAH 73). This design would allow nonstop turns at the intersection.

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

Telephone (612) 291-6359

November 26, 1986

Mr. William Meeker
Planning Supervisor
Inver Grove Heights
8150 Barbara Avenue
Inver Grove Heights, MN 55075

Dear Bill:

As we discussed, I am sending the Minnesota Trunk Highway 3 referral. The Metropolitan Council's Metropolitan Systems Committee approved the recommendations at their meeting November 25, 1986. The Council will take its action December 4, 1986.

I've spoken to Bob Winter (Mn/DOT District 9) and expect that you will hear from him also. The effect of this recommendation is to ask Inver Grove Heights and Mn/DOT to cooperate on two related matters. Inver Grove Heights should amend their comprehensive plan to designate 80th Street as a minor arterial. Inver Grove Heights (possibly jointly with Mn/DOT and Dakota County) should request the Transportation Advisory Board (TAB) to classify Dakota County Highway 18 and 80th Street as minor arterials.

These actions would satisfy the conditions for approval as stated in the referral report recommendation. If you have further questions please call 291-6337.

Sincerely,

Stephen R. Alderson

Stephen R. Alderson

SRA:jlm

cc: R. Winters
Mn/DOT Dist. 9
L. Figgins
Dakota County

MnDOT response to METROPOLITAN COUNCIL letter dated November 26, 1986

Dakota County will propose to the Metropolitan Council that County Road 18 & 80th St (Co. Highway 28) be reclassified as minor arterial streets.

DAKOTA COUNTY
HIGHWAY DEPARTMENT
DAKOTA COUNTY GOVERNMENT CENTER

COUNTY ENGINEER
TELEPHONE (612) 437-0368
1560 HWY 55 - HASTINGS, MINNESOTA 55033

November 3, 1986

Mr. Robert C. Winter, P.E.
Minnesota Department of Transportation
District 9 Transportation Office
3485 Hadley Avenue North
P.O. Box 9050
Oakdale, MN 55109

Re: Draft Environmental Impact Statement from S.P. 1928-22
Trunk Highway 3 (Trunk Highway 55 to I-494)
Inver Grove Heights

Dear Mr. Winter:

The Dakota County Highway Department has received and reviewed the above Draft Environmental Impact Statement. The T.H. 3 corridor will be an invaluable addition to the development of Northern Dakota County. We encourage early completion and support the freeway alternative. We would also like to take this opportunity to submit the following comments.

This fall Dakota County adopted a preliminary Highway Functional Classification System, which is currently open for comment from the cities. CSAH 73 (Babcock Trail) between CR 28 and T.H. 55 was classified as a local road (at this time we recommend no access to T.H. 55). CSAH 75 (College Trail) between Cahill Avenue and T.H. 55 was classified as a local road (at this time we recommend no access to T.H. 55). The County is suggesting the possibility of a new alignment of CSAH 75 to the southeast connecting to T.H. 56 (Concord Blvd.), classified as a collector.

CSAH 73 (Barnes Avenue) south of T.H. 55 was classified as a minor arterial. This highway will serve the south Inver Grove Heights area between T.H. 3 and T.H. 55 and will be essential to provide access to this large area. We request that CSAH 73 (Barnes Avenue) be given full access to T.H. 55 and to T.H. 3.

Thank you for allowing us to comment on this project.

Sincerely,

David M. Robley
Transportation Engineer

DMR/mjh

cc: Gary Erickson
Pete Sorenson
John Rutford, Metropolitan Council
Dave Sonnenberg, City of Inver Grove Heights

MnDOT response to DAKOTA COUNTY letter dated November 3, 1986

An alternate design for the TH 3 and TH 52/55 intersection has been developed which includes access for CSAH 73 to TH 52/55. This newest proposal is unique from the previous expressway T-intersection and the freeway directional interchange (see Figure 4).

Minnesota Pollution Control Agency

November 25, 1986

Robert C. Winter, P.E.
Minnesota Department of Transportation
District 9 Transportation Office
3485 Hadley Avenue North
P.O. Box 9050
Oakdale, Minnesota 55109

Dear Mr. Winter:

RE: Draft Environmental Impact Statement for Trunk Highway 3

The Minnesota Pollution Control Agency (MPCA) staff has reviewed the draft environmental impact statement (DEIS) for the Trunk Highway 3 (Lafayette Freeway) in Inver Grove Heights. The following comments are offered in the areas of noise, air quality, and water quality for incorporation, as appropriate, into the final EIS for the project.

Noise

With regard to traffic noise impacts, it is stated in the draft EIS that areas with projected noise standard violations will be studied to see if minor highway design changes (grade or cross section) would be practical and be of benefit to the public interest. In addition to design changes, future developments to be constructed adjacent to the new roadway should include sufficient setback distances for proposed residences to achieve compliance with the state noise standards. Other noise mitigation measures, such as the construction of noise barriers (earth berms, as is proposed in the draft EIS if excess earth exists in an area, or wood or concrete walls) or the planting of vegetation, should also be implemented as needed to comply with the standards.

A

Phone: 612/296-7301
1935 West County Road B2, Roseville, Minnesota 55113-2785
Regional Offices • Duluth/Brainerd/Detroit Lakes/Marshall/Rochester

B The final EIS should contain an evaluation of noise impacts at sensitive receptors within parkland to be located adjacent to the new roadway. Noise impacts with regard to Minnesota Rule Part 7010 should be discussed and mitigation measures proposed if violations of the state noise standards are predicted. In addition, the final EIS should contain a more detailed discussion about noise due to high altitude aircraft affecting receptors in the project area. In any case, these issues will have to be addressed for the indirect source permit for the project. Please contact David Kelso of the Division of Air Quality at 296-7372 about indirect source permitting requirements with regard to these noise impacts due to the project.

C Noise barriers should be provided for areas B and C, as is proposed in the draft EIS. It does not appear that noise mitigation measures can be provided for areas A, D, and E, since receptors in these three areas are located on ground much higher than the highway.

D On page 20, it is stated that existing ambient noise in the project area was found to be in a range typical for a rural suburban area (L 10 of 50-55 dBA). However, existing ambient noise levels are usually expressed as an L 90 not as an L 10. The background L 10 of 50 to 55 dBA is relatively high, even for an urban area. Moreover, on page 21, FHWA standards are mentioned. The FHWA issues guidelines not standards. This change should be reflected in the final EIS.

Air Quality

E If asbestos is present in the buildings to be demolished for the project, air quality control requirements apply as contained in Minnesota Rules Part 7005.1550-7005.1610, "Emission Standards for Asbestos." The Director of the Air Quality Division must be notified in writing of all planned demolition at least twenty days prior to commencement of the demolition. The rule outlines what is required to be included in the notification, including the location of the building, date of commencement of demolition, and methods to be used to prevent asbestos particulate matter from becoming airborne. The demolition cannot proceed until the notification has been approved by the Director. Please contact Anita Twaroski of the Division of Air Quality at 296-7513 for further information on removal/demolition procedures. Asbestos and asbestos-containing materials may be disposed of in any landfill facility, including demolition landfills, provided the materials are covered immediately.

F The final EIS should list the assumptions used as input for the air quality analysis. These assumptions weren't listed in the draft EIS and are needed for our staff to validate the air quality dispersion modeling results.

Water Quality

Lead pellets on the former St. Paul Rod and Gun Club property, located within the proposed freeway right-of-way, will be reclaimed prior to construction. Lead pellets will be removed from the wetland area on the project site where the highest concentration of pellets were deposited. It is our understanding that this wetland has been drained and
G that the contractor has skimmed the top four inches of soil off the property and is reclaiming 80 to 90 percent of the lead shot. The water from this process is being retained and used for a mitigation pond, primarily for wildlife. MPCA staff are requiring that the water in this mitigation pond be sampled for lead. Please contact Dan Helwig of the Program Development Section of the Division of Water Quality at 296-7250 if you have any questions regarding this requirement.

If you have any questions regarding these comments, please contact Marlene Voita of the Office of Planning and Review at 296-7275.

Sincerely,

for Barbara Gradley Sims
Thomas J. Kalitowski
Executive Director
Minnesota Pollution Control Agency

TJK/MV:kmw

cc: Mr. Gregg Downing, MEQB
Ms. Susanne Pelly, DAQ
Mr. David Kelso, DAQ
Mr. Daniel Helwig, DWQ, Program Development
Ms. Anita Twaroski, DAQ

MnDOT response to MnPCA letter dated November 25, 1986

Section A

Refer to the Noise Analysis for the Preferred Alternate

Section B

Further evaluation of the aircraft noise would not serve the purpose of this study. Refer to the Noise Analysis for the Preferred Alternate for discussion of other items in this section.

Section C

Refer to the Noise Analysis for the Preferred Alternate

Section D

Both the MnPCA standards and FHWA guidelines express ambient noise levels in L10 and L50. Refer to the Noise Analysis for the Preferred Alternate for discussion of other items in this section.

Section E

Should asbestos be encountered in any structures, the contractor will be required to comply with the appropriate state statutes for its removal.

Section F

The footnote on page 26 mentions that the Caline 3 model using Mobile 3 emission factors were employed to predict CO concentrations.

Section G

The lead pellet reclamation project will be completed by the spring of 1988. The former St. Paul Rod & Gun Club property will be converted to wetland mitigation ponding and to parkland. Soils and surface waters on the site will be tested to assure that lead levels do not pose a health threat. MnDOT will coordinate this issue with the MPCA.

STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

BOX , 500 LAFAYETTE ROAD • ST. PAUL, MINNESOTA • 55146

DNR INFORMATION
(612) 296-6157

November 26, 1986

Mr. Robert C. Winter
Minnesota Department of Transportation
District 9 Transportation Office
3485 Hadley Avenue North
P. O. Box 9050
Oakdale, MN 55109

RE: Draft EIS S.P. 1928-22, TH 3 (Lafayette Freeway), from TH 55 to I-494

Dear Mr. Winter:

The Department of Natural Resources has reviewed the above-referenced document and provides the following comments for your use in the preparation of the Final EIS.

The proposed Lafayette freeway extension bisects an area of rolling, wooded hills interspersed with wetlands which provide considerable wildlife habitat and scenic amenity values. We recognize that much of the right-of-way would now be developed for residential or other uses if it had not been acquired by Mn/DOT many years ago. However, the highway will directly impact many wetlands and much upland habitat, and if the acquisition of the right-of-way were being proposed now, it would be allowed only if measures were taken to avoid wetlands and to otherwise minimize and mitigate the impacts to natural resources.

Since the right-of-way is acquired it is impractical to consider other alternative routes at this time. Therefore, the resource impacts which result from the proposal must be minimized and mitigated to the greatest extent possible. We propose the following measures to reduce the adverse environmental effects of the project:

1. Shift the alignment where possible to eliminate or minimize the impact to wetlands, especially protected basins 242w, 245w, 246w and 268w.

2. Eliminate frontage roads, especially where this would reduce wetland impacts.

A

3. Retain in state ownership any right-of-way not needed for the highway, as open space and wildlife habitat.

4. Compensate for wetland losses within the project area rather than at remote locations. Mitigation areas should be permanently dedicated to public ownership.

A 5. Select the expressway alternative rather than the freeway alternative to reduce land requirements and resource impacts, especially at the Highway 55/52 intersection.

B Because of the uniqueness of the wetlands affected and the size of the project, standard HEP values should not be used to evaluate wetland impacts. A team of biologists representing DNR, the U.S. Fish and Wildlife Service, and Mn/DOT should be formed to evaluate wetland losses and to develop appropriate compensation measures to mitigate these losses.

C Section D of the DEIS (Water Resources, pp. 27-28) should indicate that all possible measures will be taken to eliminate or reduce sedimentation of wetlands from stormwater runoff resulting from the project.

D Section E (Wetlands, p. 31) indicates that wetlands in the project area would probably be impacted by residential development if the highway were not built. However, it is unlikely that the impacts from residential development would be as significant as those from highway construction, especially in the case of the protected wetlands.

E Section F (Wildlife, p. 39) seems to downplay the effects of the project on wildlife habitat, especially in the third paragraph on that page. It is true that habitat will be lost by other means than highway development. The point is that the highway will cause impacts. Also, to say that these impacts are "insignificant" relative to the total wildlife resources of the area is not true. Losses of natural resources always occur in small increments; each loss contributes significantly to the total. This is how the majority of the wetlands which once existed over much of Minnesota have been lost. The EIS should objectively identify and address the actual impacts that will occur, rather than make subjective statements that cannot be substantiated.

Thank you for the opportunity to review this proposal. If you have any questions regarding these comments, please call Ken Wald of my staff at 296-4790.

Sincerely,

Joseph M. Kurcinka, Supervisor
Environmental and Management Analysis Section

cc: Earl Huber
Kathleen Wallace
Kent Lokkesmoe

JK:KW:ln

kw15/MISC2

MnDOT response to the MINNESOTA DEPT. OF NATURAL RESOURCES letter dated November 26, 1986

Section A-1

Wetland basin 242W is located just south of the proposed TH 3 and Co. Rd. 18 interchange. The new highway as originally proposed would fill approximately two-thirds of this pond. To realign the road to the west would require the highway to travel through an adjacent area of residential homes and through McGroarty Lake. A shift to the east would put the highway in McGroarty Park, a city recreation area. While Mn/DOT does not feel that a realignment is feasible, it may be possible to lower the road grade in this area. A lower profile would require that less of the pond be filled.

Wetland basin 245W is known as Gun Club Lake. The original highway design would have put the shoulder slope just a few feet into the lake on the western shore. To minimize this impact further, the highway grade will be lowered slightly. This change in profile should be sufficient to keep the shoulder slope of the road out of the lake.

Wetland basin 246W is a 1.6 acre pond which lies on the site of the former St. Paul Rod & Gun Club. This pond will have to be drained in order to remove the lead shotgun pellets that have accumulated from the many years of skeet shooting. A similar size pond will be constructed to compensate for the loss of this wetland. The lead pellet removal contractor will dike an area along the drainage path of the former pond. This new wetland will be located away from the new highway and will not contain the lead pellet contamination of the former pond.

Wetland basin 268W is a 2-acre pond which would be bisected by the northbound ramp of the TH 3 and TH 52/55 intersection. Moving the ramp alignment would have several consequences. Inver Hills Community College borders this wetland area on the east side. To move the alignment east would not only impact the college but also several homes near the college would have to be displaced. It would not be feasible to curve the ramp to the west around the wetland. The resulting alignment would not be able to meet speed or safety standards for the FHWA or Mn/DOT. The possibility of bridging over the pond was also evaluated. In addition to the considerable expense of a bridge, the structure would also significantly lower the quality of the wetland habitat.

Mn/DOT is proposing to mitigate the damage to this pond by constructing a replacement wetland of comparable habitat value. The new ponds would be located in low lying areas on the north and south side of 65th St. east of TH 3.

Section A-2

There are two areas where frontage roads are proposed. The first is a short road that runs parallel to 70th St. east of TH 3. This street will connect Bester Ave. to Blaine Ave. The new connection is compensation for the closure of the Bester Ave. access to 70th St. Bester Ave. is a well-developed residential street. The construction of this road should not have any additional wetland impact.

There are several residences along TH 52/55, between the TH 3 intersection and the Concord Blvd. intersection, that will have their present road access closed. In order to provide new access, some length of frontage road will have to be constructed. The exact location of these roads are not known at this time. However, Mn/DOT will attempt to limit the length of any new frontage roads as well as minimize any direct impact on wetland areas.

Section A-3

Mn/DOT will be constructing several new wetland basins as mitigation sites to be retained by the state. Other properties will not be reconveyed before Mn/DOT Environmental Services decides on the suitability of the land for use as a nature habitat.

Section A-4

Mn/DOT is in the early coordination and development stages to design on site mitigation for wetland losses. While it appears at this time that all wetland impacts can be mitigated within the project cooridor, Mn/DOT will apply to the Wetland Habitat Mitigation Banking system to handle any remaining discrepancies.

Section A-5

While the freeway alternate does impact more wildlife habitat than the expressway alternate, the additional impact can be mitigated by creation of new, on site, habitat areas.

Section B

Mn/DOT will coordinate the entire wetland mitigation issue with representatives from DNR and the U.S. Fish and Wildlife Service.

Section C

Methods for reducing sedimentation of wetlands from stormwater runoff are outlined in the wetlands and Soils and Erosion sections of the DEIS and FEIS.

Section D

Selection of a No-Build alternative on the TH 3 project will not result in a "no impact" situation. The DEIS correctly states that the selection of a No-Build alternative "...would have some degree of wetland impact." We agree that impacts from residential development would probably not be as great in protected wetland basins as those impacts associated with highway construction.

Section E

We agree that this highway project will cause wildlife impacts as specified on page 38 of the DEIS. The DEIS concluded that the intensity of these impacts were not significant when taken within the context of wildlife habitat within Inver Grove Heights and northern Dakota County (i.e. the project area).

DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
1135 U.S. POST OFFICE & CUSTOM HOUSE
ST. PAUL, MINNESOTA 55101-1479

October 22, 1986

REPLY TO ATTENTION OF
Construction-Operations
Regulatory Functions (87-SF14-23)

Mr. Robert C. Winter, P.E.
Minnesota Department of Transportation
District 9 Transportation Office
3485 Hadley Avenue North
P.O. Box 9050
Oakdale, Minnesota 55109

Dear Mr. Winter:

Thank you for the opportunity to review the Draft Environmental Impact Statement (DEIS) on the proposed Trunk Highway (TH) 3 extension between Interstate 494 and TH 55. Our comments on the DEIS relate to the Corps of Engineers regulatory program.

A On page 10 the statement is made that the project is currently covered by a Section 404 nationwide permit. This is incorrect. Because more than 10 acres of wetland would be lost under both the freeway and the expressway alternatives, an individual Department of the Army permit is required for discharges of dredged and fill material into wetlands. This requirement reflects changes in our permit regulations that were made in October 1984.

B In the second paragraph on page 31, there is a discussion of the possible impacts on the wetlands should the No-Build alternative be chosen. These impacts could result from current development pressures in the project area. Because many of the wetlands are relatively small, isolated basins, it is possible that future proposals to fill some of them on an individual basis would be authorized by an existing Department of the Army nationwide permit. However, should an individual permit be required for any given proposal to fill a wetland to convert it to residential or other upland-type use, it has been our experience that such a project is much less likely to be found in the public interest than a public highway project. Thus, it should not be assumed that the No-Build alternative would ultimately result in a wetland loss of the same magnitude as that resulting from either of the two highway alternatives.

If you have questions, or if you need additional permit application materials, please write or call Mr. Henrik Strandskov of this office at (612) 725-7775.

Sincerely,

Ben A. Wopat
Chief, Regulatory Functions Branch
Construction-Operations Division

MnDOT response to DEPT. OF THE ARMY letter dated Oct. 22, 1986

Section A

Mn/DOT will apply for an individual Section 404 Permit.

Section B

It is noted on page 31 of the DEIS that residential development associated with the No-Build alternative "would have some degree of the wetland impact." Mn/DOT inferred by this statement that residential development assumed under the No-Build alternative would have indeterminate but lesser wetland impacts than the build alternatives. We believe that an analysis of a No-Build alternative would be incomplete without identifying the impacts most likely to result because of the metropolitan location of this project.

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:

November 13, 1986

Robert C. Winter, P.E.
Minnesota Department of Transportation
District 9 Transportation Office
3485 Hadley Avenue North
P.O. Box 9050
Oakdale, Minnesota 55109

Dear Mr. Winter:

This is in response to your request for our comments on the State DEIS and Federal EA for TH-3 in Inver Grove Heights, Dakota County, Minnesota.

We concur with recommendations by the Minnesota Department of Natural Resources for measures to minimize the environmentally adverse modifications of the project:

1 • alignment of curves to avoid or at least reduce the proposed elimination of 12.86 acres of wetland and particularly impacts on state-protected wetlands 268W, 245W, 246W, and 242W

2 • exclusion of frontage roads

A 3 • retention by MNDOT of excess right-of-way

4 • designation of TH-3 in the project site as a freeway with full control of access and through interchanges, and

5 • compensation of wetland loss in the project area.

B We recommend a team of biologists representing MNDOT, MNDNR, and FWS be formed to evaluate the anticipated wetland loss and to determine appropriate compensation measures necessary to replace unavoidable losses.

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,

Robert F. Welford
Field Office Supervisor

cc: Dave Johnson MN Dept. of Natural Resources, St. Paul
Ken Wald, MN Dept. of Natural Resources, St. Paul
Ken Lokkosmore, MN Dept. of Natural Resources, St. Paul
MN Pollution Control Agency, St. Paul
Jerry Smith, U.S. Army Corps of Engineers, St. Paul
Wayne Gorski, U.S. EPA, Chicago
Frank Pafko, MN Dept. of Transportation, St. Paul
Stan Thompson, MN Dept. of Transportation, St. Paul

MnDOT response to U.S. DEPT. OF THE INTERIOR letter dated November 13, 1987

Section A

Refer to MnDOT response to MnDNR letter on pg 100.

Section B

Mn/DOT is in the early coordination and development stages to design on site mitigation for wetland losses. While it appears at this time that all wetland impacts can be mitigated within the project corridor, Mn/DOT will utilize the Wetland Habitat Mitigation Banking system to handle any remaining discrepancies.

Mn/DOT will coordinate the entire wetland mitigation issue with representatives from DNR and the U.S. Fish and Wildlife Service.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
230 SOUTH DEARBORN ST.
CHICAGO, ILLINOIS 60604

REPLY TO THE ATTENTION OF
SME-14

22 MAY 1987

Robert C. Winter, P.E.
Minnesota Department of Transportation
District 9 Transportation Office
Post Office Box 9050
Oakdale, Minnesota 55109

Dear Mr. Winter:

We have reviewed the State Draft Environmental Impact Statement (DEIS) for the Trunk Highway (TH) 3, Lafayette Freeway, project. The project is located in the City of Inver Grove Heights, Dakota County, Minnesota. The proposed activity is construction of 3.5 miles of new four lane freeway between the existing TH-3/I-494 interchange and TH-55.

The DEIS noted wetland impacts. Proposed mitigation includes wetland enhancement and creation. The coordination that will occur to plan development along the new highway must consider protection of wetland recharge zones along the nearby bluffs. These areas should be protected by conservation zoning or, at a minimum, limits on impervious surfaces.

The DEIS also discussed significant noise impacts. To mitigate these impacts, noise barriers have been proposed.

We have no objections to this project provided that the proposed mitigation is implemented. The use of appropriately timed measures for the control of dust, noise, erosion during construction and expedited revegetation should be sufficient to alleviate the short-term impacts that are likely to occur due to construction.

Thank you for the opportunity to review the DEIS for the Lafayette Freeway project. If you have any questions regarding these comments, please contact Tom Nowicki, at 312-886-4244.

Sincerely yours,

William D. Franz

William D. Franz, Chief
Environmental Review Branch
Planning and Management Division

MnDOT response to U.S. ENVIRONMENTAL PROTECTION AGENCY letter dated November 22, 1986

This concern for underground water recharge zones is addressed in the Groundwater section of the Water Resources impact in this FEIS. The city is aware of the need to maintain groundwater quality and quantity and is zoning city development accordingly.

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

Inver Grove Heights

November 26, 1986

Mr. Stanley Thompson, P.E.
Minnesota Department of Transportation
3485 Hadley Avenue North
P.O. Box 9050
North St. Paul, Minnesota 55109

Dear Mr. Thompson:

The City of Inver Grove Hegihts has received and reviewed the Draft Environmental Impact Statement for Trunk Highway 3 (Lafayette Freeway).

The City strongly supports the extension of Trunk Highway 3 to Trunk Highway 55, and the selection of the freeway design, as has been stated previously. The project will significantly improve the City's accessibility and reduce traffic volumes on existing City streets. The highway has also long been incorporated into the City's plans.

Inver Grove Heights is also supportive of the County's request for full access from CSAH 73 (Barnes Avenue) to Trunk Highway 55 and Trunk Highway 3. The current design provides a very limited, circuitous and possibly hazardous access to the south part of Inver Grove Heights. A modified design would improve access to this part of Inver Grove Heights. It is our belief that such a modification would not necessitate a delay in the project. We would appreciate the opportunity to discuss the full access with you further, possibly at an upcoming Council meeting.

Thank you for providing Inver Grove Heights an opportunity to review and comment on the Lafayette Freeway extension.

Very truly yours,
CITY OF INVER GROVE HEIGHTS
Thomas J. Link
Thomas J. Link
Director of Development and Protective Services

peh

IGH/DC **Inver Grove Heights Development Corp.**

217 Livestock Exchange Building, So. St. Paul, MN. 55075
(612) 451-2266

November 24, 1986

Mr. Stanley Thompson, P.E.
Minnesota Department of Transportation
3485 Hadley Avenue
P.O. Box 9050
North St. Paul, MN 55109

The completion of State Highway 3, Lafayette Freeway, between County Road 18 and State Highway 55 is of ultimate importance and value to the Inver Grove Heights area. We want to see it completed just as soon as possible as a freeway design, as opposed to an expressway.

The completion of the freeway will appropriately address the traffic congestion now being felt by Concord Street and even Babcock Road. It will correspond closely to the new development we see occurring in Inver Grove Heights with the opening of the 494 freeway link between Dodd Road and Robert Street.

The completion of the freeway will also coordinate well with what we think will be major expansion in the next few years in this somewhat "untapped" community of Inver Grove Heights.

Please be assured you have the Inver Grove Heights Development Corporation's support for a full-fledged freeway through this community just as soon as it is practically possible.

Jerry Hahn
President

cc: William Saed
Robert Schaefer

(612) 451-2266

South St. Paul
Inver Grove Heights
Chamber of Commerce

217 Livestock Exchange Building, So. St. Paul, MN. 55075

November 20, 1986

Stanley Thompson
Minnesota Department of Transportation
3485 Hadley Avenue North
P. O. Box 9050
North St. Paul, Minnesota 55109

Dear Mr. Thompson:

On behalf of the South St. Paul-Inver Grove Heights Chamber of Commerce, we would like to speak to the issues presented at the recent public hearing in Inver Grove Heights on TH 3 construction, from TH 55 to I-494.

As an organization, we have stated many times before that we strongly encourage the development of TH 3 as soon as possible, with construction of a full freeway project. The expressway option would not be appropriate in our organization's eyes, and we believe the statisical data has proven the need for a full freeway design.

We also do not agree with any arguments that suggest that this construction should be delayed in any way, shape, or form. The community has waited too long for the development of the Lafayette Freeway, and there are no sound arguments whatsoever that justify the delay of the project. As an example, we cannot understand the logic of delaying this project until downtown interchanges are reconstructed. We understand that some interested parties have made this assertion. We believe that such an argument is irrationale.

In summary, we support the development of the Lafayette Freeway as an extension of the full freeway design, characterized by its more northerly sections, and we encourage its development in the very near future.

If you have any questions, please contact me at your convenience.

Sincerely,

Larry S. Dowell
Executive Director

LSD:cs

2125 UPPER 55th STREET E., SUITE 250, INVER GROVE HEIGHTS, MN 55075

Kassan V PROPERTIES CORPORATION

612-455-0047

November 18, 1986

Mr. Stanley Thompson, P.E.
Minnesota Dept. of Transportation
3485 Hadley Ave. No.
Box 9050
North St. Paul, MN 55109

Dear Mr. Thompson:

We've been a resident of Inver Grove Heights for thirteen years, and as a small business owner are strongly in favor of the earliest possible completion of Hwy. 3 through our City. We also strongly feel a "freeway" is the only acceptable design alternative.

The safety and mobility of our residences, along with the lost jobs and tax base are the main factors for expediting the completion of Hwy. 3 through Inver Grove Heights.

Thank you for the opportunity to go on record, and for your consideration to expedite the long overdue extension of Hwy. 3.

Sincerely,

George Kassan

Carole Kassan

GK:cjk

Mr. Stanley Thompson, Project Manager
S.P. 1928-22 TH3 INVER GROVE HEIGHTS
Minnesota Department of Transportation
District 9
3485 Hadley Avenue North, Box 9050
North St. Paul, Minnesota 55109

Dear Mr. Thompson:

Concerns and comments on the construction of Trunk Highway 3 in Inver Grove Heights are offered by the residents whose signatures appear below. This letter is based on information included in the Draft Environmental Impact Statement (DEIS), dated 4/3/86.

1. We prefer the Freeway alternate. An Expressway will not provide any improvement over the existing traffic patterns and could cause increased hazards as motorists would probably be encouraged to travel at higher speeds than they do at the present time.
2. Noise levels at locations "A", "D" and "E" of Figure 6 of the DEIS are unacceptable. We are very disturbed that waivers to State standards are even being considered. We believe that walls can be constructed so as the noise hits the walls it will bounce upward, and with sufficient landscaping that will absorb the noise, potential problems can be alleviated. We also expect that all existing stands of trees outside the roadway will be retained. The final EIS must find a method to mitigate the noise levels in order to provide protection to the residences in the affected areas.
3. We share the concern of all motorists who must use Highway 3 to its terminus at East 7th Street in St. Paul. It is critical that this intersection be improved to alleviate existing safety hazards prior to increasing the traffic on Highway 3.
4. Proposed bridge at 65th Street:
   a. Plans for this bridge must be eliminated. The residents of and near 65th Street vehemently oppose this addition.
   b. The bridge is unnecessary and a wasteful public expense; it will be of no benefit to the neighborhood and its residents. It will just convert a quiet residential area into a noisy thoroughfare.
   c. The planned bridge will encourage through traffic which will destroy the elements of our residential neighborhood.
   d. County Roads 18 and 26 are both within one-half mile and on either side of the proposed 65th Street bridge. These roads are more than adequate for East=West traffic between Babcock and Cahill.

e. The existing 65th Street has an extremely severe grade at Babcock Trail. Upgrading this street to handle high volumes of traffic will necessitate a change in that grade which in turn will impact access to four properties - and will totally eliminate access to at least one home.

f. The DEIS addresses the impact of the highway on the environment for wildlife, vegetation, soils and the wetlands. It does not address the impact on the environment of the 65th Street neighborhood if the proposed bridge is constructed. Besides destroying the elements of our neighborhood we will be faced with prohibitive costs to build a road that will be of no benefit - in fact, will be a detriment to our neighborhood.
Page 12 of the DEIS, last paragraph on Babcock Trail states: "Development of this route . . . is incompatible with existing residential land use and zoning."

We trust the MnDot will not be a party to creating unsafe roads. The proposed 65th Street Bridge will create a potentially hazardous, winding, circuitous route - an arterial - inconsistent with safety guidelines for straightline travel.

We hope you will contact us for additional explanation in order to respond to our concerns.

Sincerely,

NAME	ADDRESS	TELEPHONE
Ralph D. Tiedman	1945 E 65th St.	457-0016
Marilyn U. Tiedman	" " "	" "
Murlow Davidson	6545 Babcock Tr.	457-1345
Shirlee Davidson	6545 Babcock Tr.	457-1345
Joan Sandkamp	6515 Babcock Tr.	457-1876
Virgil A Sandkamp MD	" " "	" "
Marie Meyer	" " "	" "
Karen D. Larsen	1967-65th St E	455-8565
Don H Larsen	1967 65th ST E	455-8565

Attachment to letter to Stanley Thompson,
Project Manager S.P. 1928-22
TH3 INVER GROVE HEIGHTS

I have read and support the statements outlines in the referenced letter.

NAME	ADDRESS	TELEPHONE
Mark Tiedman	1945 E 65th St	457-0016
Cynthia L. Tiedman	1945 E. 65th St.	457-0016
Shirley E. Kopp	2050 - E. 65th St.	457-1736
Ronald S. Teare	6444 BABCOCK TRAIL	457-4227
Josephine B. Teare	6444 Babcock Trail	457-4227
Brad Burk	6460 Babcock Tr.	450-4780
Josie Burk	6460 Babcock Trail	450-4780
Sharon Gullickson	6538 Babcock Trail	451-0627
Edward [illegible]	6604 Barbara Ave.	457-1608
Steven J. Boughton	6604 Barbara Ave	457-1608
Gerald R. Gross	6605 Barbara Ave	457-6782
Louise Gross	"	"
James A. Gullickson	6538 Babcock Tr.	457-0627
Paul A. [illegible]	2186 E. 65th St.	457-1526
Darrell [illegible]	2201 62 ST. E.	457-8867
William Peter Miklya	2190 - 62nd ST. EAST	457-6214
Mardell L. Miklya	2190-62nd St. East.	457-6214
Edward J. Maslocki	2140 - 62ND ST. E.	457-3858
Sharon K. Maslocki	" "	" "
R.A. Welch	2109 - 62nd St. E.	457-4724
Mary Jean Welch	2109 - 62nd St E	457-4724

NAME	ADDRESS	TELEPHONE
Dorne D. Davis	2106 62ND ST EAST	457-3940
Irene Davis	2106-62nd St East	457-3940
Roberta Hansch	2085 62nd St. East	
Larry Hansch	2085 62ND ST. EAST	457-1282
		457 1282
Karen J. Robertson	2063 62ND St. EAST	
[illegible]	2181 62nd St E.	457-2731
		457 0562
Leonard J. Geromine	2160 62ND St E.	455-4859
Sandra L. Geromin	2160 62nd St E	4554859
Harry E. Bock	2133 62d St E	457-1329
Tryra Bock	2133 62nd St. E	457 1329
Phyllis H. Cory	2132 E. 62nd St.	457-5578
James V. Mellicott	2088 62nd St E	457-6934
Beverly A Mellicott	2088-62nd St E	457-6934
Lee W. Schultz	2019-62nd St. E.	457-3249
Donna Schultz	2019-62nd St. E	457-3249
John H. Dufour	6620 BABCOCK TRAIL	457-3723
Marina E. Horuska	2186 E. 65th St	457-1526
Sandra Wolfe	2116 65 St E	457-2733
Al Wolfe	2116 65 St E	457-2733
Arnold Erickson	6422 Babcock Tr	457-1683
Mrs Arnold Erickson	" "	457-1683

MnDOT reply to letter signed by 50 CITIZENS WHO RESIDE NEAR 65TH ST.

Item 1

No comment.

Item 2

Refer to NOISE ANALYSIS FOR THE PREFERRED ALTERNATE

Item 3

Refer to the reply to Jack Schneider's comment in the Transcript of the Public Hearing.

Item 4

The city of Inver Grove Heights has asked Mn/DOT to include the construction of 65th & 75th Streets in the TH 3 construction contract. These two residential road projects are part of Inver Grove Height's street improvement plan. The city feels that there can be a cost savings if the local street improvements are part of the larger TH 3 contract. Also, constructing both state and city roads at the same time will be less disruptive to the community. The city understands that it will pay for the work on the city streets as part of a Cooperative Agreement with Mn/DOT. Although these residential streets will be included in the TH 3 construction contract, they are a separate city project and not subject to review in the TH 3 Environmental Impact Statement. However, the city will evaluate the street projects in an Environmental Assessment Worksheet.

All residences should be able to retain access to an upgraded 65th St.

2159 E. 62nd Street
Inver Grove Heights,
MN 55075

November 30, 1986

Mr. Stan Thompson, Project Manager
MN Department of Transportation
District 9
3485 Hadley Avenue No., Box 9050
No. St. Paul, MN 55109

Subject: SP 1928-22
TH 3 Through Inver Grove Heights

Dear Mr. Thompson:

Before this project is started we feel a major change should be considered at the end of the Lafayette Freeway where it intersects with Seventh Street in St. Paul. I travel to work that way every day and often have to wait at the exit on Plato Avenue before proceeding over the Lafayette Bridge. With completion of Highway 3 through Inver Grove Heights this will bring more traffic on the already slow Lafayette Bridge. Please give this some consideration.

Also, we do not feel it would be necessary to have a bridge over the contemplated Highway 3 on 65th St.: 1987 right of way acquisition on 65th Street from Babcock to Blaine Avenue (MSA 104).

Very truly yours,

Kenneth L. Wicklund

Barbara W. Wicklund

MnDOT response to KENNETH & BARBARA WICKLUND's letter

Refer to the reply to Jack Schneider's comments in the Transcript of Public Hearing.

December 3, 1986

Stan Thompson, P. E.
Project Manager
Minnesota Dept of Transportation
District 9
3485 Hadley Ave. N.
Box 9050
North St. Paul, Minn. 55109

Re: S. P. 1028-22 TH3 IGH

Dear Mr. Thompson,

Thank you for forwarding me a copy of the EIS for the subject project. I would like to make the following observations and comments.

I have supported the overall concept of this project since it first came to my attention over 20 years ago. However my enthusiasm has waned due to the cobwebs engulfing the progress and the procedures emanating from the "determinors". While there are many people that have been affected by this project and undoubtedly many more that will be, there are few that will have the major impact on environment, lifestyle, and economics that my family and I will have.

There are others in the immediate neighborhood that will also have their lives changed and while I do not represent them I would like you and your staff to address the concerns that do arise , to wit;

1. The rerouting of Barnes Ave/Courthouse Blvd Court is mentioned briefly with no discussion as to the solutions to the visual, noise, and traffic problems that will be generated by this change. There seems to be a vagueness about what is to occur and whatever results will be solved by "eligibility for relocation expenses", which "should not be a problem".(page 50) More study and print is devoted to the solution of wildlife relocation than to human. If I understand the present proposal, all of the traffic coming from the south will turn left and be rerouted west on the service road(Courthouse Blvd Court) directly in front of my home and the homes of others to the west. I wouldn't like that a lot! I submit that at least 8 homes would suffer adverse effects from this change.

2. The present intersection of Barnes/Cahill with 52/55 would be relocated westerly as I understand it. The high incident of accidents now occurring at this intersection would not be reduced but merely moved a few hundred yards and this does not seem appropriate in light of the anticipated increase in traffic flow. The present design fails to remedy this situation.

3. Currently the traffic on 52/55 generates air pollution mainly from the exhaust products. While there may be progress in the developement of emission curbing devices and that the "standards" will not be violated I can only say that this report is based on "a preliminary analysis" which does not truly reflect the report from ones nose! Currently this road "stinks" and will more so in the future.

4. While I can generally agree with the report on the matter of "views from the road", I find that unless one is an engineer "views of the road" are not beautiful. The report gives a vague and weak response to mitigation of this adverse effect. From my personal perspective I will not be overjoyed to view vehicles coming off the ramps, stopping and starting , colliding, and whatever at an increasing rate. The 6 sentences that address this problem are woefully inadequate!

5. Lighting of the intersections may or may not be required, and certainly headlight glare will be present, but I take issue with the report conclusion that "neither of these types of lighting is expected to adversely affect adjacent property".

I have lived with the specter or blessing of this project for many years as stated. At this point in time I still know very little more about the actual design and results than I have previously. I understand a recent injection of thinking by Dakota County could change the design of the interchange at 52/55 and that this could delay the completion. I share the concern that as currently designed the area south of 52/55 will be further isolated from the northern balance of the community.

Finally and in summary, I would encourage you to finalize a design that would address the above concerns, do it expeditiously and get on with this career project. I believe that as a resident of this state, county, and community I am entitled to more than what has been offered and in fact demand it! The uncertainty and limboistic attitude that has proliferated is not acceptable. Put yourself in the other man's shoes and think about it.

Sincerely,

E. Leland Lindberg
8509 Courthouse Blvd.
Inver Grove Hts., Minn. 55075

MnDOT response to Mr. E. Leland Lindberg's letter dated December 3, 1986

Item 1

The partial cloverleaf intersection at TH 3 & TH 52/55 will have a direct connection with Barnes Ave. (see Fig. 4). This intersection design was developed at the request of Dakota County. Initially this TH 3/Barnes Ave. (CSAH 73) connection will mainly improve access for the local residents along Barnes Ave. Eventually, the county may want to upgrade 110th St. & some of the county roads which service Eagan & other adjacent communities. At that time, Dakota County may need to evaluate the impacts of those improvements. The need for evaluation will be based upon the amount of improvements & the county's overall objectives for their road system.

Item 2

Refer to the reply to E. L. Lindberg's comments in the transcript of the Public Hearing.

Item 3

No comment

Item 4

The partial cloverleaf intersection and freeway design will eliminate controlled intersections from this new roadway and immensely reduce stop and go traffic.

Item 5

The overhead lighting will be directed downward onto the road surface. Landscaping and glare screens should be able to soften & disperse the glow from the overhead lamps as well as the headlight beams. The light from these sources cannot be completely eliminated but the mitigative measures should be able to shield the surrounding environs from the direct light. Indirect glow from these sources may still be detectable however.

COMMENT CARD

NAME Mr & Mrs Don Larson
ADDRESS 1967-65th St East
Inver Grove Heights Mn 55075
PHONE 455-8565

CHECK ONE
- ☐ ELECTED OFFICAL
- ☐ PUBLIC AGENCY REP
- ☐ GROUP REP.
- ☒ PRIVATE CITIZEN

POSITION, AGENCY OR GROUP For the freeway

COMMENT We are for the freeway rather than the expressway. We are against the proposed bridge on 65th St East. It is an unnecessary and unneeded expense to the people who live on both sides of the bridge. We do not need a paved road with curbs gutters and sewers, nor do we need the water. Our wells are the cleanest and best tasting water in the area. The taxes and assessments that would be placed against our property would be horrendous.

We do not need or want the expense of the paved road or the inconvenience of a three story. We have a nice quiet neighborhood, with no speedway and drag strip. We can see no benefit from the proposed bridge on 65th with the street improvements that would follow. Please listen to the people on 66th street, rather than developers. We do not want the bridge, only the freeway. Thank you.

Mr & Mrs. Don Larson

MnDOT response to MR. & MRS. DON LARSON's comment card

Refer to the MnDOT response to letter signed by 50 citizens who reside near 65th St.

COMMENT CARD

NAME Mr. & Mrs. RALPH D. TIEDMAN

ADDRESS 1945 E. 65th STREET
INVER GROVE HEIGHTS, MN. 5507

PHONE 457-0016

CHECK ONE
- ☐ ELECTED OFFICAL
- ☐ PUBLIC AGENCY REP
- ☐ GROUP REP.
- ☒ PRIVATE CITIZEN

POSITION, AGENCY OR GROUP homeowner

COMMENT Regarding the Highway 3 (Lafayette Freeway) extension, we feel that a freeway system would be a better choice than an expressway that has also been mentioned for several reasons: 1) would be more in keeping with existing style of road, not efficient to go from freeway back to slower expressway.; 2) potential for accidents much higher, traffic slower, and noise greater with intersections & traffic signals; 3)if built, we would prefer that a bridge or overpass at 65th Street not be included as this would necessitate the extension of 66th Street which would be an unnecessary expense to existing residential property owners, costs would be prohibitive to most property owners and no benefit would be received or desired. Even though our City Council has requested this overpass, we do not feel they are speaking for us in this matter. It is costly and unnecessary.

MnDOT response to MR. & MRS. RALPH D. TIEDMAN's comment card

Refer to the MnDOT response to letter signed by 50 citizens who reside near 65th St.

COMMENT CARD

NAME Marilyn Stricker
ADDRESS 2181 62nd St. E.
I.G.H.
PHONE 457-0562

CHECK ONE
- ☐ ELECTED OFFICAL
- ☐ PUBLIC AGENCY REP
- ☐ GROUP REP.
- ☑ PRIVATE CITIZEN

POSITION, AGENCY OR GROUP

COMMENT I would like to express my support of all citizen comments made at the public hearing meeting on Thurs. Nov 13. I would also like to stress that a freeway would be the best long term alternative. Most of us who have lived around and used Hwy 110 for years + years will agree to that. The lights of an expressway would deter from major reasons for completing the project. (i.e. providing route from southern communities) I also am in favor of as much park land and the environmentally protected areas in the McGroarty area. Pls. send me a copy of Environmental Impact State... (over)

I also have a concern about the noise level in our area being at a higher dcb than standard. You indicate this is not technically feasible or reasonable. What is reasonable? This area is also designated as park area, I would hope this area in particular could be kept quieter.

MnDOT response to MARILYN STRICKER's comment card

Refer to the NOISE ANALYSIS FOR THE PREFERRED ALTERNATE.

COMMENT CARD

NAME D. PANGBORN
ADDRESS 2201 62 ST E
IGH 55075
PHONE 457-8867

CHECK ONE
- ☐ ELECTED OFFICAL
- ☐ PUBLIC AGENCY REP
- ☐ GROUP REP.
- ☐ PRIVATE CITIZEN

POSITION, AGENCY OR GROUP _____

COMMENT Environmental Impact Statement
I would like a copy of this booklet. I am concerned about noise levels since I live in an area designated as having an unresolvable problem. Area E at the dead end of 62nd St E at the County park is the one in question. I am in favor of a freeway - not expressway - but I do think something should be possible to relieve noise pollution.

COMMENT CARD

NAME Reid Stricker
ADDRESS 2181 62nd St E
IGH Mn 55075
PHONE 457 0562

CHECK ONE
- ☐ ELECTED OFFICAL
- ☐ PUBLIC AGENCY REP
- ☐ GROUP REP.
- ☒ PRIVATE CITIZEN

POSITION, AGENCY OR GROUP _____

COMMENT I support the Freeway Alternate
I also support the idea that this stretch of Hwy should not be reconstructed until the end point to the north (I 94 and 7th St) is modified to enable it to adequately handle the "extra" traffic. The Lafayette bridge is stop and go in the northbound direction during peak periods already. Any extra traffic will cause greater time delays and accident probabilities
Thank you.

MnDOT response to D. PANGBORN's comment card

Refer to the NOISE ANALYSIS FOR THE PREFERRED ALTERNATE.

MnDOT response to REID STRICKER's comment card

Refer to reply to Jack Schneider's comments in the transcript of Public Hearing.

COMMENT CARD

NAME Bob KRAMMER
ADDRESS 6850 BARNES
I6H MN 55075
PHONE 451-6378

CHECK ONE
- ☐ ELECTED OFFICAL
- ☐ PUBLIC AGENCY REP
- ☐ GROUP REP.
- ☐ PRIVATE CITIZEN

OSITION, AGENCY OR GROUP

COMMENT Would you please send a copy of environmental assessment and environmental impact statement

Thank you

COMMENT CARD

NAME E.L. LINDBERG
ADDRESS 6509 CAHILL BLVD
I6H
PHONE 457-4578

CHECK ONE
- ☐ ELECTED OFFICAL
- ☐ PUBLIC AGENCY REP
- ☐ GROUP REP.
- ☑ PRIVATE CITIZEN

POSITION, AGENCY OR GROUP

COMMENT The constant vehicular accidents occurring at the intersection of Cahill (College Dr.) (Barnes) & 52/35 are still a potential unless the grade interchange are revised. Please review your historical accident reports & take into account seriously!

MnDOT response to E. L. LINDBERG's comment card

Refer to reply to E. Leland Lindberg's comment in the transcript of the Public Hearing.

COMMENT CARD

NAME Mardell Miklya
ADDRESS 2190-62 St. E.
Inver Grove Hts, MN 55075
PHONE 457-6214

CHECK ONE
- ☐ ELECTED OFFICAL
- ☐ PUBLIC AGENCY REP
- ☐ GROUP REP.
- ☐ PRIVATE CITIZEN

POSITION, AGENCY OR GROUP Private Resident

COMMENT (1) Please send me 1 ~~[illegible]~~ Environmental Impact Stmt booklet dated 4-3-86

(2) My property (residence) is at the deadend of 62nd St & will adjoin the strip of park that will separate the freeway from my land. I am concerned about noise from the freeway – Refer to page 24 of the ~~[illegible]~~ EI Stmt regarding noise problem, area "E".

I prefer the "Freeway", not the Expressway.

COMMENT CARD

NAME Sharon Gullickson
ADDRESS 6538 Babcock

PHONE 451-6627

CHECK ONE
- ☐ ELECTED OFFICAL
- ☐ PUBLIC AGENCY REP
- ☐ GROUP REP.
- ☒ PRIVATE CITIZEN

POSITION, AGENCY OR GROUP

COMMENT Request for Freeway Alternative – No Facility 65th St