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FHWA-MN-EIS 84-01-F

TH 33

Urban Section

Final Environmental Impact Statement

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1992

Minnesota Trunk Highway 33 from junction of Interstate 35
to junction of U.S. Trunk Highway 53.
Carlton & St. Louis Counties

Minnesota Project F 073-1()
Minnesota State Project 0905-38, 0905-39, 0906-31,
0906-32, 6911-25, 6911-26

Final
Environmental Impact Statement
Submitted Pursuant to 42 U.S.C. 4332(2)(c), 49 U.S.C. 303
U.S. Department of Transportation
Federal Highway Administration
and
Minnesota Department of Transportation

Cooperating Agencies
U.S. Fish and Wildlife Service
U.S. Army Corps of Engineers
U.S. Bureau of Indian Affairs
MN Department of Natural Resources
MN Pollution Control Agency

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10/29/91
Date of Approval

For Mn/DOT *En*

E. E. Ofstead
E. E. Ofstead
Assistant Commissioner of
Technical Services

10/6/92
Date of Approval

For FHWA

David H. Wood
L. H. Wood, Director
Office of Planning & Program
Development

The following persons may be contacted for additional information concerning this document:

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Duluth, MN 55811
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The proposed action involved improvements from the junction of I-35 and TH 33 to the junction of TH 33 and TH 53, a distance of 19.7 miles. The north 13.2 miles (Rural Section) has been fully documented in the TH 33 DEIS and FEIS and is now under construction. This FEIS deals with the south 6.5 miles (Urban Section). Various location and design alternatives were evaluated. The facility does not use property classified as section 4(f).

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ADDENDUM

FINAL ENVIRONMENTAL IMPACT STATEMENT [URBAN SECTION]

TH-33

MINNESOTA PROJECT: NH 073-1(41)
 BRNH 073-(41)

STATE PROJECT: 0905-38, 0906-31 & 32,
 6911-25 & 26

FROM THE JUNCTION WITH I-35
TO THE JUNCTION WITH TH-53
=====

This Addendum documents additional noise mitigation information and updated wetlands coordination with several federal and state agencies.

The proposed action involves improvements to TH 33 from the junction with TH 45 to the intersection with Morris-Thomas Road. An FEIS for the full study area (I-35 to TH-53) was approved on October 16, 1985. The north 13.6 miles (Rural Section) is under construction or construction is complete. The FEIS (Urban Section) supplements that document by detailing the design and impacts the Cloquet, Minnesota urban area where the "no-build" was originally identified as the preferred alternative.

NOISE MITIGATION

An examination of Table 9S (Receptors Exceeding Federal and State Noise Standards) on page 29 of the FEIS (Urban Section), shows that construction of the Preferred Alternative reduces by 22 the number of residences exceeding the federal standard (L_{10} of 70dBA) in the year 2006. The number of residences exceeding State Daytime Standards in the year 2006 is reduced by 86. The number of residences exceeding State Nighttime Standards is reduced by 189. The preferred alternative reduces the number of impacted residences, when compared to the "no-build", in the year 2006.

Mitigation, as used in this document, means minimizing potential noise increases and reducing the existing severe noise impacts when feasible. The previous paragraph shows that the preferred alternative significantly meets those goals. A study was conducted to see if other methods could be used to further reduce the noise impact.

Walls and Berms

The majority of the residences that exceed the federal standards are located within the urban area of the project. There are no access controls proposed for this area. Due to the number of openings that would be required in a wall or berm, for driveways and cross roads, they would be rendered ineffective. In the rural segments of the project area where residences are sparsely located, noise walls and berms are often not feasible on a cost per residence basis. The aesthetics of placing walls or berms in these areas is also considered undesirable.

Restriction of Traffic

Another method of reducing the noise levels would be to restrict the type of vehicles using TH 33 through this area. It is possible that by restricting the heavy and medium trucks a significant reduction in noise levels could be realized. As with the noise walls this has proven to be not feasible. A review of available roads to be used as alternative routes for the restricted traffic shows no close and parallel route that do not go through other built-up areas of Cloquet. The TH-33 crossing of the St. Louis River is the only crossing to or from the north near the city. The routes that by-pass the city for crossings of the river are so lengthy that the additional time and energy usage as well as the potential economic effect to the city make them undesirable. The wood products industry is the major industrial operator in Cloquet and most of their raw material and finished products are moved by truck. Trunk Highway 33 is also the major arterial for traffic traveling between the Iron Range cities and the Twin Cities metropolitan area. These considerations taken together make the restriction concept not feasible.

AGENCY COORDINATION

The need for coordination with federal and state agencies interested in highway projects is continual. As it has been over four years since the approval of the Draft FEIS (Urban Section) an update of this coordination was initiated. The following pages contain the letters received as a result of this process and Mn/DOT responses to there concerns and comments.

The agencies that received these updates are:

- U.S. Environmental Protection Agency (EPA)
- U.S. Department of the Army, Corps of Engineers (COE)
- U.S. Department of the Interior, Fish and Wildlife Service (FWS)
- Minnesota Department of Natural Resources (DNR)
- Minnesota Pollution Control Agency (PCA).

Three of these agencies responded to the request for additional coordination; COE, FWS, and DNR. The FWS and DNR reviews concurred with the FEIS (Urban Section) conclusions on wetland impacts and mitigation. The COE did not reach a conclusion in their review as they must first submit the proposal to public review through their permitting process. The application for a COE permit will be submitted when detail design ia completed for those areas requiring permits.



DEPARTMENT OF THE ARMY

ST. PAUL DISTRICT, CORPS OF ENGINEERS

180 E. KELLOGG BLVD., ROOM 1421

ST. PAUL, MINNESOTA 55101-1479

June 17, 1992

REPLY TO
ATTENTION OF

Construction-Operations
Regulatory (92-05216-SF-GAE)

Mr. Frank Pafko
Environmental Development Unit
Environmental Services Section
Minnesota Department of Transportation
Transportation Building
Saint Paul, Minnesota 55155

Dear Mr. Pafko:

We have reviewed the information provided us about a project proposed by the Minnesota Department of Transportation to reconstruct and realign Trunk Highway 33 from Morris Thomas Road to Interstate Highway 35. It appears that this project would impact various wetlands and waterways, including the St. Louis River, near Cloquet, Minnesota. This is the fourth stage of the project, with the first three stages having been completed between 1987 and 1990. We believe that this project will require a Department of the Army permit. Enclosed are application materials, including an orange booklet (EP-1145-2-1) that gives background information about our program and instructions for preparing the application.

Because we must provide notice of the project to certain other agencies, and provide them a reasonable opportunity to comment on the proposal, our public interest review for most projects may take at least 90 days. You can help us to review the application as quickly as possible if you-

- * Fill out the application completely and specifically. Note the instructions on pages 10 and 11 of the orange booklet.
- * Send accurate drawings. See the check list on pages 14 and 15 and the examples on pages 16 and 17 of the booklet. Following these examples will help ensure that the drawings will be accurate and usable. Please submit 8 1/2 by 11-inch typical plan and sectional view drawings illustrating the waterway and/or wetland areas to be filled and/or impacted by the proposed project.
- * Please describe any alternatives to the project as planned that have been considered. This consideration should include other potential sites and other methods of accomplishing the proposed activity. Federal laws and guidelines often prevent issuance of permits where there are less environmentally damaging alternatives available. For instance, if the project involves placing fill in a waterway or wetland, there may be alternatives that would accomplish the project purpose but would not require filling, or would not require as much fill in as large an area.



STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

500 LAFAYETTE ROAD • ST. PAUL, MINNESOTA • 55155-40_____

DNR INFORMATION
(612) 296-6157

June 16, 1992

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

Re: Update on Wetland Compensation
TH 33 Stage IV--Morris Thomas Road to Junction I-35

Dear Mr. Pafko:

The Minnesota Department of Natural Resource (DNR) has completed a review of the on-site wetland compensation concepts in conjunction with Phase IV of the TH 33 project as discussed in your letter of April 16, 1992. The DNR concurs with the concept of evaluating areas 1 and 2 for potential wetland mitigation sites. In general on-site compensation is more beneficial than compensation in a different watershed or another county. If wetland values are being replaced at a one to one ratio, the proposal would maintain wetland function in the immediate vicinity.

We further concur that the Wawina Lake Restoration site is acceptable as a banking site for mitigation when all on-site options, in the judgement of the Wetland Habitat Banking Team, have been exhausted. As you are aware the Banking Team must review and approve all wetland mitigation. The DNR's concurrence with wetland mitigation as proposed, does not eliminate the need for approval by the Banking Team.

At the present time, we have no further comments. If you require additional information from the DNR in regard to the proposed action, please contact Cheryl Heide from my staff at 296-9228.

Sincerely,

Thomas W. Balcom, Supervisor
Natural Resources Planning and Review Services

c. Joe Day
Tom Lutgen
Lynn Lewis--U.S. Fish and Wildlife Service

Steve Colvin
Bonita Eliason

870281-2



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Twin Cities Field Office
4101 East 80th Street
Bloomington, Minnesota 55425-1665

IN REPLY REFER TO:
FWS/AFWE-TCFO

JUL 27 1992

Mr. Frank Pafko
Chief, Environmental Development Unit
Environmental Services Section
Minnesota Department of Transportation
Transportation Building
St. Paul, Minnesota 55135

Dear Mr. Pafko:

This responds to your request for U.S. Fish and Wildlife comments on the additional proposed on-site compensation concepts for TH33 Stage IV - Morris Thomas Road to the junction with I-35. The Service concurs with the on-site and other compensation concepts contained in the FEIS (Urban Section) as well as the Area 1 and Area 2 compensation opportunities presented in your letter.

Thank you for inviting our review of this aspect of the TH33 project.

Sincerely,

Lynn M. Lewis
Field Office Supervisor

cc: Conrad Christianson, Minnesota Department of Natural Resources
St. Paul, MN

Introduction

INTRODUCTION

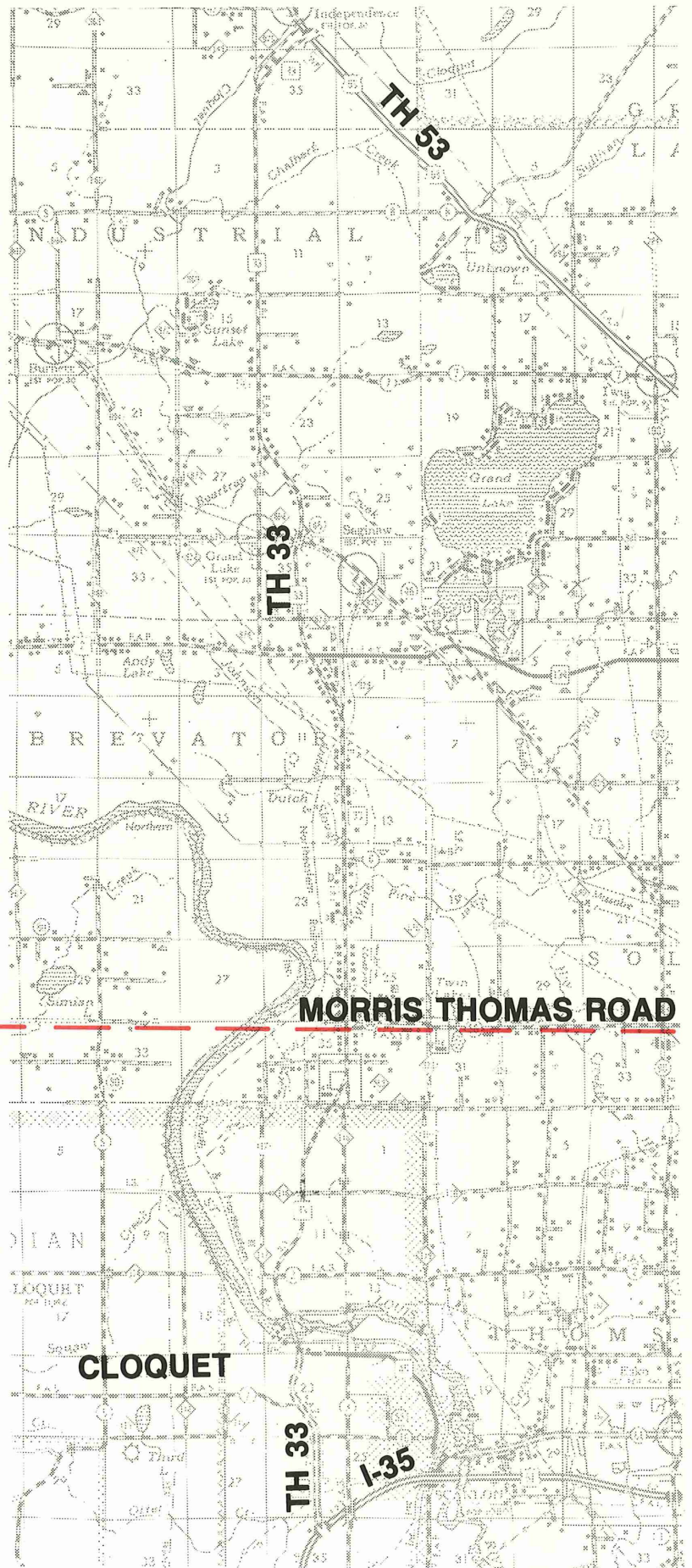
DESCRIPTION OF PROPOSED ACTION

This Final Environmental Impact Statement (FEIS) using the condensed format concerns itself with a proposal of the Federal Highway Administration (FHWA) and the Minnesota Department of Transportation (Mn/DOT). This proposal involves the improvement of Trunk Highway 33 (TH 33) to a four lane expressway from the junction with Interstate 35 (I-35) north to the junction with County Road 56 (Morris Thomas Road) in Carlton and St. Louis Counties. This project segment is referred to as the Urban Section (figure 3s, pg 8). From the Morris Thomas Road north to the junction with Trunk Highway 53, a previously approved project to upgrade TH 33 to a four lane expressway is under construction. This project segment is referred to as the Rural Segment (figure 15, pg 2).

A Final Environmental Impact Statement (FEIS) for improvement of the 19.7 mile rural segment was approved on October 16, 1985. This FEIS documented the location and impacts of a build alternative for the Rural Segment, and identified the no-build as the temporary preferred alternative for the Urban Segment. The temporary no-build urban alternative was selected with a provision that stated:

"Substantial involvement with historical properties, parks, recreational facilities, the Fond Du Lac Indian Reservation and social/economic concerns require that further studies be undertaken to determine which build alternative, if any, should be selected for the Urban Section. A Supplemental EIS will be prepared to document this decision."

On May 6, 1987 the FHWA approved a Draft Supplemental Environmental Impact Statement for this corridor. The Draft Supplemental EIS is available at the District Headquarters of Mn/DOT at 1123 Mesaba Ave., Duluth, MN for copying and review.



RURAL SECTION
URBAN SECTION

MORRIS THOMAS ROAD

CLOQUET

TH 33

Urban Section

Figure 1S: PROJECT LOCATION

**Purpose
and Need**

PURPOSE AND NEED

EXISTING FACILITY

TH 33 is primarily a two lane road originally constructed prior to 1934 and upgraded to a paved surface between 1937 and 1939. The bridge from Dunlap Island to the north bank of the St. Louis River was built in 1934, and the bridge from the south bank of the St. Louis River to Dunlap Island was built in 1940.

The southern two miles of the highway have been rebuilt to four lanes. In 1952, four lanes were built from TH 45 to Doddridge Avenue (County Road 16). I-35 near Cloquet was constructed in 1966 and, as part of that project, TH 33 was rebuilt to four lanes from Doddridge Avenue to I-35. An improved interchange between TH 33 and I-35 was constructed in 1983.

SYSTEMS PLANNING

The following improvement projects were recently completed or scheduled to be constructed.

- TH 33, four lane construction from Witte Rd. to TH 53. (complete). The project was approved in the FEIS.
- TH 33, four lane construction from Witte Rd. to Morris-Thomas (under construction). The project was approved in the FEIS.
- Frontage road construction in Cloquet from Washington Avenue to Doddridge Avenue (completed).
- TH 33/TH 45 intersection improvements in Cloquet (completed).

These improvements are intended to improve traffic flow, safety and access to commercial property adjacent to the highway. These improvements have independent need and utility.

The Arrowhead Regional Development Commission (ARDC) developed a 20 year Highway Investment Strategy for the region in 1979 and has updated this highway improvement plan in 1981, 1983 and 1985. ARDC's 1985 20 year highway improvement priorities include support of a 4-lane improvement on TH 33 from

TH 45 To TH 53.

TH 33 is functionally classified as a principal arterial. It primarily serves as a commuter route to the Cloquet area. It also serves as the primary route between I-35 and TH 53 for travel to and from the Iron Range cities, Voyageurs National Park, the Boundary Waters Canoe Area, and other destinations in northern Minnesota and Canada (Figure 4S,pg 5). TH 33 is a major truck route, particularly the segment between Cloquet and TH 2.

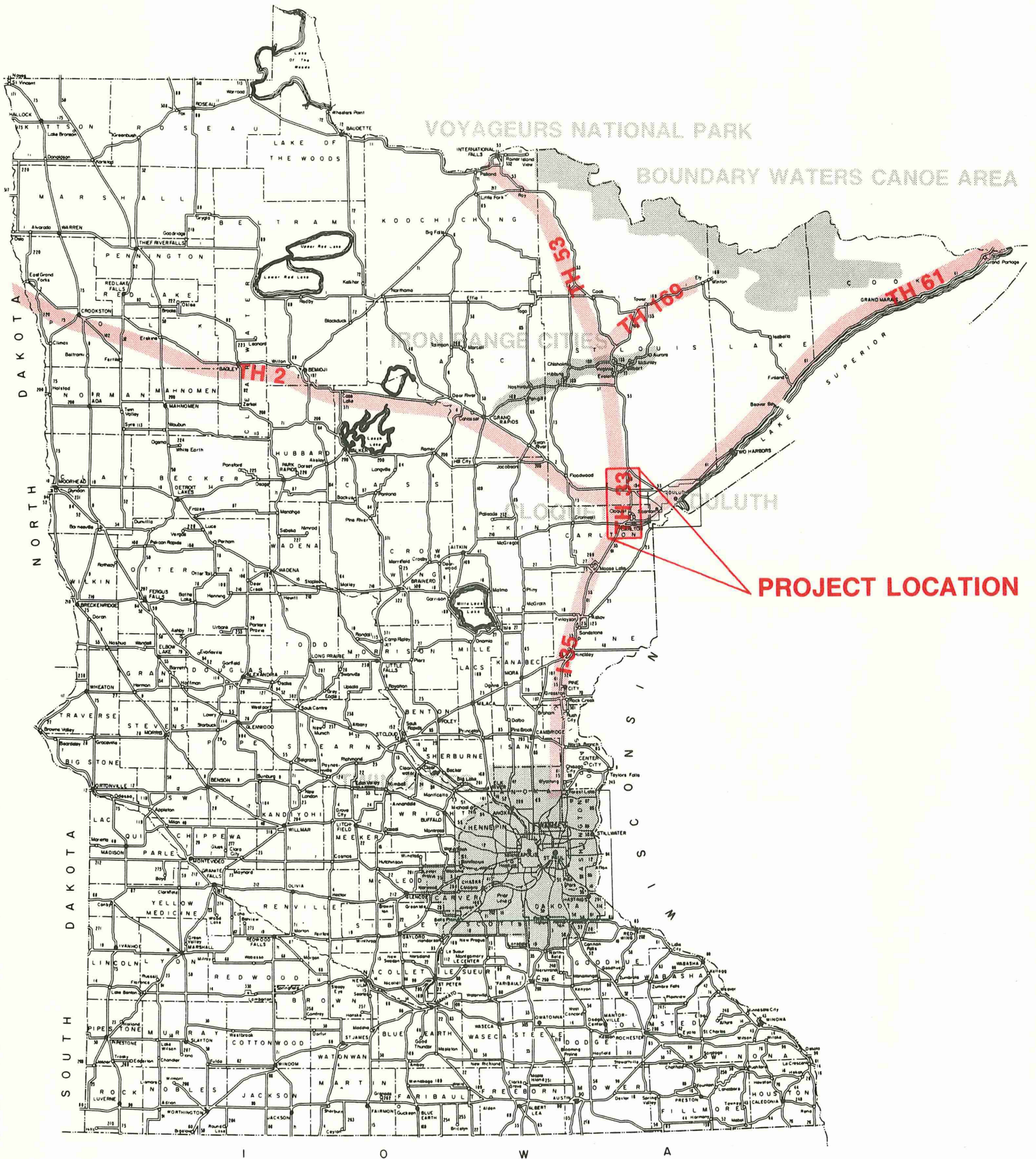
PROJECT OBJECTIVES

The primary function of the Urban Section of TH 33 is to provide a route through the City of Cloquet while meeting the following objectives:

- to provide adequate levels of service, "B & C" (See Pg. 6)
- to improve accessibility
- to stimulate and support business expansion
- to provide four lane continuity.
- to decrease the number of highway accidents.
- to improve traffic flow.
- to replace or improve deficient bridges.

TRAFFIC

Existing 1984 Average Daily Traffic (ADT) and projected ADT for the year 2006 for the various segments of TH 33 are shown in Table 2S,pg 6. Traffic projections or forecasts are made using historic trends for the past 20 years and are augmented with known development plans for the region. In this case, traffic figures were developed to reflect recreational usage of the Voyageurs National Park area by 800,000 visitors per year. This estimate of park visitors is referenced in the "Voyageurs National Park Road Access Study" performed by the Federal Highway Administration in cooperation with the National Park Service in 1984 (See DSEIS)



PROJECT LOCATION

TH 33

Figure 4s: SYSTEMS MAP

Urban Section

**TABLE 2S
PRESENT AND PROJECTED TRAFFIC VOLUMES**

Location	1984	2006 ADT
<u>Thru-Town Corridor</u>		
North of TH 45	9000	14450
South of TH 45	10300	24390
North of I-35	6300	10700

LEVEL OF SERVICE

The traffic carrying ability of a road is measured by the "Level of Service" it provides under design hour traffic conditions. Level of Service is graded as follows:

- A) Free traffic flows with no restrictions on ability to select speed or lane.
- B) Stable traffic flows with reasonable freedom to select speed and lane.
- C) Stable traffic flows with some restrictions on speed and lane selection.
- D) Approaches unstable flow with little freedom to maneuver.
- E) Flow is unstable and there may be stoppages of momentary duration.
- F) Stop and go traffic flow, with highly unstable and unpredictable operations.

ACCIDENT HISTORY

Accident data for the years 1978 through 1982 are summarized in Table 4S,pg 7.

URBAN SECTION

A wide variety of deficiencies and problem conditions have been identified on the existing roadway. These can be summarized as follows:

- ▣ Bridges are narrow compared to modern design standards.
- ▣ The two lane roadway, north of TH 45 in Cloquet, is insufficient to handle projected year 2006 traffic volumes.

- There has been an increase in residential and business driveways, especially in and near the northern part of Cloquet. Turning movements into and out of these driveways has increased traffic congestion on TH 33.

SUMMARY OF NEED

Physical deterioration and design deficiencies of existing TH 33, coupled with undesirable accident rates, establish the need for improving TH 33.

Projected traffic volumes and inadequate service levels indicate a need for a four lane facility.

A strong transportation system is important to the long-term economic development of a region, particularly in the tourism industry. To support and enhance the economic vitality of northeastern Minnesota and to complete the 20 mile gap in the expressway/freeway system between the Iron Range, the Twin Cities and points beyond, the need exists to extend a four lane facility from I-35 to TH 53. TH 33 in the Urban Section of Cloquet is the last gap in this system.

**TABLE 4S
ACCIDENT RATES FOR TH 33 COMPARED TO STATEWIDE AVERAGES**

LOCATION	ACCIDENT RATE	STATEWIDE AVERAGE RATE FOR SIMILAR ROADS
Morris Thomas Rd. to TH 45	2.6	1.9
TH 45 to I-35	5.4	3.2

Alternatives

ALTERNATIVES

STUDY AREA

The Final Supplemental Environmental Impact Statement focuses on the Urban Section of the TH 33, Cloquet to Independence. The Urban Section study area is defined as I-35 on the south and the Morris Thomas Road on the north. The east and west limits of the study area were set at approximately two miles either side of existing TH 33, the maximum outer distance that a bypass of Cloquet would be practical (figure 3S,PG 9).

NO BUILD ALTERNATIVE

The No Build Alternative excludes the construction of a new four lane highway. It does include needed safety and maintenance improvement projects to the existing highway.

Two such projects are already complete:

- construction of a frontage road system adjacent to TH 33 in the southern business area of Cloquet.
- reconstruction of the TH 33 and TH 45 intersection.

Another action that would be required with the No Build Alternative would be the replacement or rehabilitation of the bridges over the St. Louis River and the side channel. The bridge over the side channel can be rehabilitated and widened, however the design of the St. Louis River bridge precludes widening and therefore, this bridge must be replaced.

BUILD ALTERNATIVES

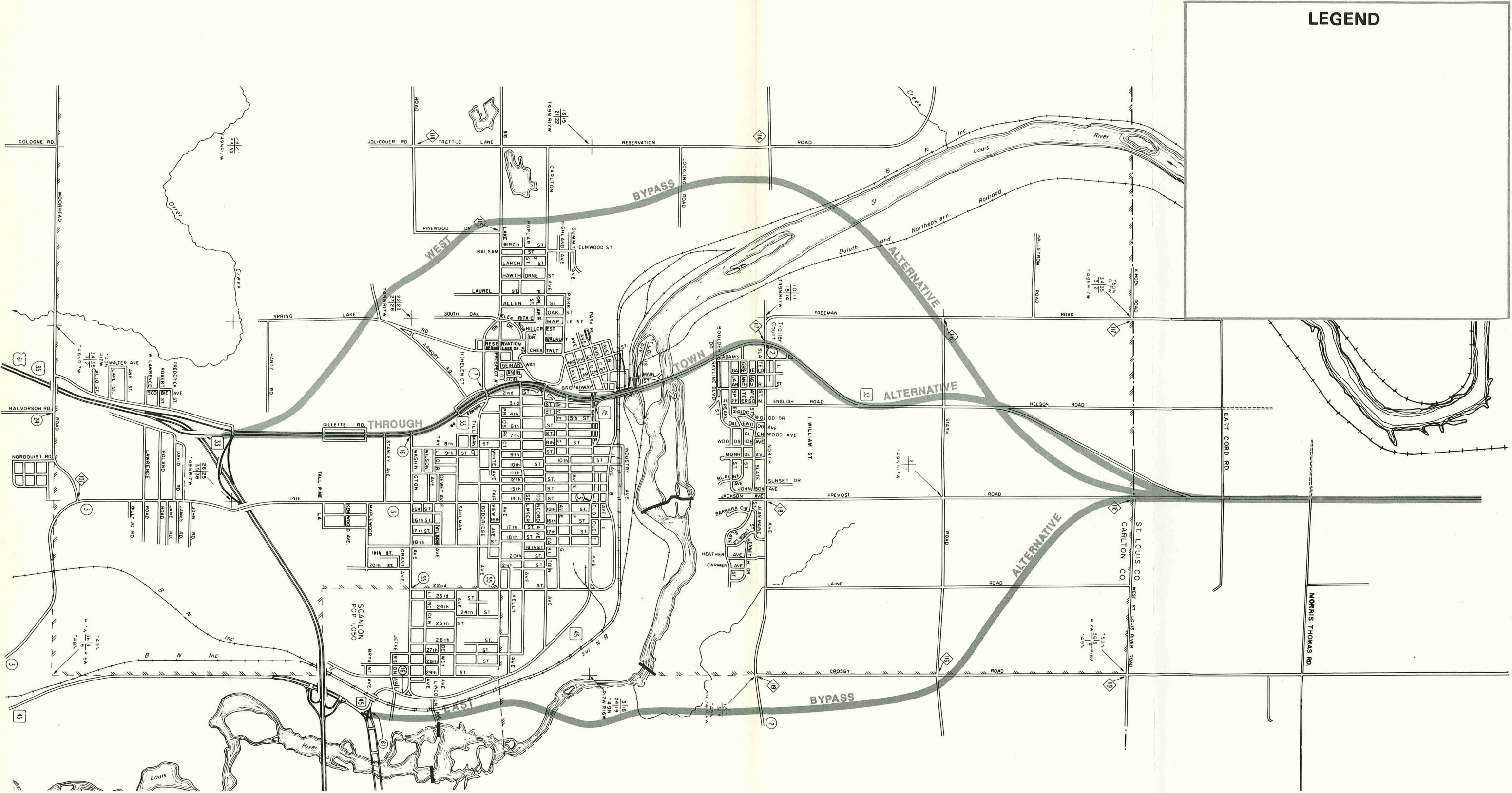
Construction of any build alternative will result in a four lane expressway that would connect the existing interchange at I-35 with the 4 lane currently under construction north of Morris Thomas road. Three primary location alternatives were analyzed (See Figure 3S,pg 9).

West Cloquet Bypass

The West Cloquet Bypass begins at the junction of TH 33 and I-35, circles approximately 0.75 miles to the west of existing TH 33, crosses the St. Louis River and rejoins existing TH 33 approximately 1 mile south of Morris Thomas Road. This alternative passes through the Fond du Lac Indian Reservation.

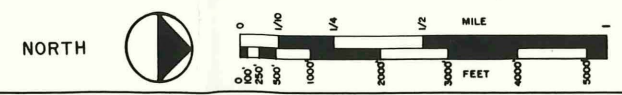
East Cloquet Bypass

The East Cloquet Bypass begins at the junction of I-35 and TH 45 Scanlon approximately one and one half



LEGEND

Figure 3S: PROJECT ALTERNATIVES



TH 33

Supplemental EIS

Urban Section

miles east of in place TH 33. This corridor proceeds north through Scanlon, crosses the St. Louis River, angles across the north corporate limits of Cloquet and rejoins existing TH 33 just south of the Morris Thomas Road. This alternative involves the construction of a four lane expressway on new alignment with an approximate right-of-way width of 200 feet. Refer to Figure 5S(pg 12) for the typical section of this design.

The Preferred Alternative

The preferred alternative selected for TH 33 from I-35 to the Morris Thomas road is referred to in the Draft Supplemental Environmental Impact Statement as the "Through Town Alternative" (see figure 3S,pg 9).

The Through Town Alternative coincides with existing TH 33 from the junction with I-35 to the Morris Thomas Road. There are bridges crossing the main channel and a side channel of the St. Louis River just north of TH 45. While the southern terminus of this project is I-35, a four lane expressway already exists between I-35 and TH 45. No improvements would be proposed south of TH 45. North of TH 45, the existing roadbed would be reconstructed to a four lane roadway with a continuous center left turn lane north of the St. Louis River bridge to beyond North Avenue. Refer to Figure 5S(pg 12) for the typical section. The road would then transition to a four lane divided expressway. Right-of-way limits are approximately 100 feet for the reconstructed urban roadway and 200 feet for the divided expressway. The "Through Town Alternative" was selected as the "Preferred Alternative" for the following reasons:

In the area of social impacts the effects on community cohesion are minimal with the Through Town Alternative compared to the East or West Alternative. The present TH 33 runs through the middle of the City of Cloquet where businesses, landowners, and residents have voluntarily located near the road and have become accustomed to its presence. The East and West alternatives would both be new 4-lane highways introduced into areas that are presently residential or rural in nature. There was also a strong constituent support for the Through Town Alternative consisting of the Cloquet City Council, the Cloquet Mayor, the Director of Planning and Zoning for Cloquet, the Director of Cloquet Public Safety, the Cloquet Area

Chamber of Commerce, the Cloquet Development and Industrial Corporation, Inc.

All 22 persons who spoke at the public hearing on June 17, 1987 spoke in favor of the Through Town Alternative. A total of 16 letters were received during the official comment period, of which the majority (10) favored the Through Town Alternative and a petition signed by nearly 300 people supported the Through Town Alternative.

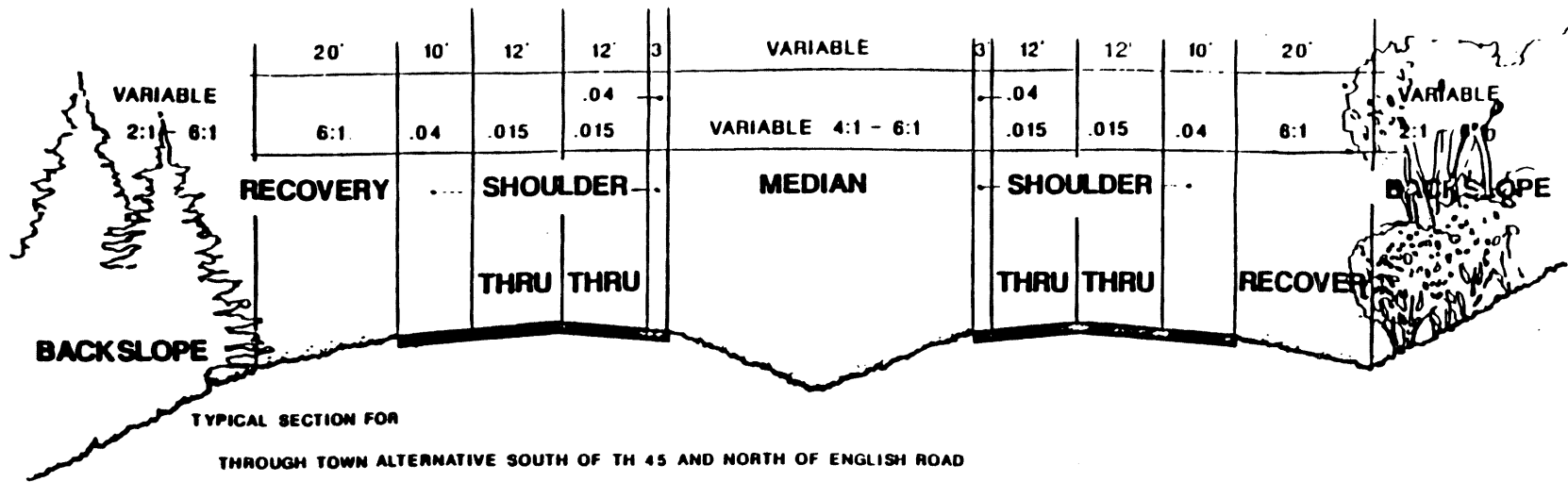
In the area of economic impacts, the business community presented strong support for the Through Town Alternative (Preferred Alternative). More than 54 businesses are located adjacent to TH 33 and in addition, "the Lumberjack Mall" is located adjacent to the intersection of TH 33 and Doddridge Ave.\Big Lake Road. The mall accommodates approx. 25 businesses. Many of these businesses have located along TH 33 to take advantage of the business opportunity provided by this motor traffic, including summer tourist traffic.

The cost of the Preferred Alternative (the Through Town) is \$9,500,000, whereas the cost of the West Corridor Alternative is \$23,000,000 and the East Corridor Alternative is \$17,500,000. Therefore the preferred alternative is projected to cost the least of the build alternatives.

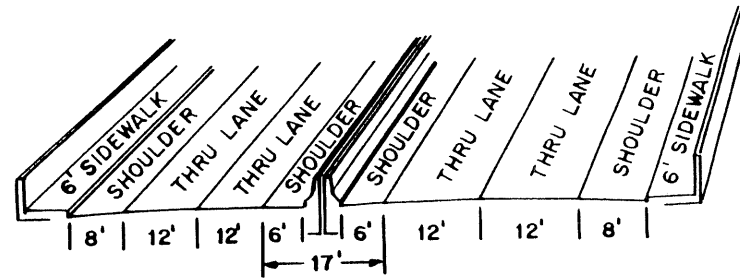
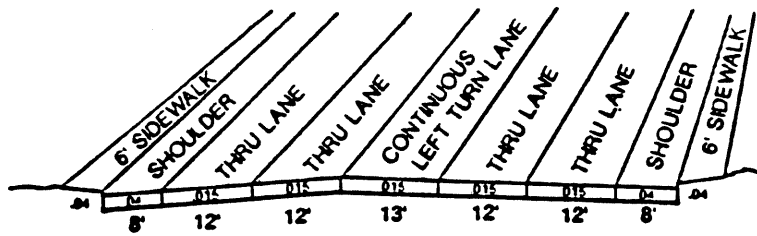
In the area of environmental impacts, the least amount of acreage of wetland would be affected by the Through Town Alternative, approx. 24 acres. The preferred alternative-the Through Town would impact the least amount of habitat suitable for wildlife. The preferred alternative does not impact any 4(f) properties (see Corrections\Revisions Section, pg 75) or historic properties, whereas the East & West alternatives both have potential 4(f) involvement.

The West alternative affects Pine Valley Park and Long Park. The East alternative affects the historic sites of the Brook-Scanlon Mill Complex and the Woman's Portage.

Therefore, based on all the above factors, the Through Town Alternative has the least impact on Social,

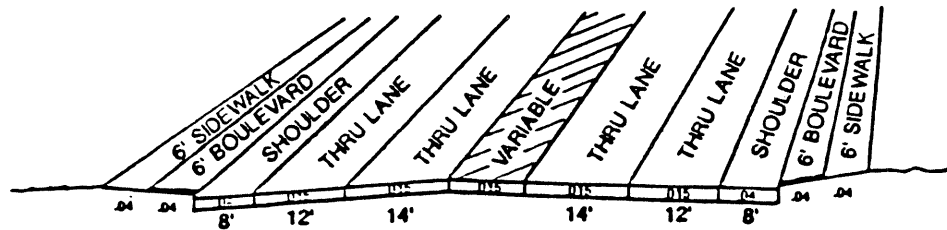


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TYPICAL URBAN SECTION FOR THROUGHTOWN NORTH OF SKYLINE BOULEVARD AND SOUTH OF ENGLISH ROAD.

TYPICAL URBAN SECTION FOR THROUGHTOWN ST. LOUIS RIVER BRIDGE (NORTH CHANNEL)



TYPICAL URBAN SECTION FOR THROUGHTOWN NORTH OF THE ST. LOUIS RIVER BRIDGES AND SOUTH OF SKYLINE BOULEVARD.

Figure 5 S: TYPICAL SECTION

Economic and Environmental concerns, is the least costly to construct and is favored by the Cloquet community as expressed at the public hearing and in written correspondence.

**Affected
Environment**

AFFECTED ENVIRONMENT

INTRODUCTION

This section summarizes the social, economic and natural environmental setting of the TH 33 urban section study area. The Affected Environment section of the TH 33 FEIS remains valid. No new information is presented in this section of this supplement.

NATURAL ENVIRONMENT

The urban section of the TH 33 study area is located upon a relatively flat glacial outwash plain. The major topographic features are the St. Louis River Valley, running from the northwest to the southeast through the study area, and the Cloquet Esker, a long sinuous ridge of sand and gravel deposited by glacial action. This esker is located between the West Bypass and the Through Town alternatives and south of the St. Louis River. The soils are predominantly sandy with numerous interspersed wetlands vegetated primarily with alder or spruce.

The major water resource is the St. Louis River which flows toward the southeast. Several small streams drain the area, eventually flowing into the St. Louis River. These are the headwaters of a designated trout stream, Big Otter Creek, near the southern end of the West Bypass alternative and an unnamed creek north of the St. Louis River along the East Bypass alternative. Glacial sediments in the area also contain a significant supply of groundwater at variable depths.

SOCIAL AND ECONOMIC ENVIRONMENT

The City of Cloquet (pop. 11,142) covers most of the Urban Section study area. The local economy is dominated by the forest products industry with Cloquet providing many of the support and community services. The City of Scanlon (pop. 1050) is located in the southeast corner of the study area. The Fond Du Lac Indian Reservation occupies the western part of the study area, immediately adjacent to the west city limits of Cloquet.

**Environmental
Consequences**

ENVIRONMENTAL CONSEQUENCES

INTRODUCTION

This section presents a description of potential social, economic, and environmental impacts resulting from the proposed TH 33 project. Where appropriate, potential mitigation measures for adverse impacts are also discussed.

TRAFFIC IMPACTS

A traffic analysis estimating current and predicting future average daily traffic (ADT) volumes was prepared for each of the three build alternatives. For purposes of this study the traffic estimates for the Through Town and No Build alternatives stays on existing alignment. These results are presented in Table 5S (pg16). This analysis shows that even if a bypass is built, a substantial number of vehicles will still use present TH 33 due to the number of businesses, services, and residences located along it. Table 5S (pg 16) below shows present and projected traffic volumes for the various alternatives. Also shown is the number of vehicles that will remain on present TH 33 with the east and west bypasses.

TABLE 5S
PRESENT AND PROJECTED TRAFFIC VOLUMES

Location	1984 ADT	2006 ADT
<u>Thru-Town Corridor</u>		
North of TH 45	9000	14450
South of TH 45	10300	24390
North of I-35	6300	10700
<u>East Bypass *</u>		
North of TH 45	N/A	3300
South of TH 45	N/A	12640
North of I-35	N/A	12640
<u>West Bypass **</u>		
South of Morris-Thomas Road	N/A	9830
North of Present TH 33 Inter.	N/A	4900
North of I-35	N/A	10690

* 7300 ADT will remain on present TH 33 with this alternative

** 5540 ADT will remain on present TH 33 with this corridor

SOCIAL IMPACTS

Community Cohesion

A major transportation facility can have an effect upon community or neighborhood cohesion. A freeway and to a lesser extent an expressway in a new urban location may divide a community, making it more difficult to move from one neighborhood to another, which in turn makes it more difficult to easily visit friends or relatives. These effects can be particularly notable upon those who have some sort of mobility impairment, such as some elderly, and children. Church, shopping areas, playmates and schools may be more difficult to reach. A highway may also come to serve as a dividing line, serving to informally define the boundaries of a community or a neighborhood within a community.

A new highway on the through town route would be expected to exert minimal effects upon community or neighborhood cohesion. The highway in its current

location runs essentially through the middle of the city (figure 6s, pg 18). Adjacent landowners, businesses and residents alike, have voluntarily located near the road, and have become accustomed to its presence. The through town corridor would result in the highway remaining on its present location and no existing residential area would be divided or isolated by the highway. The wider facility may result in higher traffic speeds, particularly north of the river, and make it more difficult for non-motorists to cross than is currently the case.

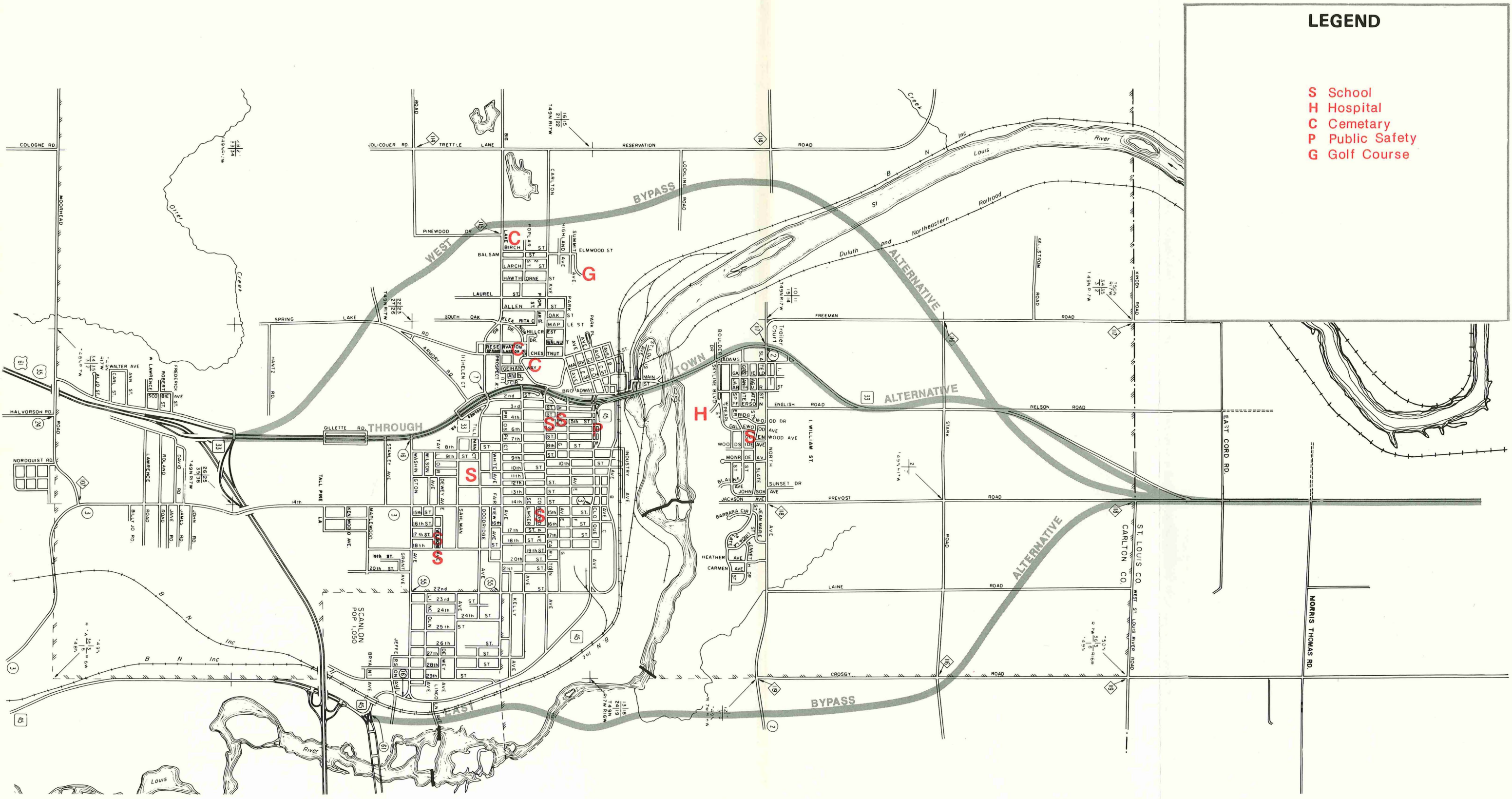
*Travel Patterns/
Accessibility*

Construction of the through town alternative will result in both accessibility and travel patterns remaining the same as the current condition. The improvement of the section of TH 33 lying north of the TH33/TH45 intersection will result in improved accessibility into downtown Cloquet from any northerly location, and will also result in improvements to the provision of emergency services to northerly locations.

Schools

The preferred alternative will not adversely affect school district facilities or operations.

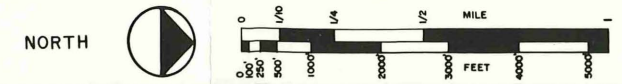
A possible effect from relocation is the potential movement of displaced residents from the the school district. Relocation effects could translate into a loss by the Cloquet school system of a maximum of 13 students and associated losses of state aid. These potential effects are found in Table (6S, pg 19).



LEGEND

- S School
- H Hospital
- C Cemetary
- P Public Safety
- G Golf Course

Figure 6s: COMMUNITY SERVICES



TH 33

Supplemental EIS

Urban Section

**TABLE 6S
POTENTIAL IMPACTS TO SCHOOL DISTRICT**

Residential Displacements	23
Mean Persons per Housing Unit (Cloquet) ¹	2.7
Estimate of Persons Displaced	62
Percent of Population Aged 5-17 (Cloquet) ¹	21.7
Estimate of School Children Displaced	13
District Enrollment 1984-85 ²	2,295
Foundation Aid Received 1984-85 ³	\$3,399,251
Foundation Aid Per Student ²	\$1,481
Estimated Maximum Loss of Foundation Aid	\$19,253
Maximum Loss as Percent of Foundation Aid	0.6%

These figures represent analysis based on a worst case assumption, which is that all displaced residents would leave the region. If this were the case, the Cloquet school system may lose as many as 13 school aged children in any one year, with the Preferred Alternative. The amount of aid which could be lost if each displaced student left the district, and the district lost the full dollar amount of foundation aid it had received on a per student basis could potentially amount to \$19,000, which represents slightly more than one-half of one percent of foundation aid received. Again, this is a worst case analysis, which overstates the impacts which are actually likely to take place.

¹1980 Census of Population

²Minnesota Department of Education. Number reflects headcount, not pupil unit.

³Estimate, Minnesota Department of Education. Each district receives a variety of state aids. Foundation aid is most sensitive to enrollment.

Elementary school children who live north of the river and west of existing TH 33 now must cross that highway to reach school. At present none of these children must cross TH 33 on foot, but are bused. Both pick-up and drop-off are on the west side of the highway. Some of these children, and others cross the highway to reach play areas, or for other reasons. The addition of two additional travel lanes, a continuous left turn lane through this section, and no provision for a median section, will result in an increased distance for such children to cross.

Recreation areas

The preferred alternative does not adversely impact parks or recreation areas. This issue is discussed more fully in the Corrections/Revisions to Draft Section 4(f) Evaluation on page 75 of this supplement.

Churches

The preferred alternative will not cause adverse impacts to any church facility.

*Public Safety/
Emergency Services*

Construction of the Preferred Through-Town Alternative would have the most beneficial effect upon emergency service provision. The location of the Public Safety Building is near the current intersection of TH 33 and TH 45. The Preferred Through-Town Alternative would provide the best facility for movement of emergency vehicles north of TH 45. Since TH 33 is already upgraded south of this intersection, movement south of the TH33/TH45 intersection would not be significantly affected by the Preferred Alternative.

Access to the hospital from the north would be facilitated by construction of the Preferred Alternative, although it would not achieve significant reductions in travel times. Access to the hospital from the south would be beneficially impacted by construction of the Preferred Alternative. The Preferred Alternative would be located only a few blocks from the hospital, providing all users better access.

The Cloquet Department of Public Safety has indicated a strong preference for the highway to be upgraded within the existing corridor. (The Preferred Alternative) Their professional judgment is that this provides the best facility to efficiently provide emergency services

throughout their service area.

Special Group Impacts

aged

No undue adverse impact is anticipated to be found among the elderly population of the project area.

non-drivers

Pedestrians or bicyclists who wish to travel from one side of TH 33 to the other on the south side of the river now must cross a four lane highway. This travel is facilitated by the presence of traffic signals at Doddridge/Big Lake Road, at a second location at Carlton Avenue and Pinehurst Park, and at the intersection of TH 33 and TH 45. A median, which can provide pedestrian refuge, is also present south of Doddridge. Construction on the preferred through town alternative will increase the number of travel lanes north of the river. In order to provide for safe pedestrian crossing in this area, appropriate pedestrian protective devices will be studied during the design phase of the project, and will include coordination with appropriate City of Cloquet staff. Refer to the Bicycle/Pedestrian Considerations section for additional information.

minorities

The proportion of the population of Cloquet which is minority is very small. The 1980 Census enumerated more than 95% of the population as White. As a result, the direct impacts to a minority population would normally be expected to be minor. However, the project and the community are located adjacent to and within the Fond du Lac Indian Reservation. The Fond du Lac Reservation Business Committee indicated their support for the TH 33 western alternative route around the City of Cloquet because it was the least costly construction and relocation. However, in examining the East, West and Through-Town alternative, it was determined that the Through-town had the least economic, social and environmental impacts (See previous discussion pages 8-13).

Relocation

The Relocation Assistance discussion is unchanged from the original EIS and will not be repeated here. The relocation impacts presented here are similar to those described in the original EIS, but more precise.

A conceptual relocation plan has been completed for this project. This plan complies with the requirements of "The Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970", Public law 91-646. It has identified 23 residential relocations and no business relocations as a result of this action.

The relocation of 5 of these properties has already been completed and 4 properties are currently in the process. These relocations have been accomplished through the Mn/DOT Advanced Acquisition process as described in the Mn/DOT Right of Way Manual. With 14 relocations still to be accomplished, the Mn/DOT Relocation advisor will continue to work with all parties to assure that all the rights and protections accorded the owners, by law, are adhered to. Relocation resources are available to all relocatees without discrimination.

The homes displaced by project construction are typical of homes in the Cloquet area. No homes were observed which would indicate that any unique problems or undue difficulty would be incurred in finding suitable replacement housing for those who would be displaced.

The review of available housing conducted for the original EIS found that more than three hundred homes were for sale in the Cloquet area, far in excess of that which would be required to provide adequate replacement housing for all persons displaced by project construction. A similar situation still exists. An updated survey, conducted in January, 1991 found 79 homes for sale. This number far exceeds the number which may be required to provide all displaced residents with a decent, safe, sanitary and otherwise suitable replacement dwelling, suited to their needs and within an acceptable price range.

The price range for homes for sale during the January review ranged from less than \$10,000 to more than \$100,000. The homes were well distributed between the urban and rural area. The typical home for sale had three bedrooms, followed by two bedroom homes.

It is not anticipated that the relocation required by this project will exert a significant disruptive effect on the community.

*Community
Preference*

In addition to the displacements caused by the Preferred Alternative, a number of other parcels of property will be acquired. These consist either of partial acquisitions, where only a portion of the property will be acquired, or where an entire parcel to be acquired is undeveloped.

During the study and analysis of the proposed action, the Preferred Alternative was selected based on the following factors.

1. Constituents of this alternative include the Cloquet City Council, the Cloquet Mayor, The Director of Planning and Zoning for Cloquet, the Director of Cloquet Public Safety, and others.
2. The Cloquet Area Chamber of Commerce has also strongly supported a through town alternative, first articulating this position in 1983, and most recently by letter dated October 23, 1986. (Page 24)
3. The Cloquet Development and Industrial Corporation, Inc., has also argued in favor of a through town alternative by letter dated October 14, 1986. (Page 25)
4. Proponents of a through town alternative have set forth a number of reasons which they feel establish a case for designating the through town alternative as the preferred. These include:

Public Safety -

The Director of the Cloquet Department of Public Safety has pointed out that the location of the public safety facilities near the intersection of TH 33 and TH 45, suggests that police, fire, and ambulance service would be enhanced by construction in the current corridor. Also, the entrance to the hospital is near the current location of TH 33.

Community Planning/Zoning -

The Cloquet Planning Director has strongly urged construction of the Preferred Alternative, by letter dated September 12, 1986. This also points out that plans for Dunlap Island development



CLOQUET AREA CHAMBER OF COMMERCE

P. O. Box 426, 704 South Highway 33

Cloquet, Minnesota 55720

"The Organization that Makes Things Happen"

October 23, 1986

Paul Latour
Environmental Unit Supervisor
Minnesota Department of Transportation
Duluth Headquarters
1123 Mesaba Avenue
Duluth, MN. 55811

Dear Mr. Latour:

The Cloquet Area Chamber of Commerce has gone on record as supporting the existing Highway #33 corridor. We are concerned that our letter of 10-12-83, a copy of which is enclosed, is not on file at your office.

As a representative group, the businesses of Cloquet area concerned that the possible by-pass would mean a decrease in through town traffic and thus negatively impact the economic well being of a majority of our Highway # 33 businesses that rely on highway traffic.

Of even greater importance is the negative affect it would place on the entire Cloquet Business Community. The dollar is said to circulate or turnover seven times in a community, after it is injected from the outside. The loss of a substantial part or all of a businesses revenue would be devastating.

The Chamber of Commerce feels that it would be counter productive to develop one area at the expense of another's demise. This, plus the fact that it is much more cost effective to keep Highway # 33 in its present location, and less likely to change the environmental balance, leads us to believe that any change in Highway # 33's location would be a multi-million dollar mistake.

Thank you for your time and cooperation in this. If you have any questions please feel free to contact me.

Respectfully,

Allen L. Pelvit - Executive Director

Respectfully,

Rick Gustafson - President

CLOQUET AREA CHAMBER OF COMMERCE

CLOQUET . . . the Area of WOOD INDUSTRIES

--24--

Podatch

U S G
ACOUSTICAL
PRODUCTS
COMPANY





CLOQUET DEVELOPMENT & INDUSTRIAL CORPORATION, INC.

P.O. Box 231
Cloquet, Minnesota 55720

October 14, 1986

Paul LaTour
Environmental Unit Supervisor
Minnesota Department of Transportation
Duluth Headquarters - District 1
1123 Mesaba Avenue
Duluth, MN. 55811

Dear Mr. LaTour:

The Cloquet Development and Industrial Corporation wishes to take this time to express its interest and concern with the proposed Highway 33 upgrading.

We strongly feel that our economic development efforts, especially retail development, are tied to the existing Highway 33 corridor through the City of Cloquet. Should the plans to upgrade Highway 33 proceed, we are confident that as much as \$15 million can be saved by using the existing route.

Furthermore, this group concurs with the Cloquet Area Chamber of Commerce in their estimation of the negative economy that would result from any directional change of Highway 33. We also agree that the millions of dollars that have been invested would be threatened by a loss of Highway and/or tourism traffic.

From an economic development standpoint, we do not feel that any increase in new development is worth the destruction of established businesses. We believe that any location of Highway 33 other than where it is presently located would be unnecessary, uneconomical, non-environmentally sound and create a negative multi-million dollar impact on this community.

Thank you for your time and consideration. If you have any questions regarding this, please feel free to contact me.

Yours truly,

Dennis Sorenson - President
CLOQUET DEVELOPMENT AND INDUSTRIAL CORPORATION

DS:rs

anticipate the highway remaining in the present corridor.

Business Organizations -

A large number of businesses have located along the current corridor of TH 33 because of the access and exposure which proximity to this highway provides. As indicated above, The Cloquet Area Chamber of Commerce and the Cloquet Development and Industrial Corporation, Inc. as well as a large number of individual business owner/operators, have indicated their support for the Preferred Alternative.

ECONOMIC IMPACTS

Major transportation improvements may sometimes exert a significant effect upon the local or regional economy. They may reduce costs to road users, increase the competitive advantage of local industries, open new areas to residential or commercial development, or in other ways exert a significant economic effect.

Right of Way

Construction of the preferred alternative will require the acquisition of additional Right of Way. Current estimates indicate 54 acres of permanent right of way and 12 acres of temporary easement will be needed. Acquisition of these properties will be done in compliance with the "Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, Public Law 91-646 and with Minnesota laws including M.S. 117.50-117.65.

Business Impacts

Within the area of the proposed project many businesses currently operate along and adjacent to existing TH 33. TH 33, serves as a busy commercial strip development, between I-35 and approximately the intersection with Adams Street on the north side of Cloquet. Residential uses are common along TH 33 between its intersection with Doddridge Ave and TH 45. Some residential uses are also found north of the intersection with Skyline Blvd. However, the character of the street through the city is determined by its commercial nature.

Between the project termini, more than fifty (54) businesses are located adjacent to TH 33, or are easily visible from it. In addition, "Lumberjack Mall" is also located adjacent to the intersection of TH 33 and

Doddridge Ave/ Big Lake Road. This mall normally accommodates approximately 25 businesses.

While not all businesses along the highway are oriented to the traveling public, many are. As many as 35 businesses along TH 33, or located in the Lumberjack Mall, are of a type which has traditionally been defined as "traffic sensitive." This is more than 60% of the businesses located along TH 33 within the City.

The Cloquet Area Chamber of Commerce and the Cloquet Development and Industrial Corp, Inc. have both formally indicated a strong preference for the highway to remain in the existing corridor. In addition, many letters from the owners or operators of individual businesses in Cloquet have been received expressing support for the Through Town Alternative.

Construction within the existing corridor will cause traffic to remain within that corridor. Many of the businesses along TH 33 have chosen to locate along this highway to take advantage of the business opportunity provided by this motor traffic, including summer tourist traffic. Those businesses oriented to transient traffic will benefit from the selection of this corridor, by having potential customers continue to pass near their places of business.

Tax Revenue

Property acquired for highway right of way is permanently removed from the rolls of the taxing district in which it is located. This may result in a temporary increase in the tax on remaining real property in the taxing district. If all or most of the displaced residents and businesses choose to leave the region, such an increase could become permanent. Experience indicates that most property owners relocate within the same general area. This will normally result in any property tax impact being non significant.

Public Expenditures

The only change in public expenditures associated with the Preferred Alternative is that resulting from the maintenance of any new traffic lanes which are constructed, i.e. plowing, sanding, mowing, etc. The cost of such items will be borne by Mn/DOT from the normal funds for these purposes. No funds will be required from any local unit of government.

Development

Construction of the Preferred Alternative will perpetuate existing patterns of development within Cloquet. New development can be expected to occur within this corridor. It should be expected to be incremental in nature, with infilling of commercial space taking place to meet market opportunities. Access control is not proposed to be acquired on the through town route, allowing existing commercial openings to TH 33 to continue.

Land Use Impacts

Construction of the preferred alternative will cause land to be converted to a transportation use. Mn/DOT is not aware of any specific proposals for large scale commercial, industrial, residential or other developments planned for the area which are contingent upon highway project construction.

AGRICULTURAL IMPACTS

Approximately 4 acres of the Preferred Alternative have soil types indicative of Prime Farmland. There is no Unique Farmland impacted by the preferred alternative. Refer to the Agricultural Impact Section, pages 95-99, of the FEIS for additional information.

**AIR QUALITY
IMPACTS**

The FEIS and DSEIS contain the Air Quality analysis findings pertaining to the Preferred Alternative and the conclusion that "the Air Quality standards will not be violated" by the project (Page 62, DSEIS).

NOISE IMPACTS

No Build

The No Build alternative increases the number of impacted receptors by the year 2006. This increase is due to the expected increases in traffic volume on TH 33 by the year 2006. With the increase in traffic there is a resultant increase in noise levels along TH 33. Based on the number receptors that would exceed state and/or federal standards the No Build alternative is the least favorable.

*Preferred
Alternative*

The Preferred Alternative impacts less receptors in the future (Table 9S,pg 28) than the No Build does. This is due to the changes in the highways geometrics and location in the Through Town Alternative. This change results in the removal of some receptors which currently

exceed state and federal noise standards. Removal of some of the first row homes creates opening to the second row of homes. After completion of the project these homes will be further from the roadway than the homes that are removed. This distance creates noise levels below state and federal standards. From a noise standpoint of the number of receptors exceeding standards, the Through Town holds the line on the increase of noise impact with the natural increase in traffic volumes over time.

Mitigation was considered and, as the highway is an expressway and the number of impacted receptors is very low, mitigation was found to be unfeasible.

**TABLE 9S
RECEPTORS EXCEEDING
FEDERAL AND STATE NOISE STANDARDS**

Alternative	Year 1983		Year 2006	
	Federal	State Day Night	Federal	State Day Night
No Build	49	143 331	69	236 544
Preferred Alternative			47	150 355

ENERGY IMPACTS

The description(s) and discussion(s) concerning Energy Impacts remain the same as in the final TH 33 Environmental Impact Statement. All descriptions and assessments concerning Energy Impacts in the final TH 33 EIS are correct and up-to-date.

FLOODPLAINS

Federal Insurance Administration Flood Hazard Boundary Maps have been examined for the possible TH 33 alternates from the junction of TH 33 and Interstate 35 south of Cloquet, Minnesota to the Morris Thomas Road north of Cloquet, a distance of approximately 8 miles. (Figure 12S, pg 32)

Table 10S(pg 31) lists the floodplains that will be crossed.

The preferred alternative will not result in any

significant floodplain impacts for the following reasons.

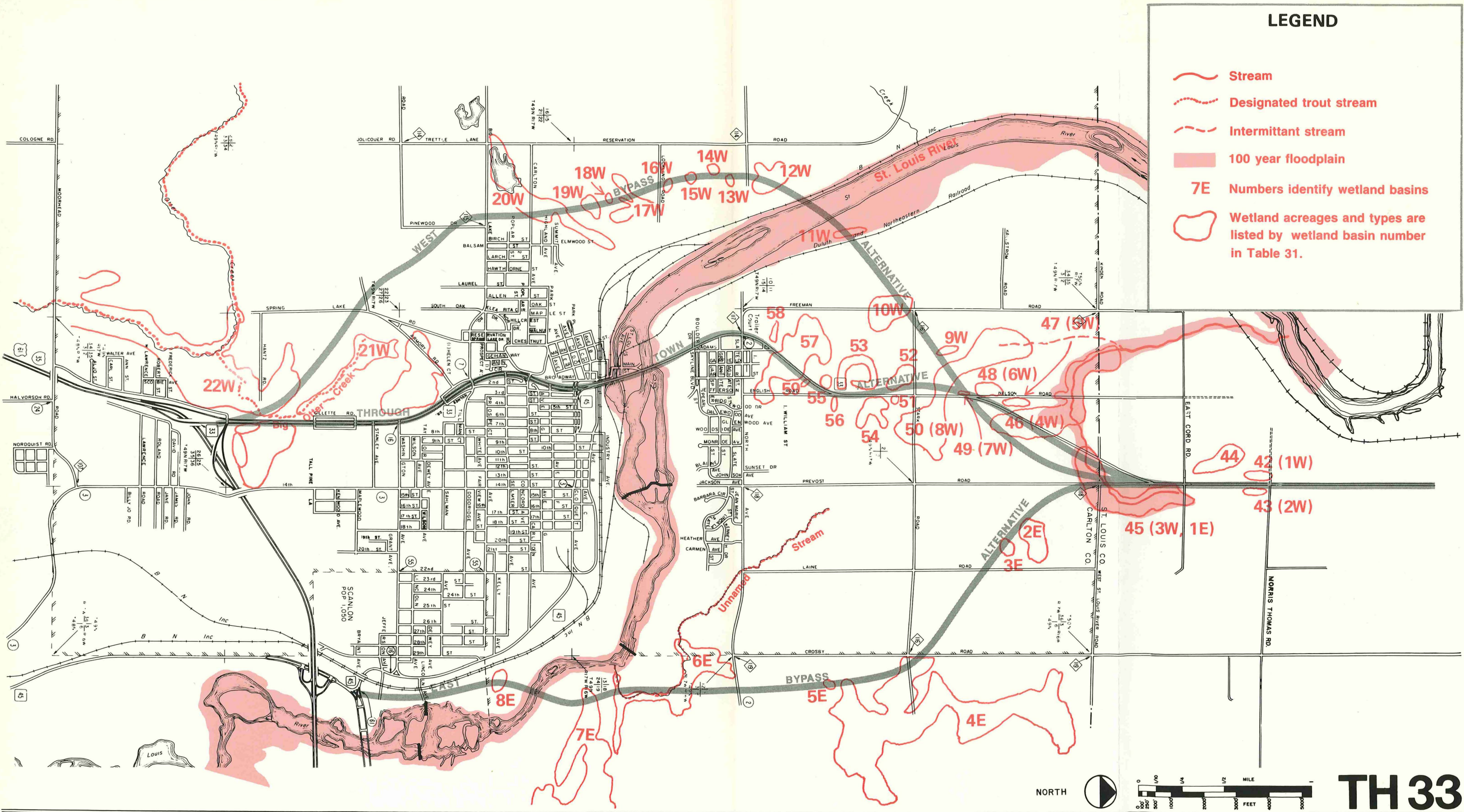
- I. No significant potential for interruption of a community's only evacuation route will result.
 - A. The final roadway profile will be above the calculated 100 year flood elevations. These elevations will be determined during design.
- II. No significant increased risk of flooding will result.
 - A. All hydraulic structures (bridge or culvert) will be designed to meet Minnesota DNR criteria for stream crossings.
 - B. All hydraulic structures will be designed so that no significant change in headwater or tailwater elevations should occur.
 1. If flooding problems are discovered during the design phase, measures will be taken to alleviate or minimize the flooding.
- III. No significant impact on natural and beneficial floodplain values will result.
 - A. Hydraulic structures will be designed to perpetuate fish movements.
 1. No significant spawning areas will be affected.
 - B. No threatened or endangered plants or animals will be affected.
 - C. The bridge over the St. Louis River will be designed to blend with the river valley.
 - D. Canoe and boating access to the St. Louis River will not be affected.
- IV. The proposed 4-lane roadway from south of Cloquet to the Morris Thomas Road should not support incompatible floodplain development.

- A. St. Louis and Carlton counties have zoning ordinances regulating floodplain development.
- B. The Minnesota DNR has Shoreland ordinances regulating development along the St. Louis River.

Based on the above assessment, no significant floodplain impacts are expected.

**TABLE 10S
FLOODPLAIN CROSSINGS FOR THE PREFERRED ALTERNATIVE**

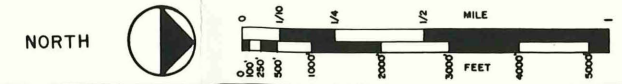
	FLOODPLAIN	TYPE OF CROSSING	LENGTH
Through Town (Preferred)	St. Louis River	Transverse	2000'
	Unnamed Creek	Transverse	200'



LEGEND

-  Stream
-  Designated trout stream
-  Intermittent stream
-  100 year floodplain
- 7E** Numbers identify wetland basins
-  Wetland acreages and types are listed by wetland basin number in Table 31.

Figure 12S: WATER RESOURCES



TH 33

Supplemental EIS

Urban Section

WATER QUALITY

The Preferred Alternative crosses the St. Louis River and several unnamed watercourses. The quality of the water in these watercourses is generally good. Water samples were collected in roughly half of the unnamed watercourses in the urban section of this project. Water quality data was available for the St. Louis River from the United States Geological Survey which maintains a gauging station at Scanlon.

The Preferred Alternative would probably have the least adverse impacts upon the water quality since it entails creating the smallest area of additional impervious surface. In general, the greater the area of new impervious surface, the more runoff will occur and be delivered to receiving waters. Highway runoff will be collected in grass lined ditches in the rural area and will be channelled by curb and gutter into conduit in the urban area. The Final EIS for TH 33 describes the characteristics of urban and highway runoff which are comparable to the runoff that is anticipated for the Preferred Alternative on TH 33. Specifically, the quality of runoff resulting from the paved surface itself and the adjacent right-of-way would likely be similar to that of a rural freeway as shown in Table 19, page 140, of the Final EIS for TH 33.

GROUNDWATER IMPACTS

No impacts to groundwater quality or quantity are anticipated for the Preferred Alternative.

STREAM MODIFICATION

Streams can be modified during highway construction by constructing a bridge over the stream, placing the stream within a culvert under the highway or by relocating the channel away from the highway. Unlike the Rural Section of this project, no major channel changes are required.

The Preferred Alternative will bridge two channels of the St. Louis River, for a distance of 500 feet. An unnamed (warm water feeder) stream would be crossed and placed within a culvert for a distance of 150 feet. These are not significant impacts.

**Measures to
Minimize Harm**

Appropriate erosion control measures, both temporary and permanent, will be planned and developed for each stream crossed. Other measures to reduce possible fisheries impacts will be developed in cooperation with the Dept. of Natural Resources.

This project will result in some potential for erosion since ground cover will be disturbed. Erosion control measures will be undertaken in accordance with Mn/DOT Standard Specification 1803.5, 2573 and Special Provisions. All disturbed areas will be reseeded or sodded.

WETLANDS

The description(s) and discussion(s) in the Final TH 33 Environmental Impact Statement concerning wetlands remain unchanged. Refer to Overview of Study Area Wetlands, Characteristics of Rural Section Corridor Wetlands, Table 22 (p. 155); Individual Basin Impact for Preferred Alternative, Table 23, (p.157); Overview of Wetland Impacts for Preferred Alternative, Table 24 (p. 159) and No Build Alternative. Impacts within Alternative Corridors, Urban Section, and Wetland Mitigation, in the final TH 33 EIS are correct and up-to-date. See tables 12S, 13S, 14S and 15S, (pgs. 79-81) in the Draft Supplemental Environmental Impact Statement for additional wetlands data.

The Preferred Alternative impacts the least number of acres of wetland, (25.3 acres). The maximum number of Habitat Units lost is estimated to be 1814 based on the modified HEP developed by the interagency team. (pages 37 & 38)

*Measures to
Minimize Harm*

All minimization measures committed to in the previously approved FEIS will be implemented for this urban section. These include:

- No disposal of excess materials in wetlands
- Use of 4:1 slopes in wetlands rather than 6:1
- Incorporation of the existing roadway, where possible, into the new facility

- Excavation of some abandoned roadway areas to the level of adjacent wetlands.

Measures for Compensation

All wetlands impacted by the Preferred Alternative for this project will be fully mitigated on a habitat unit basis.

The final phase of construction on TH 33 will result in a loss of 25.3 acres or 1814 habitat units. Attempts have been made to locate and develop mitigation "on-site" or within the project corridor. The potential sites for mitigation that we investigated included enhancements, restorations, and creations. A particular emphasis was placed on creating new sites by converting existing or planned gravel pits within the corridor to type 2 or type 3 wetlands. However, the economic feasibility or lead time constraints makes "on-site" mitigation impractical for the following reasons:

1. Enhancement of Dutch Slough (SEC. 14, 15 T50N, R17W)

This site is currently unavailable through normal purchase procedures. Acquisition through condemnation was considered but because of the length of time required for this process the site has been dismissed.

2. Gravel Pit Conversion (SEC. 15 T50N, R17W)

This pit appeared to be the most promising of all sites investigated. Soils borings in the pit found that the water table is 1'-2' below the current pit floor elevation. The possibility of purchasing this site has been discussed with the owners. They indicated that this is still an active pit and they intend to continue using it at least through 1993. Again, because of timing this site has been dismissed.

3. Gravel Pit Conversion(SEC.23 T50N, R17W)

This section contains two gravel pits that were investigated, both of which are privately owned. Since the owner currently holds a state contract, consideration and assessment of these sites was

terminated due to a potential conflict of interest. This does not preclude further investigation of these sites at a later date.

4. Gravel Pit conversion (SEC. 3 T49N, R17W)

This pit is at such a high elevation that excavation to the water table would require removal of an amount of material that could not be used on this project. The final pit shape would have steep sides and be very deep. Therefore it has been dismissed as a potential wetland site.

5. Resotration of Rice Portage Lake (Sec. 25, T49N, R19W)

This is a restoration of a lake that was drained in the 1920's by judicial ditches. The restoration would result in 514 acres being converted from type 2 to type 3 wetlands and 106 acres converted from type 3 to type 4 wetlands. The scope of this work would include: flowage easements, control structure, and ditches. A hydraulic flood routing analysis to better understand the areas hydrology and hydraulic requirements for weirs and channels is currently underway. This restoration will be done in cooperation with the Fond Du Lac Indian Reservation which owns most of the property. The complexity of the required agreements and the length of time required to bring this project to letting prohibits tying it to the TH 33 construction. However, this project will be pursued as a credit site for the District Wetlands Bank.

These evaluations were done to locate "on-site" mitigation in the corridor. As was indicated above none of these sites are available as timely mitigation for this proposal. Therefore it is intended that impacts from this project be compensated through the Wetland Habitat Bank. This bank, with the recently added Wawina Wetlands Mitigation Site, will have a positive balance of 4325 points as of the letting of this project. With a project impact of 1814 points, the bank is adequate for this compensation.

Conclusion

This wetlands finding, based on the Draft Supplemental EIS and this FSEIS, document the conclusion that there is no practicable alternative to construction in wetlands adjacent to the preferred alternative for TH 33 and that this proposal includes all practical measures to minimize harm to wetlands that may result from such use. This finding is made in accordance with Executive Order 11990 on the Protection of Wetlands, dated May 24, 1977.

INDIVIDUAL BASIN IMPACTS FOR PREFERRED ALTERNATIVE

Wetland Number	Wetland Type	Basin Size (acres)	Wetland Impact (acres)
42	6/7	6.6	NONE
43	7	2.7	1.9
44	2/6	8.	NONE
45	6	65.	7.7
46	7	81.	4.5
47	6	2.6	NONE
48	2/6	1.5	NONE
49	2/6	0.6	NONE
50	6	100.	5.1
51	4.	3.3	NONE
52	3	1.0	0.1
53	2/7	2.9	1.7
54	2/6	3.7	NONE
55	6	1.2	0.8
56	6	0.5	0.2
57	7	90.	0.9
58	2/6	0.7	NONE
59	2	0.3	0.2
River Edge	6/7	2.4	2.4
		374.0	25.3

OVERVIEW OF WETLAND IMPACTS FOR PREFERRED ALTERNATIVE

Wetland Combination	HSI * Per Acre-Type	Impact (Acres)	HUs Lost
2	66	0.2	13
2/7	66	1.7	112
3	83	0.1	8
6	75	13.6	1020
7	66	7.3	482
6/7	75	2.4	179
		25.3	1814

* Note: HSI values are derived from the generic HEP model currently being used for wetlands in District 1. Values for wetland combinations are derived by using the highest value of wetland types represented.

SUMMARY OF WETLAND CHARACTERISTICS

Characteristic	Through Town	No Build
Number of Wetlands	20	4
Total Basin Acreage	374.0	126.3
Most Frequent Wetland Type	6	none
Greatest Acreage Combination	2/6	2/6/7/8
Most Frequent Size Class (Acres)	1-10	none
Average Wetland Basin Size (Acres)	20	32
Four Lane Acreage Impacted	25.3	NA
Acreage Impacted as a Percentage of Total Basin Acreage	6.8%	0%

NA: Not applicable

WILDLIFE

The Preferred Through Town Alternative would impact the least amount of habitat suitable for wildlife

(undeveloped land use type). The amount of this type of land to be taken is estimated at 39 acres. This includes the impacted wetland sites. This alternative would impact an excellent waterfowl nesting area (wetland No. 52, Page 71, DSEIS).

Swallow Nests

Bridge No. 5272 over the St. Louis River contains approximately 250 barn swallow and cliff swallow nests. In compliance with the Federal Migratory Bird Treaty Act CFR 50 21.41, the contractor shall be required to implement mitigation activities that do not jeopardize the nesting birds or their young. The following methods are available to them for removal of Bridge 5272 and construction of the 2 new bridges.

- Demolition of Br. 5272 after September 1 and before May 15th
- Nesting areas of the bridges can be covered with netting or fabric
- Nests can be knocked down before they are completed.

Scheduling of the construction of the new bridges at this site will provide for the completion of the new southbound lane bridge before the in-place bridge is removed. It is possible that the birds which have historically nested on the old in-place bridge will change to the new bridge.

WILD & SCENIC RIVERS CANOE & BOATING ROUTES

This project will not involve any State or Federal (potential) Wild & Scenic Rivers.

The St. Louis River is a State designed Canoe and Boating Route. The Mn/DNR, Regional Trails and Waterways Coordinator has been contacted and he has determined that there is no potential for adverse effect resulting from this project.

THREATENED AND ENDANGERED SPECIES

The description(s) and discussion(s) concerning threatened and endangered species remain the same as in the Final TH 33 Environmental Impact Statement. All descriptions and assessments concerning threatened and endangered species in the Final TH 33 EIS are correct and up-to-date. The Preferred Alternative will not

affect Bald Eagles, Peregrine falcons or the movements of the local wolf populations.

BICYCLE AND PEDESTRIAN CONSIDERATIONS

The proposed project is on a roadway currently identified as "unsatisfactory" for bicycle transportation. Completion of the Preferred Alternative, with 8' paved shoulders, will result in a rating of "poor".

Pedestrian needs will be accommodated. With the existing development in the area (including a school, hospital, and residential), significant pedestrian demand can be expected. An attached pedestrian crossing on both sides of the river bridge will be provided. In addition a sidewalk will be constructed on both sides of the roadway from the junction with TH 45 to the intersections with Adam St., a distance of 1.2 miles.

Because the distance across the roadway will be 60 to 80 ft., provisions will be made to safely accommodate pedestrians crossing the road. Pedestrian activated signals at the intersection with Skyline Blvd. and conduit for future signals at North Road will provide this safe pedestrian crossing.

VISUAL ANALYSIS

Motorists traveling the Preferred Alternative north from I-35 will first experience the evergreen covered Cloquet Esker, a serpentine hill of glacial origins. Further north the evergreen landscape is replaced by commercial development. This commercial character reaches its peak at the junction with TH 45, the boulevard entry into downtown Cloquet. Continuing north, they cross the St. Louis River and again find evergreen covered hills with early post-war strip development abutting the highway. From Adams St. to Morris Thomas Road, the landscape becomes increasingly rural.

To mitigate the visual impacts associated with earth moving, the ratio of the ditch backslope will vary so as to integrate the highway into the existing topography and vegetation. Construction limits will be set to minimize the clearing of trees and shrubs. The backslope will be rounded. Rock, if exposed, will remain exposed to create landscape variety. A

landscape plan, as part of the construction design, will be developed to replace or establish roadside plantings. A minimum landscape boulevard of six feet will be constructed from the shoulder to the sidewalk between TH 45 and Skyline Boulevard. Plantings adjacent to the city's parks, residential areas, and bridge abutments will be designed to blend the highway into the adjacent land uses.

Bridge Design

Due to the urban location of the bridges over the St. Louis River, steps will be taken to assure that they are aesthetically and historically acceptable to the setting and the community. The bridge structures will be designed to provide an appearance similar to the existing south channel bridge. The bridge railings and light units will continue to look similar to the in-place items but will meet current safety and design standards in accordance with the MUTCD. The existing railings and light units will be salvaged for the City of Cloquet or for use in other areas of this project, such as pedestrian trails or parking lots.

Roadway Design

To mitigate the visual impacts associated with highway design, signing and lighting will be designed and maintained in a coordinated manner. The ganging of signs of different sizes and configurations will be avoided. If ganging is necessary, the individual signs will be mounted on a single board. Light fixtures and light standards will be chosen from a single family of lights and coordinated throughout the corridor, including service roads.

CONTAMINATED PROPERTIES

During the environmental review process for Mn/DOT projects, properties which potentially may be required for right of way are screened to identify present and potential environmental hazards. A general screening based on present and past land use can identify potentially contaminated properties that could have an impact on the project. A detailed evaluation is then undertaken to determine the presence of soil and/or groundwater contamination on properties that will need to be acquired for the project. Properties found to be contaminated will be investigated to determine the type and extent of contamination, the remedial action necessary to clean up the site, and if possible, the

estimated cleanup costs that may be incurred.

Mn/DOT's initial screening of the Preferred Alternative revealed that four sites could potentially be contaminated based on land use. The four sites were investigated by placing soil borings in portions of the properties adjacent to existing Mn/DOT right of way. No evidence of contamination was found at the boring locations in three of the sites. The fourth site showed strong evidence that soil at the boring locations was contaminated with petroleum product. This information was reported to both the owner of the property and the Minnesota Pollution Control Agency, the agency which regulates petroleum contaminated sites in Minnesota. The current property owner is presently conducting a detailed investigation of soil and ground water at the site. Any cleanup actions that may be necessary at the site will be undertaken by the current property owner.

HISTORICAL/ARCHAEOLOGICAL IMPACTS

The rich history of the Cloquet area was influenced by the fur trade and logging era's. All of the sites which have been identified as having historic value are located within the urban section.

The DSEIS listed the following sites as having potential for adverse impacts. Further investigations by the City of Cloquet and the State Historic Preservation Officer have shown that there are no impacts to the following Historic/Archaeological sites with the Preferred Alternative:

- Dunlap Island
- Northeastern Hotel
- C.N. Nelson Lumber Co.
- Northern Lumber Co. Boarding House
- Frank LLoyd Wright "Phillips 66" Gas Station

Further information on these sites is found in the FEIS and in the section on Corrections/Revisions to the Draft Section 4(f) Evaluation in this document.(pg 75)

CONSTRUCTION IMPACTS

A major transportation project will exert significant short term effects on the local and regional economy. These impacts are caused by the introduction of

employment, income, and the purchase of construction materials and supplies. The latest estimated construction costs for the Preferred Alternative is \$9.5 million.

Air Quality

Construction will have a negative impact on air quality. Air pollution will include emissions from vehicles, equipment and also possibly a hot mix paving plant. Fugitive dust sources, which are mainly grading operations and temporary dirt roads, will also be a source of air pollution.

Since this is an area of air pollution attainment (i.e., it has been designated as an area meeting ambient air quality standards) no special precautions or permits are needed to stay within the standards with the normal amount of construction required. Neither exhaust nor dust should be of a magnitude to constitute a health hazard.

Construction regulations and Mn/DOT's "Standard Specifications for Construction" outline ways to minimize any impacts from excessive dust during construction.

Construction Noise

The high noise levels of typical construction equipment indicate a potential noise impact. Typical construction noise levels are listed in Table 19S(pg 44). No predictions of construction noise levels have been made, since it is impossible to accurately estimate the actual equipment that will be utilized at any given time.

The impact of construction noise can be minimized by restricting the hours of work and careful attention to muffler maintenance. Minnesota Standard Specifications for Highway Construction - Section 7, Subsection 1701, states in part that the contractor shall comply with all applicable laws, ordinances, regulations, orders and decrees. This includes any federal, state or local noise control regulation.

**TABLE 19S
TYPICAL CONSTRUCTION MACHINERY NOISE LEVELS ***

	db(A) at 50'	db(A) at 100'	db(A) at 200'
Air Compressor	81	75	69
Backhoe	85	79	73
Concrete Mixer	85	79	73
Concrete Pump	82	76	70
Concrete Vibrator	76	70	64
Crane, Derrick	88	82	76
Crane, Mobile	83	77	71
Dozer	80	74	68
Generator	78	72	66
Grader	85	79	73
Jack Hammer	88	82	76
Loader	79	73	67
Paver	89	83	77
Pile Driver	101	95	89
Pneumatic Tool	85	79	73
Pump	76	70	64
Rock Drill	98	92	86
Roller	74	68	62
Saw	78	72	66
Scraper	88	82	76
Shovel	82	76	70
Truck	91	85	79

Source: Traffic Noise and Vibration Manual, Illinois Department of Transportation, March 1977

Traffic

Construction work will cause some disruptions to local traffic patterns. Mn/DOT's specifications require contractors to conduct their operations in a way that will cause the least obstruction to traffic. Access to adjacent property will be maintained. Construction will be scheduled in such a manner that alternative routes can be developed.

*Pollution
Control*

All applicable regulations of pollution control relating to the prevention and abatement of pollution shall be complied with during hauling and construction operations.

Erosion Control

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

Temporary controls of erosion include items such as bale ditch checks, earth diversions, bale diversions, and temporary sediment basins. Temporary controls which will be included in construction plans are used at the discretion of the project engineer. Administrative erosion controls occur in the form of standard specifications, licenses, permits and requirements placed upon the contractor.

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 application 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, existing topsoil is sampled and tested. Test results provide information on topsoil gradation and pH level, also on the content level of organic matter, phosphorous and potassium. From test information, the proper fertilizer type and application rate are found. If more topsoil is required than can be obtained by salvaging in place topsoil, topsoil borrow (topsoil obtained from a source other than the construction site) may be used.

Excess Material

The Preferred Alternative may result in an excess of unsuitable or unstable material. Where possible this material will be disposed of on the highway right of way.

Disposal

In the event that unsuitable soils cannot be disposed of within the right of way limits, Mn/DOT has Guidelines for the Disposal of Excess Material (Technical Memorandum No. 83-11-EVN-1) to aid in determining if there are feasible and prudent alternatives to disposal of excess materials in wetlands or other environmentally sensitive areas. In brief, these guidelines allow disposal in wetland areas only where cost or engineering considerations make removal of the material to upland sites extremely impractical. These conditions are usually encountered where a highway alignment traverses large expanses of unsuitable soils.

PERMITS

This project involves the crossing of a Mn/DNR Protected Waterway (St. Louis River) and impacts to approximately 25 acres of wetlands, therefore permits from the Mn/DNR and the Corps of Engineers are required.

The City of Cloquet will have plan approval authority for those portions of the project within the city limits.

TRANSPORTATION IMPACTS

The Purpose and Need Section of this document lists seven transportation objectives of this project:

- 1) provide adequate level of service
- 2) improve accessibility to tourism areas of northern Minnesota
- 3) stimulate and support business expansion and long-term economic growth
- 4) provide four lane continuity
- 5) accident reduction
- 6) improve traffic flow in Cloquet
- 7) replace or improve deficient bridges

The Preferred Alternative fully meets the project objectives.

**List of
Preparers**

VI. LIST OF PREPARERS

NAME	EDUCATION	YEARS OF EXPERIENCE	EIS RESPONSIBILITY
<u>DISTRICT:</u>			
Gustaf E. Peterson	U of M (Duluth)	17	Purpose and Need Energy Analysis Comments and Coordination
William C. Cary	U. Wisc.(River Falls)	17	Summary Alternatives
Ron Running	U of M (Duluth)	19	Relocation Impacts
Paul J. LaTour	BA Business and Economics	27	Project Manager EIS Editing
<u>Mn/DOT: CO</u>			
Frank Pafko	BS Fisheries	14	Preparation EIS Editing
Joe Thomas	BS Soil and Water Mgmt.	12	Floodplains Soils
Gerry Larson	MA	12	Social Impacts Economic Impacts Relocation Impacts Land Use Impacts Historical and Archaeological Impacts
Norm Melem	BCE	17	Air Quality Impacts
Sarma Straumanis	BS Zoology MS Biology	12	Wetlands Wildlife Threatened and Endangered Species
Kevin Kotts	BS Biology	2-1/2	Wetlands

BS Education

Ron Rauchle	BSCE Evaluation	1	Preliminary 4(f)
Scott Carlstrom	BS Forestry	16	Stream Modification Water Quality
John Dustman	BS Geology	4	Groundwater
Craig Churchward	BLA	13	Visual Analysis
Mel Roseen	BSCE	19	A f f e c t e d E n v i r o n m e n t Construction Impacts Transportation Impacts Noise Analysis
Ken Buckeye	BA Urban Affairs MS City and Regional Planning	12	Bicycle and Pedestrian Considerations
<u>Federal Highway Administration</u>			
Lawrence Brown	BSCE	16	EIS Preparation and Review
Alan J. Friesen	BSCE	21	EIS Review and Approval
James W. McCutcheon	BSCE MSCE	26	Floodplain, bridge and hydraulic Review
Wallace O. Oien	BS Forestry	26	Right-of-Way Review

**Comments
and Coordination**

COMMENTS AND COORDINATION

A public hearing was held in Cloquet at the Senior High School on June 17, 1987. The hearing commenced at approximately 7:00 P. M. and ended at approximately 9:30 P.M. The hearing included presentations by Mn/DOT staff regarding the background of the project, a photographic slide presentation of the alternatives, a description of the anticipated impacts, and a discussion of the relocation assistance program of Mn/DOT. These presentations were followed by a brief intermission, which was followed by a public comment period.

During the comment period 22 persons presented statements regarding the proposed action. Many of these comments were lengthy in nature. In the interest of brevity, the full printed transcript of the hearing will not be reproduced here. Rather, a summary of the comments received will be presented and discussed. At the public hearing Mn/DOT staff indicated that anyone who wished to receive a copy of the transcript could leave their name and address and that one would be mailed upon completion. Thirty copies were subsequently mailed to those so indicating, including two copies each to the City of Cloquet and Carlton County. In addition, anyone now wishing to review the transcript may obtain a copy from the Duluth Office of the Minnesota Department of Transportation, or may review a copy in the Duluth office. The address to which a request should be directed may be found on the title page of this Final Supplemental EIS.

Among the twenty-two persons who spoke at the public hearing were four elected officials, representing state, county and city constituencies; two staff persons of the City of Cloquet; eight persons spoke as representatives of business concerns or the business community generally; and the remainder spoke as private citizens or as representatives of neighborhood groups.

The concerns and/or interests which were articulated at the hearing may be summarized as followed.

No Build Alternative.

No one spoke in favor of the No Build Alternative, and no one spoke against it.

East Corridor Alternative.

None spoke in favor of the east corridor alternative, and none spoke against it. However, as indicated below, one letter was subsequently received which argued in favor of selection of the east corridor alternative.

Through City Alternative.

None spoke against it. Each of the 22 persons who spoke felt that the Through City Alternative should be selected as the Preferred Alternative. As indicated below, two letters were later received which argued against selection of the Through City Alternative.

West Corridor Alternative

None of the persons who spoke argued for the West Corridor Alternative. Rather, each of those who spoke argued in favor of constructing within the through town corridor. The reasons and issues which were addressed are set forth below. Rather than enumerate each of the factors which

were raised by each speaker, common themes will be discussed.

Of those who spoke against the West Corridor Alternative, several factors were repeated by a number of speakers:

COST

The cost differences between West Corridor Alternative and the Through City Alternative were mentioned by a large number of the speakers. The cost of constructing the West Corridor Alternative was estimated at \$23,000,000; the cost of the East Corridor Alternative was estimated at \$17,500,000, and that of the Through City Alternative at \$8,200,000. The various improvements associated with a No Build Alternative were estimated at \$5,100,000. The \$15,000,000 difference between the Through City Alternative and the West Corridor Alternative was frequently presented as a major reason for selecting the Through City Alternative as the Preferred Alternative. State Senator Florian Chmielewski identified tentative other uses to which the excess funds could be put in the vicinity of Cloquet, including construction of a road to the proposed Community College on the Fond du Lac Reservation.

MN/DOT RESPONSE

Cost differences among the various alternatives constituted an important element in the decision making process of selecting a preferred alternative. The preferred alternative, the Through City Alternative, is projected to cost the least of the build alternatives considered.

TURNBACK COST

An additional cost factor, although unrelated to construction cost, was mentioned by a number of people. This is the "turnback" factor. Construction within any of the bypass corridors would have implied that some portion of the existing Trunk Highway 33, possibly including the bridges over the St. Louis River, would be turned back to the ownership and control of Cloquet or Carlton County, which would then become responsible for all subsequent maintenance and other costs. The cost associated with this for the city and/or county were frequently mentioned as reasons for rejecting either of the bypass alternatives.

MN/DOT RESPONSE

The preferred alternative will not result in any of the existing trunk highway being turned back to local jurisdiction.

PLANNING

Several speakers, legislative representatives, the acting mayor, the city planner, and others pointed out the long history of planning which Trunk Highway 33 has undergone. Much of the community land use and redevelopment planning has been premised upon improving Trunk Highway 33 within the present corridor. The adverse impact to these planning efforts resulting from construction within a new corridor was pointed out by these people. Included within this category of concern was the possibility of a West Corridor Alternative exerting a significant adverse effect upon the integrity of the water supply for the City of Cloquet. The City wells and underground reservoir would be located very close to the location of a West Corridor Alternative. Despite numerous attempts to obtain water from

other sources and locations, this location remains virtually the only source of underground water the city has been able to locate. The selection of a West Corridor Alternative as the Preferred Alternative was also seen as leading over time to development along the route of a West Corridor Alternative, which would require the city to extend city services into areas which do not have them.

MN/DOT RESPONSE

The preferred alternative will not exert any of the adverse effects identified above as being associated with the westerly alternative. The selection of the Through City Alternative as the Preferred Alternative precludes the possibility of any impacts to the wells or water supply. This was one of the important factors which entered into the decision to select the Through City Alternative as the Preferred Alternative.

PUBLIC SAFETY

A number of speakers pointed out that the Through City Alternative would provide the best avenue for emergency vehicle movement both north and south of the public safety building, and to and from the hospital. The West Corridor Alternative was not seen as facilitating the provision of emergency services.

The other side of this issue is that the Through City Alternative at this time serves as a barrier to the movement of pedestrians within the city, posing a problem for children, the elderly, and others with a mobility impairment. Later in written submission to Mn/DOT, the City Planner, and Superintendent of Schools, and others (including the Director of the Chamber of Commerce) pointed out the need to provide safe and adequate crossing for these people, including the possibility of pedestrian bridges.

MN/DOT RESPONSE

The preferred alternative will continue to provide excellent access to the hospital, and to and from the emergency services facility located on T.H. 45 immediately east of T.H. 33. The issue of pedestrian movement across T.H. 33 through the city has been the subject of additional coordination and meetings between the staff of Mn/DOT and staff of the City of Cloquet. At this time it is planned that traffic signals at Skyline Boulevard, which will include a pedestrian phase, will be installed as part of this project.

ECONOMIC IMPACTS

A number of speakers, including some governmental speakers and all the representatives of business, argued that the businesses along TH 33 were to a significant degree dependent upon the automobile traffic carried on Trunk Highway 33 for a major proportion of their revenues. These spokespersons articulated the belief that relocation of this traffic corridor to another location would translate into serious economic impacts to them as individual business operators, and ultimately to the economic well being of the community at large. They argued that reduced customer contact would mean reduced revenues, causing subsequent layoff of workers, and additional secondary economic impacts extending to other financial and commercial institutions as well.

MN/DOT RESPONSE

The preferred alternative is the Through City route, and as a result traffic will be continued to be carried on the existing alignment of T.H. 33 for the foreseeable future. Potential impacts to the vitality of the retail sector of the Cloquet economy was one of the important factors which entered into the decision making process to select the through city route as the preferred alternative.

COMMUNITY COHESION

The City Planner and a number of private citizens spoke against construction within the West Corridor because of the effects which they believed such construction would have upon the character and quality of their neighborhoods. They pointed out that their area at this time is rustic, quiet, and peaceful. Construction would bring increased traffic, with associated noise and other disruption. In addition, a number of people who live west of the west alternative expressed the fear that construction of the West Corridor Alternative would create a barrier between their residences and the remainder of the community which lies east of the proposed facility. One resident pointed out that the current facility serves as a barrier, dividing the community and hindering movement.

MN/DOT RESPONSE

The location of the existing highway currently divides the community and presents a hindrance to east-west movement within the city, particularly for pedestrians. The location of the westerly corridor alternative would have also left some residents of the Cloquet area on the west side of the new facility and would have presented a similar impact to the existing facility. The selection of the west alternative would still have left existing T.H. 33 as a major north-south street in Cloquet, albeit not a state highway. Many of the problems presented to non-motorist mobility by the present and planned facility would have remained.

OTHER

A resident pointed out that the proposed location of the West Corridor Alternative would traverse lands where further archaeological exploration and investigation would be needed, and which exploration would likely reveal the existence of Native American settlement areas.

The possibility of impacts to the golf and country club was mentioned, as was the possibility of damage to the ski area, resulting from selection of the West Corridor Alternative as the Preferred Alternative.

MN/DOT RESPONSE

Selection of the west corridor would have required additional archaeological exploration. Selection of the Through City Alternative makes this a moot point.

The selection of the Through City Alternative as the preferred alternative will preclude impacts to the golf course or ski area.

WRITTEN SUBMISSIONS TO THE PUBLIC HEARING RECORD

In addition to the opportunity to speak publicly regarding the proposed action, the public was extended the opportunity to submit written comments which would also become part of the public hearing record. The period during which the record remained open to receive written testimony extended from June 17 through July 6, 1987. During this period of time, a total of 16 written submissions were received. Twelve of these written comments were from private citizens, writing to express their individual concerns. A comment letter was submitted by the Cloquet City Planner, and one from a representative of the Potlatch Corporation. A letter was submitted by the Chamber of Commerce, to which was attached a packet of information supporting the selection of the Through City Alternative as the Preferred Alternative. Last, a petition was submitted in support of keeping Trunk Highway 33 within the present corridor, which was signed by nearly 300 persons.

Many of the issues raised in these written submissions were similar to those raised verbally at the public hearing.

COST

A number of writers raised the issue of the West Corridor Alternative costing significantly more than the Through City Alternative, and suggested that on this basis the West Corridor Alternative should not be selected as the preferred alternative.

MN/DOT RESPONSE

As indicated above, the cost differential was one of the important social, economic, and environmental factors which resulted in the identification of the Through City Alternative as the Preferred Alternative.

ECONOMICS

The economic issue was again raised by several writers. This included the loss of business revenues by traffic sensitive businesses, and the associated loss of jobs. The issue of potential increased costs to local units of government associated with turnback of some portion of the existing highway facility was raised as well.

MN/DOT RESPONSE

As indicated above, consideration of the economic vitality of Cloquet was one of the important social, economic, and environmental factors which led to the identification of the Through City Alternative as the Preferred Alternative.

WATER SUPPLY

The importance of the water supply facility lying near the West Corridor Alternative was stressed. Potential impacts to the public wells providing the bulk of the water supply for Cloquet was indicated as a reason for avoiding this alternative.

MN/DOT RESPONSE

Selection of the Through City Alternative as the Preferred Alternative precludes the possibility of impacts to the public wells. This was one of the important social, economic, and environmental factors which led to the identification of the Through City Alternative

as the Preferred Alternative.

THE COMMUNITY PREFERENCE ISSUE

A number of writers pointed out the broad based support which had been articulated through the years by agencies of the City of Cloquet, and stressed that these sentiments should be given great weight in the decision making process.

MN/DOT RESPONSE

The Minnesota Department of Transportation attaches great importance to the desires of the community when considering improvements to trunk highways within those communities.

The formal, written preferences of the various city offices played an important part in the process of selecting a preferred alternative. The Through City Alternative desired by the City of Cloquet has been identified as the Preferred Alternative.

OTHER

Writers expressed the belief that adverse impacts, i.e. traffic, noise, disruption, would be placed into the community west of the city if the West Corridor Alternative were selected.

The efficient provision of emergency services was listed as an advantage of construction within the Through City Corridor.

MN/DOT RESPONSE

The selection of the Through City Alternative as the Preferred Alternative will preclude the possibility of impacts within the residential community lying on the westerly part of the City of Cloquet.

Emergency service provision was one of the important social, economic, and environmental factors which led to the identification of the Through City Alternative as the Preferred Alternative

FAVORING BYPASS

Two persons wrote in favor of selection of the bypass routes as Preferred Alternative. These writers articulated several points deserving response. These include the following:

Comment

The business district of every community on the Iron Range has been bypassed as a result of construction of the Cross Range Expressway.

MN/DOT RESPONSE

This is true, although the direct relevance to the situation at hand is not clear. Mn/DOT has constructed "bypasses" in a large number of communities throughout Minnesota. The decision of whether or not a bypass is an appropriate solution to an identified traffic problem depends on a large number of factors, including cost, traffic congestion, community preferences, safety, and other environmental factors.

Comment

Following the Through City route will provide only a temporary solution. The potential for a traffic bottleneck will remain and will grow over the next several years.

MN/DOT RESPONSE

The proposed facility is anticipated to provide a level of service of C or better for the next 20 years.

Comment

One writer argued that the public hearing was an affair orchestrated by the Chamber of Commerce and a small group of business operators, and that the hearing did not produce a meaningful debate on the merits of the various alternatives.

This person further suggested that the East Corridor Alternative should be identified at the Preferred Alternative, for a number of reasons.

MN/DOT RESPONSE

Mn/DOT undertakes a comprehensive effort to solicit public input regarding its projects. This particular project was the subject of extensive discussion at a variety of forums open to the public. The public hearing was open to anyone who wished to speak. The comment period remained open for 19 days following the public hearing for anyone who wished to submit written testimony in support of or against any feature of the project. A separate meeting was held at the Fond du Lac Reservation offices to solicit the input of the tribal governing board.

Many people took advantage of these opportunities to express their sentiments regarding the various alternatives. Those people who choose not to express their sentiments and opinions regarding a major public improvement such as T.H. 33 lose the opportunity to affect public policy or program decisions. Mn/DOT cannot assume that those who chose not to articulate their beliefs are for or against any particular alternative, or feature of a proposed action.

Comment

Existing Trunk Highway 33 presents a safety hazard to children crossing the highway.

Existing Trunk Highway 33 divides the community and exerts a barrier effect between neighborhoods.

MN/DOT RESPONSE

Safety is one of the reasons why bypasses are proposed and evaluated. Pedestrian safety is a vital concern to Mn/DOT, and this has been the subject of ongoing meetings and discussion between the staff of Mn/DOT and Cloquet.

Presently, pedestrian considerations include installing traffic signals at Skyline Boulevard, which will include a pedestrian phase, as part of this project.

Comment

Too much traffic causes congestion and ultimately hurts business, growth of traffic in the existing corridor will ultimately cause this type of congestion.

MN/DOT RESPONSE

The proposed facility is projected to be able to accommodate projected traffic levels and provide a level of service of C or better for the next 20 years.

Comment

The community needs another bridge across the river.

MN/DOT RESPONSE

Currently residents have the T.H. 33 bridge, the recently reconstructed bridge south of the city on CSAH 61 (old T.H. 61), and the I-35 bridge over the St. Louis River. While an additional bridge may be desirable for some residents, there does not appear to be a "need" to provide another bridge to accommodate the traffic volumes existing and projected on the bridges over the St. Louis River.

Comment

An eastern beltway would open that area for residential and commercial development.

MN/DOT RESPONSE

This may be true. However, there was a virtual absence of support for construction within the East Corridor Alternative either by any governmental unit or individual citizens.

Comment

A beltway will not unduly affect traffic levels in the Trunk Highway 33 traffic area.

MN/DOT RESPONSE

Refer to the traffic projections associated with the East Corridor Alternative in the DSEIS, (p. 17).

Comment

The historic arguments were falsely raised--if a private developer wanted to redevelop the Brooks Scanlon site, not a voice would be raised in protest.

MN/DOT RESPONSE

Whether private developers would have to consider the same factors in their project development process as does a public agency like Mn/DOT is not germane. The preservation of historical structures, sites, and culture is given strong emphasis in governmental action, and public agencies pay serious attention to the presence of sites of actual or potential historic or archaeological significance. Such sites are avoided unless other factors compel other action.

Comment

Cloquet's industrial park has not attracted one business during the eight years which it has been open.

MN/DOT RESPONSE

The meaning or relevance of this observation is unclear.

Comment

The costs of turnback issue have been exaggerated

MN/DOT RESPONSE

Long range costs to the city or county associated with turnback were not determined. However, if the bridge over the St. Louis River on existing T.H. 33 became the responsibility of Cloquet or Carlton County, this would constitute a significant expense to local government.

Comment

Many businessmen do not hold the opinions articulated by the Chamber of Commerce but will not articulate this in public.

MN/DOT RESPONSE

As indicated above, Mn/DOT can only consider what is articulated to it by the public, either in oral or written testimony.

Comment

The extension of community services (sewer, water) into this area would not be a problem.

MN/DOT RESPONSE

Mn/DOT was informed by the city that the extension of services into this area was neither planned nor desired.

PETITION

The following petition was submitted by residents of the west side of the city. WHEREAS, the Residents of Cloquet's west side have resided in that particular area because it is a quiet and beautiful setting and creates a cohesive bond between the urban and nonurban centers; and

WHEREAS, the Residential neighborhood which includes the Spring Lake Road, Pinewood Drive, Birch Street, Elmwood Street, West Carlton Avenue, Highland Avenue, Summit Avenue and surrounding area; and

WHEREAS, the Cloquet Country Club could possibly adjoin and become opened to the proposed 4-lane expressway; and

WHEREAS, the Minnesota Department of Transportation (Mn/DOT) states in their Draft Environmental Impact Statement (DEIS) that the Western By-Pass alternative would further divide the town, both the Residential and Business Community; and

WHEREAS, the Western By Pass is said to cost an additional \$15 million dollars, in addition to the existing Highway 33 improvements, of which Cloquet area taxpayers may have to pay additional taxes;

Therefore, NOW BE IT RESOLVED that all of the names affixed to the following petition strongly oppose the Western By Pass alternative for the Highway 33 improvement from I-35 to the Morris Thomas Road.

Attested to this 3rd Day of June, 1987 by the following residents of the above named areas.

Signed by 287 residents (original sheets available in District 1-Duluth office of Mn/DOT)

CHAMBER OF COMMERCE SUBMISSION

The Cloquet Area Chamber of Commerce by letter submitted a packet of materials which were in support of that organization's position that either bypass alternative would exert significant adverse impacts to the local economy, and its belief that the Through City Alternative be selected as the Preferred Alternative. This submission consisted of the following items:

A memorandum to members of the Chamber of Commerce Highway 33 Task Force indicating areas of the Draft Environmental Impact Statement which supported their position, and areas where they felt an effort should be made to disprove or refute at the public hearing.

A list of "business owners" who signed a petition which simply states: HIGHWAY 33 - TO KEEP IN PRESENT LOCATION. This petition is signed by seventy two persons.

Resolution of The Board of County Commissioners of Carlton County, Resolution No. 86-176, favoring upgrading Trunk Highway 33 in the present corridor. (This resolution is reproduced at page (71) of this FSEIS.

The results of a telephone survey conducted by the Chamber of Commerce indicating a preference of upgrading Trunk Highway 33 in the present location

An enumeration of the property taxes paid by businesses along Trunk Highway 33 to various units of government.

A letter to the Chamber of Commerce from State Senator Florian Chmielewski indicating his preference for construction within the Through City Corridor.

A letter to the Chamber of Commerce from State Representative Paul Ogren indicating his preference for construction within the Through City Corridor.

A letter from Donald Sheets to District Engineer John Sandahl dated June 15, 1987.

Letters to the Chamber of Commerce from the Carlton County Historical Society regarding its facilities and indicating a preference for maintaining Trunk Highway 33 in its present location.

A letter from Reverend Seamus Walsh, of OUR LADY OF THE SACRED HEART CHURCH in Cloquet to District Engineer John Sandahl dated November 25, 1986, indicating a desire not to have Trunk Highway 33 located within the west corridor.

A letter from Russell Smith, Superintendent of Schools for Cloquet to the Chamber of Commerce stating a preference for the through town alternative and indicating a preference for safety measures for school children crossing to Pinehurst Park.

A letter from Jeffrey Wallace, Attorney at Law, acting on behalf of the Fond du Lac Reservation Business Committee to Mr. Paul LaTour of Mn/DOT dated October 14, 1983 in which a preference is indicated for the through town route. (EDITOR NOTE: THIS LETTER WAS LATER FOLLOWED BY A LETTER FROM THE RESERVATION BUSINESS COMMITTEE REPUDIATING THE 1983 LETTER, AND INDICATING A STRONG PREFERENCE FOR CONSTRUCTION WITHIN THE WEST CORRIDOR. THIS LATER LETTER IS FOUND AT PAGE 74 OF THIS FEIS).

A photo reproduction of an editorial from THE PINE KNOT, dated June 11, 1987, indicating that the Through City Alternative should be selected as the Preferred Alternative.

AGENCY COMMENTS -- SUBMITTED IN RESPONSE TO THE DSEIS

Written comments on the DSEIS or the Proposed Action. This section contains the comment letters which various agencies submitted regarding the DSEIS and/or the proposed action, together with Mn/DOT -- FHWA responses to these comments.

<u>Comments</u>	<u>Page Number</u>
Federal Agencies	
U.S. Department of Transportation, Federal Aviation Agency	61
U.S. Department of the Interior Bureau of Indian Affairs	62
U.S. Department of the Interior Office of Environmental Review	63
U.S. Environmental Protection Agency	67
State Agencies	
Minnesota Department of Natural Resources	69
Minnesota Pollution Control Agency	71
Local Units of Government	
City of Cloquet Resolution	72
Letter from City Planner	73
Carlton County Resolution	74
Fond du Lac Indian Reservation	74



U.S. Department
of Transportation
Federal Aviation
Administration

Airports District Office
Room 111
6301 34th Avenue South
Minneapolis, MN 55450

May 22, 1987

Mr. John E. Sandahl
Mn/DOT
District 1, Transportation Office
1123 Mesaba Avenue
Duluth, Minnesota 55811

Draft Supplemental Environmental
Impact Statement and 4 (f) Evaluation
for Trunk Highway 33
FHWA-MN-EIS-84-01-SD

Dear Mr. Sandahl:

We have reviewed the major development alternatives that were considered in the subject document. If the West Cloquet Bypass alternative is selected, we request that notification be provided to the Federal Aviation Administration.

Notice requirements can be met by completing the enclosed FAA Form 7460-1. The first sheet of the form specifies the locations and dimensions of the construction and the address where the completed form should be sent.

Sincerely,

Glen Orcutt
Community Planner

Enclosure

RESPONSE

1. The Through City Alternative has been selected as the Preferred Alternative.

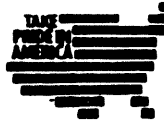
61





United States Department of the Interior
BUREAU OF INDIAN AFFAIRS

MINNEAPOLIS AREA OFFICE
16 SOUTH FIFTH STREET
MINNEAPOLIS, MINNESOTA 55402-1400



IN REPLY REFER TO:
ENGINEERING

JUL 15 1987

Mr. John E. Sandahl
Minnesota Department of Transportation
District 1, Transportation Office
1123 Mesaba Avenue
Duluth, MN 55811

Dear Mr. Sandahl:

Reference 330 FHWA-MN-F51-84-01-SD Draft Supplemental Environmental Impact Statement and 4 (f) Evaluation for trunk Highway 33, in Carlton and St. Louis counties, Minnesota Project F 073-1, and the meetings of June 16 and 17, to discuss the subject project.

1 We heartily support the Fond du Lac Reservation's recommendation that the West Bypass Alternative be constructed. It would provide direct access to the Reservation and improve opportunities for economic development which is needed on all reservations.

Please provide this office three copies of the final supplemental EIS/4 (f), upon completion.

Sincerely,

E. J. Barber

Area Director

RESPONSE

1. At this time the Reservation does enjoy good access to T.H. 33 via Big Lake Road. The potential economic development resulting from the highway being located in the west corridor was considered by Mn/DOT and FHWA in the decision of which alternative should be selected as the preferred alternative.

A comprehensive examination of all social, economic, and environmental factors, and impacts associated with the alternatives led to the conclusion that the Through City Alternative should be selected as the preferred alternative.



United States Department of the Interior

OFFICE OF ENVIRONMENTAL PROJECT REVIEW
WASHINGTON, D.C. 20240



ER 87/657

JUL 7 1987

Mr. Roger Borg
Division Administrator
Federal Highway Administration
7th and Robert Streets, Suite 490
St. Paul, Minnesota 55101

Dear Mr. Borg:

This is in response to the request for the Department of the Interior's comments on the draft supplemental environmental statement/preliminary Section 4(f) evaluation for TH-33 (from I-35 to US-53), Carlton and St. Louis Counties, Minnesota.

POTENTIAL SECTION 4(F) INVOLVEMENT COMMENTS

The following is stated on page 132:

At this stage of project development, a preferred alternative has not been selected or designated, nor has a detailed highway layout been developed. As a result, it is not known which property protected under Section 4(f) will be impacted. Neither is the precise nature of any impact known. It may be possible to avoid all Section 4(f) involvement. This will not be determined precisely until the selection of a preferred alternative, which will take place following the circulation of this document, and the public hearing.

1 | If any use of Section 4(f) land is proposed as part of the preferred alternative once such alternative has been selected, a Section 4(f) statement for each such involvement should be prepared and circulated for comment prior to circulation of the final environmental statement.

SUPPLEMENTAL ENVIRONMENTAL STATEMENT COMMENTS

2 | The U.S. Fish and Wildlife Service (FWS) advises that the through town alternative would be best from the fish and wildlife standpoint because it would appear to have the least impacts on fish and wildlife resources. However, inasmuch as it is not yet known which Section 4(f) properties will be affected or what the precise nature of any impact would be, the National Park Service (NPS) advises that total impacts on cultural and park and recreation resources of the through town route and other alternatives must be weighed by the Federal Highway Administration (FHWA) with other environmental factors in reaching a

RESPONSE

1. The preferred alternative, the Through City route, will not use land from any Section 4(f) resource. Refer to the Section 4(f) information section of this Final SEIS at page (84) for further discussion of this issue.

2. The Through City Alternative has been selected as the Preferred Alternative.

Mr. Roger Borg

2

3 decision on a preferred alternative. Also, the Bureau of Indian Affairs (BIA) advises that the Fond du Lac tribe supports the west bypass route because of potential economic benefits to the tribe.

In weighing alternatives so as to choose a preferred alternative, FHWA might consider a constricted highway cross-section or minor alignment shift to avoid and/or minimize impacts to wetlands, other fish and wildlife habitats, cultural resources, and park and recreation resources.

The FWS provides the following comments on floodplains, wetlands, and the FWS opinion that the through town alternative is preferable:

Floodplains

4 Of the three build alternatives being considered, each would require a bridge crossing of the St. Louis River and unnamed creeks. However, both the east and west bypass alternatives would involve new river crossings in areas previously undeveloped. Selection of either of these alternatives would encourage additional corridor development adjacent to the new roadway and result in a further reduction of wildlife habitat within the project area. In addition, the west bypass alternative would adversely affect the Big Otter Creek, which is a state designated trout stream, by requiring approximately 400 feet of stream modification relocation. As proposed, the stream section would be placed within highway culverts thereby eliminating this section as a productive spawning and nursery area for brook trout.

Wetlands

5 The draft statement correctly identifies wetlands to be adversely affected by proposed alternatives and provides corresponding habitat unit values (HU) to be lost due to wetland fill/encroachment. From this analysis, the through town alternative stands out as the alternative affecting the smallest quantity of wetland acreage (24.8 acres) and requiring the smallest amount of wetland compensation (1841.4 HU). The two bypass alternatives affect significantly more wetland basins, many of which have not been altered by previous development. Selection of either bypass alternative would require considerably more wetland compensation and involve the creation of a parallel corridor adjacent to the existing highway.

6 Concerning wetland compensation, the FWS supports the procedures to mitigate all unavoidable wetland impacts on a habitat unit basis. Although a number of measures will be investigated (page 77) all proposals must be coordinated with the Wetland Bank Managers prior to acceptance and a credit value assigned. While the FWS advises that it encourages the use of onsite mitigation, the wetland credit gained from small enhancement type projects is not expected to adequately compensate for the cumulative wetland losses associated with this project. As such, the FWS recommends that offsite mitigation sites be investigated. Considering the proposed letting date of this project, i.e., 1990, the FWS further recommends wetland compensation for this project be accomplished concurrently with highway construction. All activities involving

3. The Minnesota Department of Transportation and the Federal Highway Administration determined that a comprehensive review of all social, economic and environmental impacts led to the conclusion that the through city alternative presented the best overall set of impacts and should be identified as the preferred alternative.

4. The Through City Alternative has been selected as the Preferred Alternative. The proposed action will not involve a significant floodplain encroachment. See pages (34-36) of this Final SEIS for further discussion of this issue.

5. The Through City Alternative has been selected as the Preferred Alternative. The minimization of wetland impacts was one of the social, economic, and environmental factors which led to the selection of the Through City Alternative as the Preferred Alternative.

6. Wetland mitigation coordination is ongoing on this project, with the active involvement of the FWS. It is anticipated that off-site mitigation will be utilized for this project.

Mr. Roger Borg

3

wetland compensation for this project should be coordinated with the Supervisor, Fish and Wildlife Service Ecological Field Office, 50 Park Square Court, 400 Sibley Street, St. Paul, Minnesota 55101 (telephone FTS 290-3131 or commercial 612-290-3131).

The Bureau of Land Management (BLM) advises that a review of their records shows two small islands in the St. Louis River which may be impacted by the proposed project. BLM states that due to the scale of the maps in the draft statement, they are unable to determine if the two islands might be affected. The Minnesota Department of Transportation has advised by telephone that these islands would not be impacted. However, BLM should be consulted at the time a preferred alternative is selected and prior to circulation of the final environmental statement to make a definitive determination regarding impacts on the islands.

ENDANGERED SPECIES ACT COMMENTS

In previous correspondence dated December 3, 1984, from Mr. Bruce Blanchard, U.S. Department of the Interior, to Mr. Roger Borg, Federal Highway Administration, the FWS issued a biological opinion which considered the potential effects this project would have on Federally listed threatened or endangered species. A "no jeopardy" opinion was rendered for the gray wolf and it was determined this project would not affect the bald eagle and peregrine falcon. Since additional information has not been presented to identify impacts previously not considered, the determinations rendered in the aforementioned letter apply to this project segment.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

Concerning the U.S. Army Corps of Engineers Section 404 permit required for this project, the FWS advises that it will request permit denial pending completion of wetland compensation agreed to during previous review of the segments of TH-33. According to the Corps permit (Application #86-470-38), "Wetland compensation shall be accomplished concurrent with highway upgrading or no later than October 30, 1988." As such, FWS believes this condition must be met prior to the consideration and/or issuance of another permit for this project.

SUMMARY COMMENTS

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

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

7. The Preferred Alternative, the Through City Alternative, will not impact either of these islands in the St. Louis River

8. Wetland mitigation is being planned to fully compensate for all wetland impacts from the TH 33 projects. Mn/DOT understands that wetland mitigation shall be accomplished prior to or concurrent with construction of the remaining TH 33 project (from TH 45 to Morris Thomas Road.)

Mr. Roger Borg

4

project evaluation and assessment. For technical assistance concerning fish and wildlife resources, the Endangered Species Act and the Fish and Wildlife Coordination Act, please contact the FWS office referenced above. For technical assistance concerning park and recreation resources, please contact the Regional Director, Midwest Region, National Park Service, 1709 Jackson Street, Omaha, Nebraska 68102 (telephone FTS 864-3431 or commercial 402-221-3431). For technical assistance concerning Native American concerns, please contact the Area Director, Minneapolis Area Office, Bureau of Indian Affairs, 15 South 5th Street, Minneapolis, Minnesota 55402 (telephone FTS 787-3631 or commercial 612-349-3631). For technical assistance concerning Bureau of Land Management jurisdictional interests, please contact the District Manager, Milwaukee District Office, Bureau of Land Management, P.O. Box 631, Milwaukee, Wisconsin 53201-0631 (telephone FTS 362-4437 or commercial 414-291-4437).

Thank you for the opportunity to provide these comments.

Sincerely,


Bruce Blanchard, Director
Environmental Project Review

cc:

Mr. Gordon M. Fay
Director, Office of State Aid
Minnesota Department of Transportation
Transportation Building
John Ireland Boulevard
St. Paul, Minnesota 55155

Mr. Russell W. Berry
Superintendent, Voyageurs National Park
P.O. Box 50
International Falls, Minnesota 56649

--9--



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

230 SOUTH DEARBORN ST.
CHICAGO, ILLINOIS 60604

REPLY TO THE ATTENTION OF:

SME-14

2 JUL 1987

Mr. Lawrence J. Brown
Federal Highway Administration
Metro Square Building, Suite 490
Saint Paul, Minnesota 55101

Dear Mr. Brown:

In accordance with the National Environmental Policy Act and Section 309 of the Clean Air Act, we have reviewed the Draft Supplemental Environmental Impact Statement (DSEIS) for the MN-33 project, at Cloquet, Minnesota. The termini are I-35, on the south, and County Road 56, Morris Thomas Road, on the north. The new highway would have four lanes. The EIS evaluated four alternatives: West Cloquet Bypass, East Cloquet Bypass, Through Town, and No Build. We have identified wetland, groundwater, and secondary impacts as the most important environmental issues in this project.

All of the build alternatives would result in direct impacts to wetlands. The habitat value of the affected wetlands has been evaluated according to the Habitat Evaluation Procedure of the U.S. Fish and Wildlife Service.

1 Based upon this information, the Through Town alternative would minimize direct wetland impacts.

2 Once a preferred alternative is chosen, the alignment should be reviewed in order to ensure that wetlands are avoided to the greatest extent feasible. For example, steeper side slopes or alignment adjustments could possibly reduce wetland loss. For wetlands that cannot be avoided, mitigation must be developed to ensure no net loss of wetland acreage and no net loss of wetland functional values. We should be given an opportunity to review wetland mitigation plans before the Final SEIS.

3 Groundwater issues are particularly important for the evaluation of the West Bypass. Selection of the West Bypass could adversely impact Cloquet's drinking water source. The West Bypass would be 250 feet from the Spring Lake Pumping Station and 700 feet from City Wells 1 and 2. On page 73, the DSEIS indicated that the West Bypass would "...require that measures be taken to keep highway runoff from reaching the gravel bottomed reservoirs." Another issue is the potential for accidents involving vehicles containing toxic or hazardous materials and the potential for the resulting spills to adversely affect groundwater. If the West Bypass is considered further, we should be given an opportunity to review groundwater protection measures.

RESPONSE:

1. The Through City Alternative has been selected as the Preferred Alternative.
2. Wetland mitigation plans and coordination information will be provided to the EPA prior to circulation of the Final SEIS.
3. Potential impacts to groundwater and drinking water supplies was one of the social, economic, and environmental factors which led to the selection of the Through City Alternative as the Preferred Alternative.

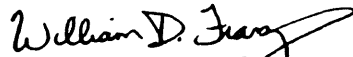
Regarding secondary impacts, both the East Bypass and the West Bypass would facilitate development in new corridors. Along with economic impacts, this secondary development could result in additional wetland loss. Near the West Bypass, development could affect the wellhead areas noted above. For example, leaks from underground storage tanks could release toxic or hazardous materials to Cloquet's drinking water supply.

- 4 Based upon the environmental factors noted above, we recommend implementation of the Through Town or No Action alternatives. Of the build alternatives, the Through Town alternative would minimize wetland loss and secondary impacts. Additionally, the Through Town alternative would avoid the groundwater impacts which could result from the West Bypass.

We have classified the MN-33 DSEIS as "EC-1". This rating will be published in the Federal Register. The "EC-1" indicates that we have environmental concerns (EC) regarding this project. The "1" indicates that the DSEIS supplied sufficient information to evaluate the environmental impacts of the proposed activities. Our concerns regarding this project would be resolved by selection of the Through Town or No Action alternatives as the lead agency's preferred alternative and by development of satisfactory wetland mitigation plans.

Thank you for the opportunity to review the DSEIS for MN-33. Questions regarding these comments should be directed to Tom Nowicki, at FTS/312-886-4244.

Sincerely yours,



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

4. The Through City Alternative has been selected as the Preferred Alternative.



STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

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

DNR INFORMATION
(612) 296-4157

July 10, 1987

Mr. John E. Sandahl
Minnesota Department of Transportation
District 1, Transportation Office
1123 Mesaba Avenue
Duluth, Minnesota 55811

RE: DRAFT SUPPLEMENTAL EIS AND 4(f) EVALUATION FOR TH33, FROM I-35 TO TH53,
CARLTON AND ST. LOUIS COUNTIES

Dear Mr. Sandahl:

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

Based on the information presented in the Draft Supplemental Environmental Impact Statement and 4(f) Evaluation (DSEIS) and our knowledge of fish and wildlife within the project area, the DNR recommends selection of the through town alternative as the preferred alternative. This recommendation is based on an analysis of the project relative to its potential adverse effects on fish and wildlife resources.

A constricted highway cross-section or minor alignment shift may have to be utilized within this segment to avoid and/or minimize impacts to wetlands, cultural resources, and other fish and wildlife habitats.

FLOODPLAINS

Of the three build alternatives being considered, each would require a bridge crossing of the St. Louis River and unnamed creeks. However, both the east and west bypass alternatives involve new river crossings in areas previously undeveloped. Selection of either of these alternatives will encourage additional corridor development adjacent to the new roadway and result in a further reduction of wildlife habitat within the project area. In addition, the west bypass alternative will adversely affect Big Otter Creek, which is a state designated trout stream, by requiring approximately 400 feet of stream modification/relocation. As proposed, the stream section would be placed within highway culverts thereby eliminating this section as a productive spawning and nursery area for brook trout.

RESPONSE

1. The Through City Alternative has been selected as the Preferred Alternative. Potential impacts to fish and wildlife were two of the social, economic, and environmental factors which led to the selection of the Through City Alternative as the Preferred Alternative.

2. Floodplain involvement and the additional bridge crossings were two of the social, economic, and environmental factors which led to the selection of the Through City Alternative as the Preferred Alternative.

WETLANDS

The DSEIS correctly identifies wetlands to be adversely affected by proposed alternatives and provides corresponding habitat unit values (HU) to be lost due to wetland fill/encroachment. From this analysis, the through town alternative stands out as the alternative affecting the smallest quantity of wetland acreage (24.8 acres) and requiring the smallest amount of wetland compensation (1841.4 HU). The two bypass alternatives affect significantly more wetland basins, many of which have not been altered by previous development. Selection of either bypass alternative will require considerably more wetland compensation and involve the creation of a parallel corridor adjacent to the existing highway.

Concerning wetland compensation, the DNR supports the procedures to mitigate all unavoidable wetland impacts on a habitat unit basis. Although a number of measures will be investigated (page 77 of DSETS), all proposals must be coordinated with the Wetland Bank Managers prior to acceptance and a credit value assigned. While we encourage the use of on-site mitigation, the wetland credit gained from small enhancement type projects is not expected to adequately compensate for the cumulative wetland losses associated with this project. As such, the DNR recommends off-site mitigation sites be investigated. Considering the proposed letting date of this project (1990), we further recommend wetland compensation be accomplished concurrently with highway construction. Given the lead time involved, we believe this is a reasonable request. All activities regarding wetland compensation for this project should be coordinated with Mr. David Johnson, DNR Division of Fish and Wildlife, (612) 297-4219.

Thank you for the opportunity to review this document. If you have any questions regarding these comments, please call Mr. Johnson at the above number.

Sincerely,


Yonny Hagen
Planning Administrator

VH/KW:jl

c: Tom Keefe
Laurel Reeves
Gordon Kimball
John Chell
Pete Otterson

3. The minimization of wetland impacts was one of the social, economic, and environmental factors which led to the selection of the Through City Alternative as the Preferred Alternative.
4. Wetland mitigation coordination is ongoing on this project, with the active involvement of the Minnesota Department of Natural Resources. At this stage of project development, it is anticipated that off-site mitigation will be utilized for this project.



Minnesota Pollution Control Agency

June 19, 1987

Mr. John E. Sandahl
Minnesota Department of Transportation
District 1, Transportation Office
1123 Mesaba Avenue
Duluth, Minnesota 55811

Dear Mr. Sandahl:

Re: Trunk Highway 33 Improvement

The staff of the Minnesota Pollution Control Agency (MPCA) has reviewed the supplemental draft environmental impact statement (SDEIS) and 4(f) evaluation. We offer the following comments.

Staff generally prefers the through town alternative because it will have the lowest potential for adverse effects to the water quality of the St. Louis River. This is because it would create the smallest amount of additional impervious surface and would disturb the least amount of wetland area. The cross section of area streams would also be altered least by the through town alternative.

- 1 We recommend you use cofferdam construction when working within the river and that the bridge be designed with off end drainage.

Thank you for the opportunity to review the SDEIS/4(f). Should you have any questions regarding this comment letter, please call Daniel R. Berg at (612) 296-7795. For matters pertaining to the MPCA 401 certification, contact Mr. Louis Flynn at (612) 297-3364. If the east bypass alternative is chosen, then the investigation of the potential for ground water contamination should be coordinated with MPCA Solid Waste Section staff. You should contact Mr. James Warner, Chief of the Solid Waste Section at (612) 296-7340.

Sincerely,

Clifford T. Anderson
Director
Office of Planning and Review

CIA:mfl

Phone: _____
520 Lafayette Road North, St. Paul, Minnesota 55155
Regional Offices • Duluth/Brainerd/Detroit Lakes/Marshall/Rochester
Equal Opportunity Employer

Response

1. At this stage of project design the extent of work which will be done within the river has not been determined. However, the utilization of cofferdams when working within a river is the common technique, and it is likely this technique will be employed at this setting. Should project design suggest some other construction technique, the MPCA will be notified.

At this stage of project design, the drainage systems for the bridge have not been determined. However, Mn/DOT commonly does not allow direct drainage from a bridge to a watercourse. It is anticipated that off-end drainage will be employed, with runoff being routed to a detention basin, to a storm sewer system, or some other suitable system.

THE CITY OF CLOQUET, MINNESOTA

**ADMINISTRATIVE OFFICES AT 508 CLOQUET AVENUE 55720
(218) 679-3347**

**L. R. GUSTAFSON, CITY CLERK - TREASURER
ROBERT W. HERRBARD, DEPUTY**

July 1, 1987

Minnesota Dept. of Transportation
District 1, Transportation Office
1123 Mesaba Avenue
Duluth, MN 55811
Attention: John E. Sandahl, District Engineer

Dear Mr. Sandahl:

Enclosed is a certified copy of a resolution passed by the Cloquet City Council at their June 29, 1987 meeting reaffirming their position of support for the Thru-Town Corridor improvement to Trunk Highway 33.

Along with the testimony given by City staff at your June 17, 1987 Public Hearing, please include this resolution in your final Environmental Impact Statement.


Sincerely,



Lawrence R. Gustafson
City Clerk-Treasurer
City of Cloquet

LRG:akv

Enclosure

BY ALDERMAN 

WHEREAS, The Draft Supplemental Environmental Impact Statement has been completed by the Federal Highway Administration and the Minnesota Department of Transportation for proposed improvements to Trunk Highway 33 through the City of Cloquet, and

WHEREAS, A public hearing was held on June 17, 1987 to discuss the impacts of the project alternatives as outlined in the Draft Supplemental Environmental Impact Statement and to solicit additional comments regarding the proposed improvements, and


WHEREAS, The Cloquet City Council has been closely following this proposed project for the last six years.

NOW, THEREFORE, BE IT RESOLVED, That based on the information as presented in the Draft Supplemental Environmental Impact Statement and the testimony given at the June 17th public hearing, the Cloquet City Council hereby reaffirms its earlier position of support for an upgrading of the Thru-Town Corridor.

I, L. R. Gustafson, City Clerk of the City of Cloquet, Minnesota, hereby certify that the above is a true and exact copy of the resolution dated June 29, 1987, original of which is on file and of record in my office.

Witness my hand and the official seal of the said City this 1st day of July, 1987.


City Clerk, City of Cloquet, Minnesota

Alderman  moved the adoption of the resolution and it was declared adopted on the following vote:

NAME	YEAS	NAYS
ANDERSON	<input checked="" type="checkbox"/>	
BOYER	<input checked="" type="checkbox"/>	
JORGENSEN	<input checked="" type="checkbox"/>	
NELSON	<input checked="" type="checkbox"/>	
MEMBERS	<input checked="" type="checkbox"/>	
PANZER	<input checked="" type="checkbox"/>	
MAYOR TAY	<input checked="" type="checkbox"/>	

PASSED: JUNE 29, 1987
ATTEST: _____

THE CITY OF CLOQUET, MINNESOTA

508 CLOQUET AVENUE 55720

WILLIAM J. SCHLENOVOST
CITY PLANNER
879-2507

PLANNING DEPARTMENT
PLANNING
ZONING ADMINISTRATION
BUILDING DEPARTMENT

September 12, 1986

Gerald Larson
Minnesota Department of Transportation
704 Transportation Building
St. Paul, MN 55155

Dear Mr. Larson:

This letter concerns the current draft Environmental Impact Statement process for the upgrading of T.H. #33 within the City of Cloquet. This will update statements made for the initial EIS for the entire T.H. #33 project, which were included in a letter dated October 11, 1983 addressed to Paul LaTour in Duluth.

The official position of the City of Cloquet continues to favor upgrading the existing highway corridor through the City. It is recognized that this will necessarily entail some temporary disruption of traffic during construction, and require improvements for pedestrians, frontage roads, new bridging across the river, etc. However, the negative aspects of upgrading the corridor are far outweighed, in our opinion by the positive results to be expected. In addition, the negative impacts of a bypass of the City in terms of altered traffic patterns, disruption of land use plans and patterns, and much higher costs to complete the project, we feel dictate the existing corridor as the preferred alternative.

The westerly bypass would be particularly disruptive of land use patterns and plans for the City. As can be seen from the attached Zoning Map of the City, the projected route of the westerly bypass passes through areas that are zoned for rural and urban residential uses. Long range plans of the City identify a moderate expansion of urban, low density residential uses in the area south of Big Lake Road and to the southeast and east of Pinewood Drive. The historical aftermath of a major highway bypass tends to be a proliferation of highway oriented commercial and higher density uses which, in Cloquet's case, would be highly disruptive. Even though the City has zoning control, the pressure for such change and the impact upon existing land uses would be tremendous.

You may be aware of the fact that the City has recently completed a long range redevelopment plan for Dunlap Island, which lies in the St. Louis River where T.H. #33 crosses. While not yet formally adopted by the City, such is expected soon. The plan anticipates the traffic to be generated by an upgraded highway, and proposes replacement of the current bridges with a single 4 lane structure spanning the entire river with minimum or no support structures on the island itself. I believe I have forwarded a copy of this plan to the Duluth District Office, but if you have not yet seen it I shall be happy to submit a copy at your request.

CLOQUET . . . the City of WOOD INDUSTRIES

AN EQUAL OPPORTUNITY EMPLOYER

Gerald Larson
September 12, 1986
Page 2

In conclusion, let me reaffirm the statements I made in my October 11, 1983 letter. I firmly believe that when the study is completed, all of the environmental, economic, land use and other related data will support a decision to upgrade the existing corridor.

If you should need any additional information or testimony regarding this matter, please do not hesitate to contact me.

Sincerely,



William J. Schlenovost
City Planner

WJS/lmj

Enclosure

cc: John Sandahl - Duluth District Engineer, MN/DOT
James Prusak - Cloquet City Engineer
Lawrence Gustafson - Cloquet City Clerk-Treasurer
Mayor & City Council - City of Cloquet
Planning Commission - City of Cloquet

CERTIFIED COPY OF RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF
CARLTON COUNTY, CARLTON, MINNESOTA.

RESOLUTION: No. 86-176

Adopted: November 24, 1986

By Commissioner: Nynas

WHEREAS, the Carlton County Board of Commissioners has discussed the possible ramifications of a Highway #33 realignment and are in support of the existing Highway #33 corridor, and

WHEREAS, the Carlton County Board of Commissioners cannot and will not accept responsibility for the maintenance and improvement of "Old Highway #33" should a realignment occur, thus turning the same over to the City of Cloquet, and

WHEREAS, the Carlton County Board of Commissioners is opposed to a Highway #33 by-pass because of the unnecessary expenses of buying property, removing and relocating buildings, preparing the property for road beds, adding accesses and egresses, and

WHEREAS, the economic well-being of Cloquet's businesses are dependent upon the traffic produced by Highway #33, and

WHEREAS, the realignment of Highway #33 would seriously hurt many of Cloquet's Highway #33 commercial businesses and eventually force them out of business, and

WHEREAS, much of the land considered as an alternative to the west lies on the Fond Du Lac Reservation, thus they may be exempt from paying property and sales taxes. The State of Minnesota, Carlton County, the City of Cloquet, the Cloquet School District could stand to lose considerable revenue if such an alternative is pursued.

THEREFORE, LET IT BE RESOLVED, that the Carlton County Board of Commissioners is in support of not only retaining Highway #33 in its present location, but also proposes to have the existing Highway #33 corridor upgraded.

LET IT FURTHER BE RESOLVED that we, the undersigned, also support the Cloquet Area Chamber of Commerce in their activities to promote Cloquet as a viable place to do business. We further believe that current traffic counts do not justify the need for a by-pass of Highway #33. We believe the traffic generated by the Highway #33 corridor has tremendous positive impact on the success of Cloquet's businesses.

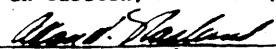
cc: Pam Porter (3)

Upon motion by Nynas, second by LaVoy and carried, the above resolution was adopted.

Yea votes: Nynas, Hilinski, Lippon, Baresh and LaVoy

Nay votes: None

I, Allan W. Naslund, Auditor of the County of Carlton, do hereby certify that I have compared the foregoing with the original resolution filed in my office on the 24th day of November, 1986, and that the same is a true and correct copy of the whole thereof. WITNESS MY HAND AND SEAL OF OFFICE in Carlton, Minnesota, this 25th day of November, 1986.


Allan W. Naslund
Carlton County
Auditor/ Treasurer



FOND DU LAC RESERVATION

BUSINESS COMMITTEE

WM. HOULE, Chairman
CLARENCE "CHUCK" SMITH, Sec./Treas.
ROBERT PEACOCK, Executive Director
JAMES JACKSON, Spiritual Leader

105 UNIVERSITY ROAD
CLOQUET, MINNESOTA 55720
PHONE 1-218-678-4893

March 24, 1986

Mr. Paul LaTour
Minnesota Department of Transportation
1123 Mesaba Avenue
Duluth, Minnesota 55802

Re: Proposed Western Alternate Corridor for State Highway 33

Dear Mr. LaTour:

Thank you for taking the time to meet with the Fond du Lac Reservation Business Committee and presenting the routing alternatives and procedures for developing State Highway 33.

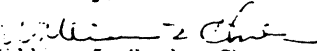
After considering the procedures and policies presented by your department, the Fond du Lac Reservation Business Committee wishes to support the Western alternative route around the City of Cloquet. The Reservation Business Committee is concerned about the existence of possible archeological sites of Indian origin, but we are convinced that we can resolve these problems to our mutual satisfaction.

The Reservation Business Committee is the authorized governmental body for all civil Tribal affairs within the boundaries of the Fond du Lac Reservation, and we are willing to assist MnDOT by providing the local authority for condemnation of land where it is deemed appropriate.

The Reservation Business Committee feels the western corridor is the best corridor for the State of Minnesota since it involves the least costly construction and relocation alternatives.

Please keep us informed as the construction development continues, and we will provide input into this process as needed. If you need any additional information from us, please feel free to contact either myself or Gary Fields in the FDL Planning Division.

Sincerely,


William J. Houle, Chairman
Fond du Lac Reservation
Business Committee

**Corrections And Revisions
To Draft Section 4(f)
Evaluation**

CORRECTIONS/REVISIONS TO DRAFT SECTION 4(f) EVALUATION

INTRODUCTION

The following paragraphs entitled "no-impacts" are the result of the evaluation contained in the Draft Supplemental EIS. They show that the selection of the Through Town Alternative as the preferred does not impact the 4(f) properties.

NO IMPACT

With selection of the through-town Alternative as the Preferred Alternative the involvement with 4(f) properties is eliminated. Pine Valley Park and Long Park, which would have been impacted by the West Bypass, are not involved on the preferred. Pinehurst Park is south of the southerly limits of the proposed project and Fauley and Veterans Parks are adjacent to but outside of the construction limits and project right of way limits. (figure 14S)

The City of Cloquet has assessed the involvement of certain properties with the TH 33 construction. These properties were: Spafford Park, east Dunlap Island and the Potlatch Dedicated Property (see letter dated March 1, 1988, pg. 78). This review concluded that there are no impacts to 4(f) property at these sites.

The roadway expansion in the area of Spafford Park is all to the east of existing TH 33. Although construction may involve the road (Main Street) to the west of the highway it does not require the acquisition of any city parkland.

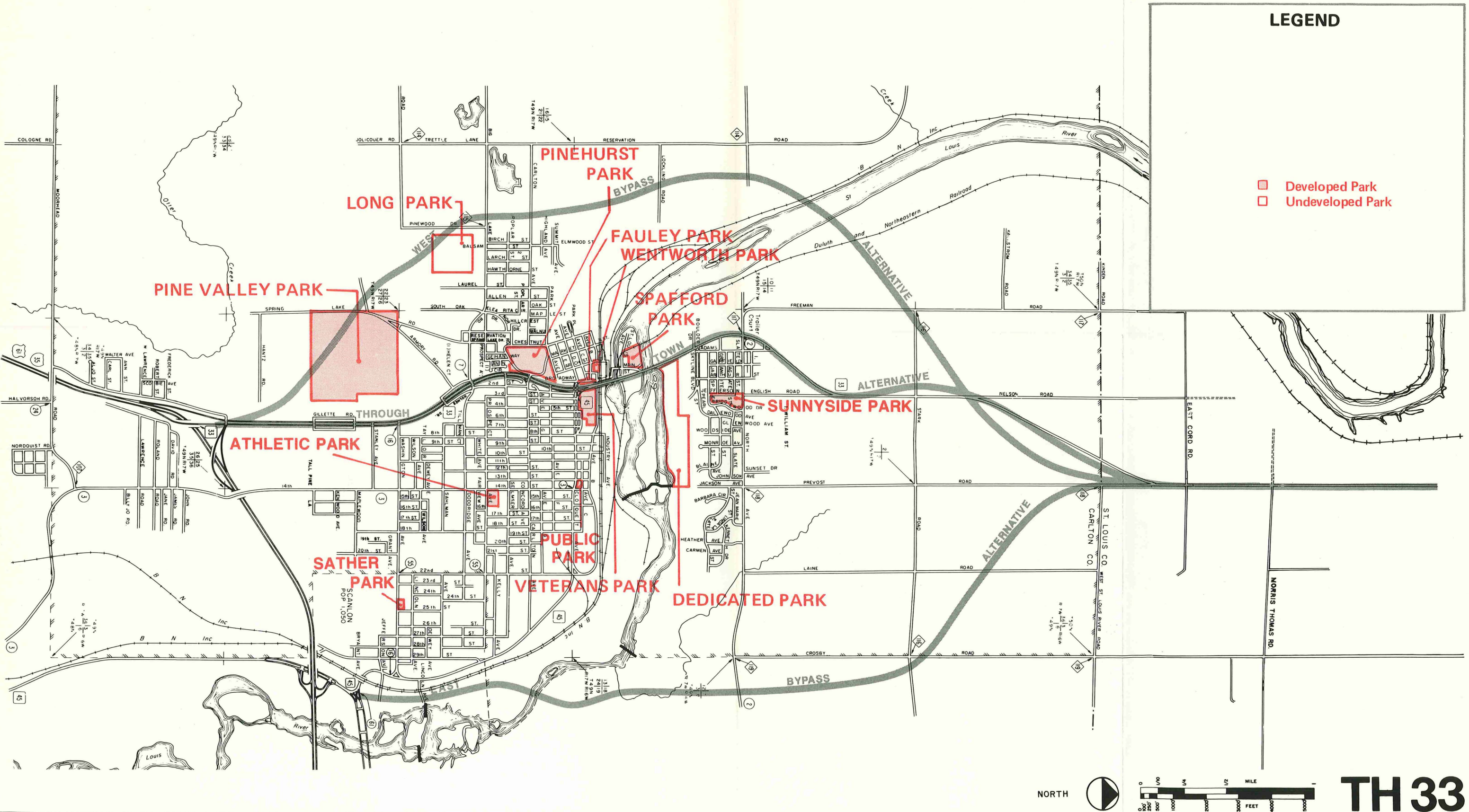
Additional right of way will be acquired to the east of TH 33 on Dunlap Island. Although this property is owned by the City of Cloquet it is not a designated park or recreation area and is not being used as such. The City is currently studying concepts for development of the eastern portion of Dunlap Island. They do know they will need vehicular and pedestrian access to this development. Therefore, design of the TH 33 bridges on the south side of the island will provide necessary clearances for a street beneath the bridge for east-west vehicular access. On the north side of the island the new bridges will have space beneath them for a pedestrian/bicycle trail. This trail will provide a connection between Spafford Park and whatever development takes

place on the east side of the island.

The "Potlatch Dedicated Properties" are identified as "dedicated parkland" in the Draft Supplemental EIS. The city has declared that this is not a significant component of the public recreational system and thus there are no developmental plans for the future (page 78).

It has also been noted that there are facilities within Veterans Park which must be relocated for this project. There is a baseball backstop and an equipment storage building that will be moved. Even through these are park structures they are on Mn/DOT property (TH 33 Right of Way). Placement of these structures was done by permit from Mn/DOT to the City of Cloquet. Article 9 of that permit states: "Any use permitted by this permit shall remain subordinate to the right of the Minnesota Department of Transportation to use the property for highway and transportation purposes. This permit does not grant any interest whatsoever in land, nor does it establish permanent park, recreation area or wildlife or waterfowl refuge facility that would become subject to Section 4(f) of the Federal-Aid Highway Act of 1968".

Therefore, this does not constitute a Section 4(f) taking.



LEGEND

- Developed Park
- Undeveloped Park


NORTH  0 1/4 1/2 1 MILE
0 100 200 300 400 FEET

Figure 14s: PARKLANDS

THE CITY OF CLOQUET, MINNESOTA

508 CLOQUET AVENUE 55720

WILLIAM J. SCHLENOVOST
CITY PLANNER

PLANNING DEPARTMENT
PLANNING
ZONING ADMINISTRATION
BUILDING DEPARTMENT

March 1, 1988

John Sandahl
District Engineer
MN/DOT District 1
1123 Mesaba Avenue
Duluth, MN 55811

Dear Mr. Sandahl:

This letter concerns the "Section 4(f)" requirements of Federal regulations with respect to the upgrading of T.H. #33 in Cloquet. We are aware that MN/DOT will need to acquire various properties within the city limits of Cloquet to complete construction of the preferred alternative of T.H. #33, the "through-town" route recently announced by Commissioner Levine. Some of the property which will need to be acquired by MN/DOT is owned by the City of Cloquet. Three such areas are the subject of this letter.

First, for the bridging of the St. Louis River, a minor amount of land will probably need to be acquired on the west side of the existing highway as it crosses Dunlap Island. Spafford park is located on the island, and has as its east boundary the west side of Main Street. As we review the preliminary layout of T.H. #33 in the vicinity of Dunlap Island, it does not appear that any land will need to be acquired west of Main Street. As a result, no land will need to be acquired from Spafford park, provided the final layout does not extend any further west than presently indicated.

Second, we understand that some land may need to be acquired on the east side of the existing highway on Dunlap Island as well. This part of the island is owned by the city, but is not currently designated as a park or recreation area, and is not used as such. The land is programmed for development as described below, however.

As you may be aware, a number of concepts regarding the development or redevelopment of the island have been discussed over the past several years. Some type of redevelopment on the island is very likely, although the time frame is not clear. The highway remaining in its present corridor was and remains a key element in the plans for the development of the island. The expansion of the existing highway corridor to provide service to the area has been assumed in every development scenario for the island. We feel that the design of the highway across the island must provide for future development needs. This will include vehicular access to the east side of the island. This should probably be accomplished beneath the bridges on the south side of the island. At the north edge of the island, we would like to see sufficient space and vertical clearance provided beneath the bridges to allow for the

CLOQUET . . . *the City of* WOOD INDUSTRIES

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John Sandahl
March 1, 1988
Page 2

movement of pedestrians, bicycles, and service vehicles.

Third, the city recently received a deed from Potlatch Corporation to a parcel of land located on the north side of the river and east of T.H. #33. This is a generally rectangularly shaped parcel, identified in the Supplemental DEIS at page 115 as "dedicated parkland". This area is now completely undeveloped, and the schedule of any future development of the parcel is uncertain. This land is not yet a significant component of the public recreational system of the City of Cloquet.

In summary, at this time we believe that the through town alternative for the upgrading of Minnesota Trunk Highway 33 through the City of Cloquet does not involve the use of any land from a significant publicly owned park, recreation area, or any other area which could be construed as covered under "Section 4(f)".

Yours truly,



William J. Schlenvogt
City Planner

WJS/lmj

cc: Paul LaTour, MN/DOT Duluth
Gerald Larson, MN/DOT St. Paul
James Prusak, Cloquet City Engineer
Robert Norrgard, Cloquet Park Board Clerk