Summary

What is the US 14 Draft EIS?

An Environmental Impact Statement (EIS) is a document used to describe the anticipated effects of a major public project and helps those involved to make sound decisions. An EIS is written to comply with the National Environmental Policy Act (NEPA), a statute that directs federal agencies to use a systematic and interdisciplinary planning approach when federal actions have a potential impact on the environment (40 CFR 1500). At the state level, an EIS must also comply with the Minnesota Environmental Policy Act (MEPA), which contains the legal basis for these studies (Minnesota Statute at chapter 116D).

The Federal Highway Administration (FHWA) and the Minnesota Department of Transportation (Mn/DOT) recently completed and published the *Draft* EIS (or DEIS) for the US Highway 14 corridor from New Ulm to North Mankato, Minnesota. The DEIS is the first of two major steps to document the decision-making process. It compares project alternatives to help readers understand the effects; but the DEIS does not recommend one single course of action, or a "preferred alternative." The second step, the *Final* EIS (or FEIS) will identify and discuss the basis for selecting one preferred alternative—either a specific highway improvement project or a No Build (or "do nothing") Alternative. The FEIS is scheduled to be released in 2008 or 2009.

The US 14 DEIS compares project alternatives to help readers understand project tradeoffs; but it does not recommend a preferred alternative. This summary provides an overview of the information presented in the DEIS, which was prepared to be concise—discussing in detail only the most important issues.

The US 14 DEIS describes a process of coordination, review, and public disclosure that took place over more than three years—time needed to develop alternatives and complete environmental studies. This summary provides an overview of the information presented in the DEIS. In addition to the details presented in the DEIS itself, more information is found on the Project Website: www.dot.state.mn.us/d7/projects/14newulmtonmankato. The Website has helped produce a concise DEIS—one that meets all NEPA requirements while also being shorter than many other EISs. The DEIS includes discussion of all required environmental topics, however, some topics emerged as more important to understanding the tradeoffs between the alternatives than others. These topics (including transportation, land use, communities, water/natural resources, visual resources, and cultural resources) received a higher level of attention in the DEIS than other environmental topics, which also contributed to development of a concise EIS. A concise EIS conforms to long-established goals for a NEPA document—to summarize a major project study process, identify key public and agency issues, examine the most important issues, and address other issues only to the extent appropriate.

Where is the project; what is proposed?

The project is located about 70 miles south-southwest of the Minneapolis-St. Paul, Minnesota metropolitan area and directly west of the Mankato-North Mankato area. The proposed action evaluated in the DEIS is based on the needs and alternatives considered during the prior corridor planning and scoping study phases (see also "Why is the project needed?" below). This includes upgrading the existing 2-lane highway to a 4-lane divided expressway with interchanges or two-way stop intersections at crossroads, or possible roundabouts. The proposed upgraded highway may use existing and/or new alignment that meets applicable standards for a rural expressway with access to the highway only at interchanges, and a limited number of intersections.

Why is the project needed?

Improvements to US 14 are proposed to address a variety of traffic operational needs that have long been recognized and identified along the highway. These include: access management needs, capacity needs, crash problems, and geometric deficiencies. Improving the highway would also serve the corridor's interregional trade function and respond to governmental and public support for continuity of improvements to US 14.

The remainder of this section discusses how these functions combine to create a need for the project. The project needs, in turn, shape the development of viable transportation improvement alternatives, which are described in Section 2. Documented deficiencies along the US 14 corridor are summarized below. More detailed analysis that supports the safety, operational, and geometric deficiencies is available in the *Corridor Management Plan*, Chapter 3—Existing and Forecast Conditions, and Chapter 4—Identification of Deficiencies. The *14 West Interregional Corridor Scoping Document* reports in detail on the corridor's existing and forecasted operational safety deficiencies. The key deficiencies that must be addressed include:

System Continuity

- DEIS study area (between New Ulm and North Mankato) is only part of the designated US 14 interregional corridor not upgraded to a four lane expressway, or is not in an advanced stage of project approval (the section from Owatonna to Dodge Center is being re-evaluated in a Draft EIS)
- Upgrading this section to four lanes, ultimately with interchanges, will provide system continuity (a similar design from New Ulm to Rochester) that will meet driver expectations

Safety Deficiencies and Needs

- Crash rates along the corridor often exceed statewide averages, especially the segment between MN 15 and CR 37, including both intersections (in the west end of the study area); and the intersection at US 14/MN 111/CR 23 in Nicollet
- A lack of passing zones which lead to more crashes, including head-on crashes

Capacity Deficiencies and Needs

- Traffic congestion is expected to increase along the entire corridor resulting from high traffic volumes, a high percentage of trucks, and the lack of passing zones
- Parts of US 14 now operate below 55 mph (Mn/DOT's Interregional Corridor (IRC) average speed performance target) (partially due to speed limits of 35 mph Courtland and 45 mph

Nicollet); most of corridor expected to operate below 55 mph by 2025 with no improvements

- Increasing traffic, including through-town truck traffic, will have a continuing and increasing adverse impact on the growing communities of Courtland and Nicollet
- Multiple intersections are at high risk for requiring traffic signals

Highway and Bridge Design Deficiencies and Needs

- Two-lane highway design; along with vertical and horizontal highway geometry (including skewed intersections, limited sight distances, and horizontal curves) increases collision risk
- Two-lane Minnesota River bridge would be nearly 50 years old at the time highway improvements would be made and in need of future improvements; not expanding the bridge may create a "bottleneck effect" as traffic transitions from four lanes on both bridge ends
- A high number of accesses per mile increases the likelihood of crashes resulting from lack of gaps for motorists to enter the highway

The DEIS also evaluates the upgrade or replacement of the US 14 Minnesota River bridge at the west end of the corridor. The bridge will be about 50 years old by the time construction is likely to begin (between 2015 and 2023). Because the existing bridge provides for only two lanes of traffic and will need to be upgraded to four lanes eventually, now is an appropriate time to plan ahead for possible bridge actions and to document the environmental impacts.

The proposed timeframe to implement the project is long-term, with the funds needed to begin construction not anticipated to be available until 2015 to 2023. Therefore, the main short-term goal is to establish a sound plan for the preservation of right-of-way after a preferred alternative has been selected (scheduled to occur in 2008 and 2009). A preferred alternative will serve as a transportation and land use planning tool that will allow the local communities to appropriately plan for and guide future development.

What alternatives are considered in the EIS?

The "No Build" Alternative provides the baseline.

The No Build Alternative serves as a baseline for comparison to the Build Alternatives (see descriptions below). Improvements under this alternative are limited to normal pavement maintenance, spot traffic operational improvements, and minor safety improvements. The No Build Alternative retains the existing roadway's current physical characteristics, curvature, and typical section (i.e., pavement and shoulder width). Routine maintenance is the only construction, which typically includes pavement resurfacing or patching and minimal safety enhancements.

The "Build Alternatives" differ by highway location.

The "Build" Alternatives evaluated in the DEIS consist of corridor locations, or alignments, that have been refined through an extensive study process (see Section 2 of the DEIS and the Project Website for more information). All build alternatives are designed as 4-lane divided highways. Two-lane alternatives were eliminated from further consideration during the Scoping process because two lanes would not fully address existing and future safety and traffic operation

problems. Also, the two-lane configuration would not provide for system continuity, as discussed above).

Exhibit S-1 shows the US 14 DEIS study area, including the alternative corridor locations (or highway "alignments") evaluated in detail. All of the alternatives have the following characteristics:

- Four proposed interchanges—specifically, where US 14 meets: MN Highway 15 (near New Ulm), CR 37 (near New Ulm), CR 12/CR 24 (in Courtland), and MN 99/CR 23 in Nicollet. These are needed to safely manage increasing traffic at the major crossroads (see Exhibit S-1). In each case, there are options available for interchange location and design. Also, two-way stop intersections at crossroads or roundabouts may be considered at any of these locations as interim designs.
- Bypasses of Courtland (one route) and Nicollet (four alternative routes), which are needed to maintain or improve mobility and safety while avoiding substantial adverse community impacts.
- Consolidated access points at intersections and driveways—specifically, there would be fewer public road access points and limited private access.

As shown on the top of Exhibit S-1, there are two "Study Sections," West and East, used to describe and analyze the Build Alternatives. Brief descriptions of the Build Alternatives in each Study Section follow below; more detailed information is found in Section 2 of the DEIS.

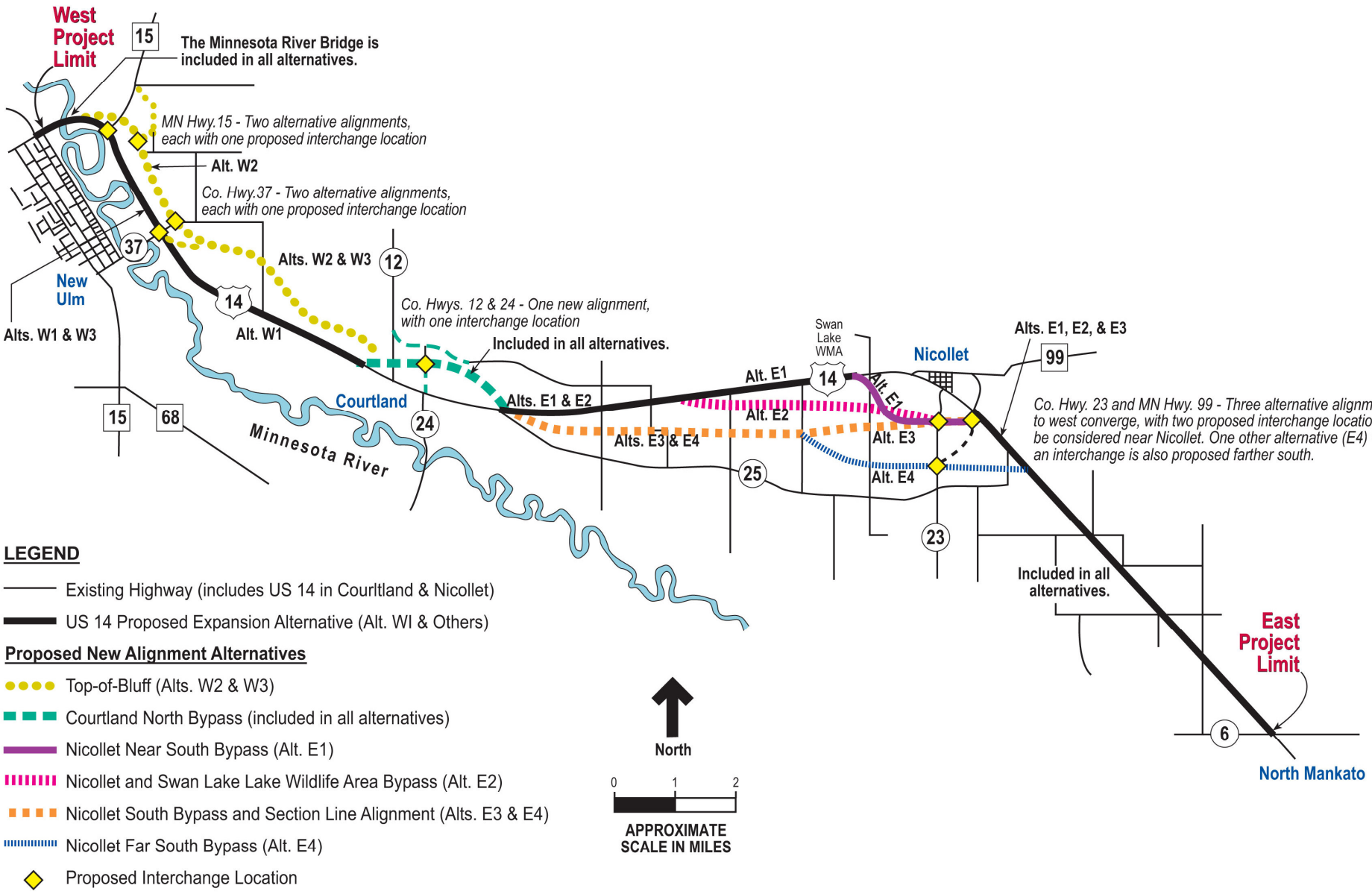
Alternatives from New Ulm to Courtland (West Study Section)

The West Study Section includes:

- **Expansion of the US 14 Minnesota River Bridge from Two to Four Lanes**—The bridge expansion is proposed in connection with all Build Alternatives. Prior studies, including an origin destination survey completed for the US 14 CMP, have indicated that there is no need to change the river crossing location.

The West Study Section includes one alternative that uses existing US 14 (W1), one that is on completely new alignment (W2), and one that is a combination (W3).

- **Alternative W1. Existing US 14/Minnesota River Alignment**—Alternative W1 follows existing US 14 from the Minnesota River to a point west of Courtland, where it leaves the existing highway to join the Courtland north bypass. This alternative maximizes use of existing US 14, but its design and operation is constrained by its location between the bluff and the Minnesota River and by existing development.
- **Alternative W2. Top-of-Bluff Alignment**—Alternative W2 departs from US 14 at the existing MN 15 intersection and climbs to the top of a prominent bluff to an upland approximately 150 feet above the existing highway's elevation. The W2 corridor then follows an entirely new route along the top of the bluff to a point west of Courtland, where it joins the Courtland north bypass. Alternative W2 includes a steep grade where it climbs the bluff, but is less physically constrained by adjacent features than Alternative W1.



T092004008MKE T316774.14.PI US 14 Alignments_v4 3-15-05ttl

Alternative W3. River/Bluff Combination Alignment— Alternative W3 is a combination of Alternatives W1 and W2 that was developed to utilize the existing highway between the US 14 Minnesota River bridge in New Ulm and CR 37, while avoiding safety, land use (including historic properties), and transportation access challenges posed by the Minnesota Valley Lutheran High School and a residential area between CR 37 and CR 12.

Because the west section has three highway location alternatives and the east section has four alternatives, up to twelve combinations are possible. However, to simplify, the DEIS discusses impacts for each study section. This summary also shows the minimum and maximum impacts possible for the entire project (see Table S-1 located at the end of this section).

Alternatives from Courtland to Nicollet (East Study Section)

The East Study Section includes:

- **The North Bypass of Courtland—** A bypass route north of Courtland, with an interchange, is proposed as part of all Build Alternatives. While other corridors were studied in this area, this route provided the best choice considering its location near the community and the ability to avoid environmental impacts, including more wetlands, farther north.
- **Alternative E1. Near South Bypass Alignment—** Alternative E1 makes maximum use of existing US 14 from Courtland to Nicollet. It follows existing US 14 through the Swan Lake Wildlife Management Area (WMA), located just west of Nicollet. Alternative E1 then bypasses Nicollet to the south and includes two interchange location options—one connecting to Co. Highway 23 and one connecting to a possible re-routed MN Highway 99.

The East Study Section includes three alternatives that bypass Nicollet to the near south (E1, E2, and E3), each with two interchange location options —at either Co. Highway 23 or connecting to a re-routed MN Highway 99. Alternative E4 connects with Co. Highway 23 about 1 mile south of existing US 14.

- **Alternative E2. South Bypass – South of Swan Lake WMA Alignment—** Alternative E2 is proposed to avoid the Swan Lake WMA to the south; it also avoids a number of residential properties along existing US 14. In Nicollet, it is similar to Alternative E1, with two interchange location options.
- **Alternative E3. South Bypass – Section Line Alignment—** Alternative E3 is proposed to further avoid residential properties and property severances by following a section line. It also helps avoid impacts to the Swan Lake WMA. In Nicollet, it is similar to Alternatives E1 and E2, with two interchange location options.
- **Alternative E4. Far South Bypass—** Alternative E4 is proposed to bypass Nicollet much farther to the south, connecting to Co. Highway 23 about 1 mile south of existing US 14. West of Nicollet, it is the same as Alternative E3. Alternative E4 includes only the one proposed interchange location, at Co. Highway 23.
- **Common Eastern Alignment—** All eastern alternatives include expansion of existing US 14

from approximately 478th Street (southeast of Nicollet) to CR 6, the eastern end of the study area.

Is there a preferred alternative?

No. At this point in the decision-making process, FHWA and Mn/DOT are comparing the project alternatives and are seeking feedback from other agencies and the general public. All alternatives presented in the DEIS remain under equal consideration. A public comment period will begin after publication of the DEIS. A formal public hearing will be held during this timeframe. FHWA and Mn/DOT will select a preferred alternative after weighing all public and agency comments and the DEIS findings. The Final EIS (FEIS), planned for 2008 or 2009, will formally describe the preferred alternative and the reasons for the selection. Mn/DOT could also make an early preliminary public announcement in early 2008.

Were other alternatives also considered?

Many other corridor location alternatives have been considered over a period of more than four years of study. This work included completion of a *Corridor Management Plan* and a *Scoping Decision Document* in 2003. In 2004, the Mn/DOT project team systematically reviewed a wide range of alternatives in more detail, considered potential impacts and agency/public input, and decided to study the most reasonable alternatives in the DEIS. In October 2005, the decision on which alternatives warrant detailed investigation was announced through publication of the *Amended Scoping Decision Document*. That publication, along with the DEIS and other supporting documents, is found under "documents" on the Project Website: www.dot.state.mn.us/d7/projects/14newulmtonmankato/documents.html.

What are the anticipated project impacts?

The social and environmental impacts of the project alternatives are summarized in Table S-1 (located at the end of this section), by study section. Because the west section has three highway location alternatives and the east section has four alternatives, up to twelve combinations are possible. To simplify, Section 3 of the DEIS typically compares impacts for each study section. In this DEIS Summary, high and low values for many impacts are also added to show the minimum and maximum impacts possible for the entire project (please see Table S-1 and Exhibit S-1). While Table S-1 and the discussion below serve to summarize the DEIS results, this summary is not a comprehensive report on project impacts (for more information, see Section 3 of the DEIS).

Impacts to Transportation, Land Use, and Communities

The first broad impact category discussed in this summary emphasizes how US 14 relates to people—those who drive on the highway and those who live nearby. The No Build Alternative will continue the trend of increasing transportation problems (congestion and too many crashes), with related economic consequences. Properties and development adjacent to existing US 14 would also be affected by increasing traffic, especially in Courtland and Nicollet.

West Study Section (New Ulm to Courtland)

The alternatives in this area differ primarily in relation to the Minnesota River valley. The Build Alternatives running next to the river and the nearby bluff (W1 and W3) would make more use

of the existing highway and would limit impacts to agricultural lands. However, the existing highway west of CR 37 is constrained by the Minnesota River and bluff and would thus be designed to a lower engineering standard, with a 6-foot median. While the top-of-bluff alignment (Alternative W2 and parts of W3) would affect more new land, it would also help to avoid residential relocations, impacts to historic resources, and traffic/access challenges at Minnesota Valley Lutheran High School and a residential area located on US 14 between CR 37 and CR 12.

East Study Section (Courtland to Nicollet)

Three of the Build Alternatives to the east (E1, E2, and E3), would provide convenient interchange access near existing development in Nicollet. Considering transportation and land use effects, those three alternatives vary only in the area west of Nicollet. Alternative E1 would provide the least opportunity to limit direct highway access. Alternatives E2, E3, and E4 increasingly provide more opportunity for optimal highway design and fewer impacts to existing buildings; however, they also increasingly impact agricultural lands. Alternative E4 has the added feature of being about one mile south of existing US 14 in Nicollet, which makes it much less convenient to the local community.

Impacts to Water Features and Natural Resources

This impact category considers the Minnesota River valley, wetlands, and other natural resources. While the No Build Alternative would avoid impacts to these resources, the tradeoff would be reduced mobility and other social and economic impacts as discussed above.

West Study Section (New Ulm to Courtland)

There are natural resources associated with the Minnesota River valley (floodplain areas and wetlands) and the bluff area (woodlands). Using the existing highway (Alternative W1) would limit overall impacts to undeveloped natural lands, with the key tradeoff being greater transportation and residential area conflicts as noted earlier. Because Alternative W2 is up on the bluff, it has less impact on floodplain areas and wetlands.

East Study Section (Courtland to Nicollet)

The Swan Lake Wildlife Management Area (WMA) is a special public and natural resource area located just west of Nicollet along existing US 14. US 14 currently goes through part of the WMA. Alternative E1 would expand the existing US 14 alignment within the WMA, affecting approximately 10 acres of this resource. Alternatives E2, E3, and E4 all avoid the most important parts of the WMA. Alternative E4 also has the distinction of having fewer wetland impacts than the other routes.

Impacts to Other Resources

West Study Section (New Ulm to Courtland)

Some other key tradeoffs between the Build Alternatives on the west end of the project include potential visual impacts and possible impacts to historic resources. The visual impacts would be most prominent with Alternative W2, where an upgraded US 14 would climb the bluff and transition into an interchange area. The potential for impacts to historic resources, on the other hand, is greater along the existing US 14 alignment, with Alternative W1 presenting more potential for such impacts than Alternative W3.

East Study Section (Courtland to Nicollet)
The eastern part of the corridor is very level and contains large areas of prime farmland drained by a system of Nicollet County ditches. Alternative E4 has the greatest overall impacts to these defining resources while Alternatives E3, E2, and E1 involve progressively less impact.

How will the project be managed to minimize or compensate for adverse effects?

Section 3 of the DEIS, *Affected Environment, Environmental Consequences, and Mitigation Measures*, contains discussions of how impacts would be mitigated where practical. Mitigation refers to instances where adverse impacts can be reduced through replacement of a resource, enhancement of similar resources, or through compensation or special programs. Examples of where mitigation measures could apply include:

Mitigation refers to instances where adverse impacts can be reduced through replacement of a resource or enhancement of similar resources or through other compensation or special programs.

- Compensation for acquisition of property and for residential or business relocations (compensation must include the fair market value of any property acquired, plus reasonable allowances for moving expense).
- Mitigation for filled wetlands—typically, more wetland acreage must be either created or restored than would be lost due to the project impacts. The presence of the Swan Lake WMA along the US 14 corridor provides an opportunity to target wetland mitigation to the WMA's mission.
- Designing the highway with special drainage features that would reduce potential impacts on river flows or water quality.
- Special design measures, such as roadside plantings or special materials, to reduce adverse visual impacts or to enhance the environment of any potentially affected communities, including those outside the incorporated areas of Courtland and Nicollet.

These and other proposed mitigation measures are discussed further within Section 3 of the DEIS. More detailed discussions are also typically included in later planning, when a preferred alternative is selected, and would thus be reported in the FEIS.

What regulations apply to this project?

The planning, agency coordination, public involvement, and impact evaluations for this project are being conducted in accordance with the both the National and Minnesota Environmental Policy Acts (NEPA and MEPA), the Clean Water Act, the Clean Air Act, state and federal Executive Orders regarding wetland and floodplain protection and environmental justice, the Fish and Wildlife Coordination Act, the Endangered Species Act, the National Historic Preservation Act, and other federal and state laws, policies, and procedures for environmental impact analyses and preparation of environmental documents. A complete list of the agencies consulted in developing the DEIS is provided in Section 4, *Comments and Coordination*; a list of permits and approvals that will be

obtained prior to construction is provided in Section 3.18, *Permits and Related Approvals.*

What's next?

A completed EIS decision process (planned for 2008 or 2009) should serve as a long-term blueprint for the area. Regardless of the decision, a completed process would resolve important questions—enhancing the ability to plan for the area.

The anticipated timing for construction is a special project topic. As noted previously, the majority of the funds needed for construction are not anticipated until 2015 to 2023. This means that a completed EIS decision process (planned for 2008 or 2009) should serve as a long-term blueprint for the area. A firm project decision could thus serve as a basis for right-of-way preservation and/or property acquisition and (regardless of the decision) would resolve important questions—enhancing the ability to plan for the area.

TABLE S-1: ENVIRONMENTAL IMPACT SUMMARY – US 14 FROM FRONT STREET IN NEW ULM, MN TO THE SOUTH SIDE OF CR 6 WEST OF NORTH MANKATO, MN

Impact Categories	No-Build Alt.	Build Alts.- West (New Ulm)			Build Alts.-East (Courtland, Nicollet & N. Mankato)				Build - Total Range		Remarks
		Alt. W1	Alt. W2	Alt. W3	Alt. E1	Alt. E2	Alt. E3	Alt. E4	Minimum	Maximum	
Project Length											
US 14 Route Length (mi.)	22.6	6.7	7.0	6.9	15.6	15.4	15.4	15.1	21.8	22.6	The shortest route is the existing highway to west (W1) and all new corridor (E4) to east.
Relocations, Agricultural Parcel Severances, and Land Acquisition [NOTE: *Bracketed numbers are the impacts for the optional interchange at MN 99 instead of at CR 23*]											
Residential Relocations (no.)	0	16	6	8	10 [12]	10 [12]	11 [12]	9	15 [18]	27 [28]	In general, new corridors tend to minimize residential relocation impacts.
Business/Other Relocations (no.)	0	4	3	3	1	0	0	0	3	5	Five business/other properties are near the west end and include Mn/DOT's building. Two properties are located in the east section.
Agricultural Parcel Impacts (no.)	0	12	24	18	27 [34]	30 [36]	39 [46]	50	39 [46]	74 [70]	These estimated agricultural parcel impacts are based only on impacts to parcels affected by proposed new highway corridors (US 14 and connecting local roads on new alignments). These figures do not include parcels where existing US 14 alignment is used. Parcels that are currently being farmed, but are located within municipal boundaries were also not included in these totals. .
Agricultural Severances (no. of parcels split)	0	1	12	15	17 [22]	17 [22]	24 [18]	25	18 [19]	40 [37]	
Agricultural Land Acquisition (acres)	0	145	300	260	435 [475]	480 [515]	550 [590]	565	580 [620]	865 [890]	These estimates of land acquisition are based on existing land use characteristics and include land needed for the highway, interchanges, and for connecting local roadways. The actual land acquisition numbers could be greater to allow for drainage, slopes, and conforming to prop-
Residential Land Acquisition (acres)	0	25	35	25	60 [55]	60 [55]	50 [45]	40	65 [70]	95 [90]	
Commercial, Other, and Quarry Area Land Acquisition (acres)	0	17	16	14	1 [0]	0 [0]	0 [0]	0	14 [14]	18 [17]	

WEST ALTS: W1-Existing US 14 next to MN River; W2-New alignment on top of bluff; W3-Combination of W1 & W2. **EAST ALTS [#]-Indicates the MN 99 Interchange Option:** E1-Near south bypass of Nicollet through WMA; E2-Extended south bypass avoiding the WMA to south; E3-Section line alignment extending on new alignment west to Courtland; E4-Far south bypass joining E3 southwest of Nicollet.

TABLE S-1: ENVIRONMENTAL IMPACT SUMMARY – US 14 FROM FRONT STREET IN NEW ULM, MN TO THE SOUTH SIDE OF CR 6 WEST OF NORTH MANKATO, MN

Impact Categories	No-Build Alt.	Build Alts.- West (New Ulm)			Build Alts.-East (Courtland, Nicollet & N. Mankato)				Build - Total Range		Remarks
		Alt. W1	Alt. W2	Alt. W3	Alt. E1	Alt. E2	Alt. E3	Alt. E4	Minimum	Maximum	
Minn. Valley LHS and Other Land Use Types Acquisition (acres)	0	7	0	0	0 [0]	0 [0]	0 [0]	0	0 [0]	7 [7]	erty boundaries. In areas where the US 14 highway improvement project would be built along existing Mn/DOT right-of-way, the area of the existing right-of-way has been subtracted from the project footprint, tending to yield lower net impacts—for example Alternatives W1 and E1, which both make maximum use of the existing US 14 right-of-way.
Total Land Acquisition (acres)	0	194	351	299	500 [530]	540 [570]	600 [635]	605	694 [724]	956 [986]	
Natural Resources [NOTE: *Bracketed numbers are the impacts for the optional interchange at MN 99 instead of at CR 23*]											
Agricultural Wetlands (acres)	0	0.1	0.0	0.0	6.0 [5.5]	6.6 [6.4]	17.8 [13.9]	4.7	4.7 [5.5]	17.9 [14.0]	Type 1 wetlands per FWS Circular 39 terminology.
Non-Agricultural Wetlands (acres)	0	19.7	5.0	20.2	6.0	7.2	0.1	0.1	5.1	27.4	Types 2-7 wetlands per FWS Circular 39 (no difference in impacts at Co. 23 vs. MN 99).
Total Wetlands (acres)	0	19.8	5.0	20.2	12.0 [11.5]	13.8 [13.6]	17.9 [14.0]	4.8	9.8 [16.5]	38.1 [34.2]	Sum of agri. wetlands and non-agri. wetlands (the total range is summed horizontally only).
Prime Farmland (acres)	0	80	195	125	280 [270]	300 [280]	360 [350]	415	360 [350]	610 [545]	Prime farmland within city boundaries or within existing Mn/DOT ROW has already been subtracted in these acreage estimates.
Stream Modifications (no. of impacts)	0	6	6	4	3	3	2	2	6	9	Includes Minnesota River for alternatives W1, W2, and W3. Includes connections from proposed interchanges to local roads and from local roads to US 14.

WEST ALTS: W1-Existing US 14 next to MN River; W2-New alignment on top of bluff; W3-Combination of W1 & W2. **EAST ALTS [#]-Indicates the MN 99 Interchange Option:** E1-Near south bypass of Nicollet through WMA; E2-Extended south bypass avoiding the WMA to south; E3-Section line alignment extending on new alignment west to Courtland; E4-Far south bypass joining E3 southwest of Nicollet.

TABLE S-1: ENVIRONMENTAL IMPACT SUMMARY – US 14 FROM FRONT STREET IN NEW ULM, MN TO THE SOUTH SIDE OF CR 6 WEST OF NORTH MANKATO, MN

Impact Categories	No-Build Alt.	Build Alts.- West (New Ulm)			Build Alts.-East (Courtland, Nicollet & N. Mankato)				Build - Total Range		Remarks
		Alt. W1	Alt. W2	Alt. W3	Alt. E1	Alt. E2	Alt. E3	Alt. E4	Minimum	Maximum	
County Ditch Crossings (no. of impacts)	0	0	0	0	4	4	4	5	4	5	County Ditch crossings are mutually exclusive from Stream Modifications.
100-YR Floodplain Impacts (acres)	0	47	27	48	0	0	0	0	27	48	This includes only new flood-plain impacts; any existing roadway located in the flood-plain was not included in these impacts.
Federal & State Threatened & Endangered Species Im-pacts (no. of impacts)	0	0*	0*	0*	0	0	0	0	0*	0*	0* denotes proximity of Bald Eagle nests which would be avoided in the construction schedule.
Publicly Owned Lands											
MnDNR Swan Lake Wildlife Management Area (WMA) Lands (acres)	0	0	0	0	10	0	3	0	0	10	The WMA is publicly owned but is not an eligible Section 4(f) or Section 6(f) resource.
Section 4(f) and Section 106 Resources											
Section 4(f) Uses	0	3	0	1	0*	0*	0*	0*	0	3*	All unavoidable resources are historic architectural structures. As reflected in the impacts, more are found in the West Study Section. *If the WSP Railroad line is determined eligible, it might be adversely affected by the east build alternatives.
Section 106 Adverse Effects	0	4	5	4	3*	3*	2*	1*	5	8*	

WEST ALTS: W1-Existing US 14 next to MN River; W2-New alignment on top of bluff; W3-Combination of W1 & W2. **EAST ALTS [#]-Indicates the MN 99 Interchange Option:** E1-Near south bypass of Nicollet through WMA; E2-Extended south bypass avoiding the WMA to south; E3-Section line alignment extending on new alignment west to Courtland; E4-Far south bypass joining E3 southwest of Nicollet.