



Highway 23 Gap New London to Paynesville



Welcome

Highway 23 Gap
New London to Paynesville

Open House

- Please Sign In -

- *There is no formal presentation, but representatives are available to answer your questions.*
- *Please take a comment card and leave your comments here tonight in the comment box. You may also submit comments via mail or email. (See more information on the comment card)*
 - *Please take an informational flyer.*
 - *Help yourself to a state map.*
 - *Visit the project website at*

www.dot.state.mn.us/d8/projects/hwy23gapsnewlondonpaynesville

Thank you for attending!

We all have a stake in **A to B**



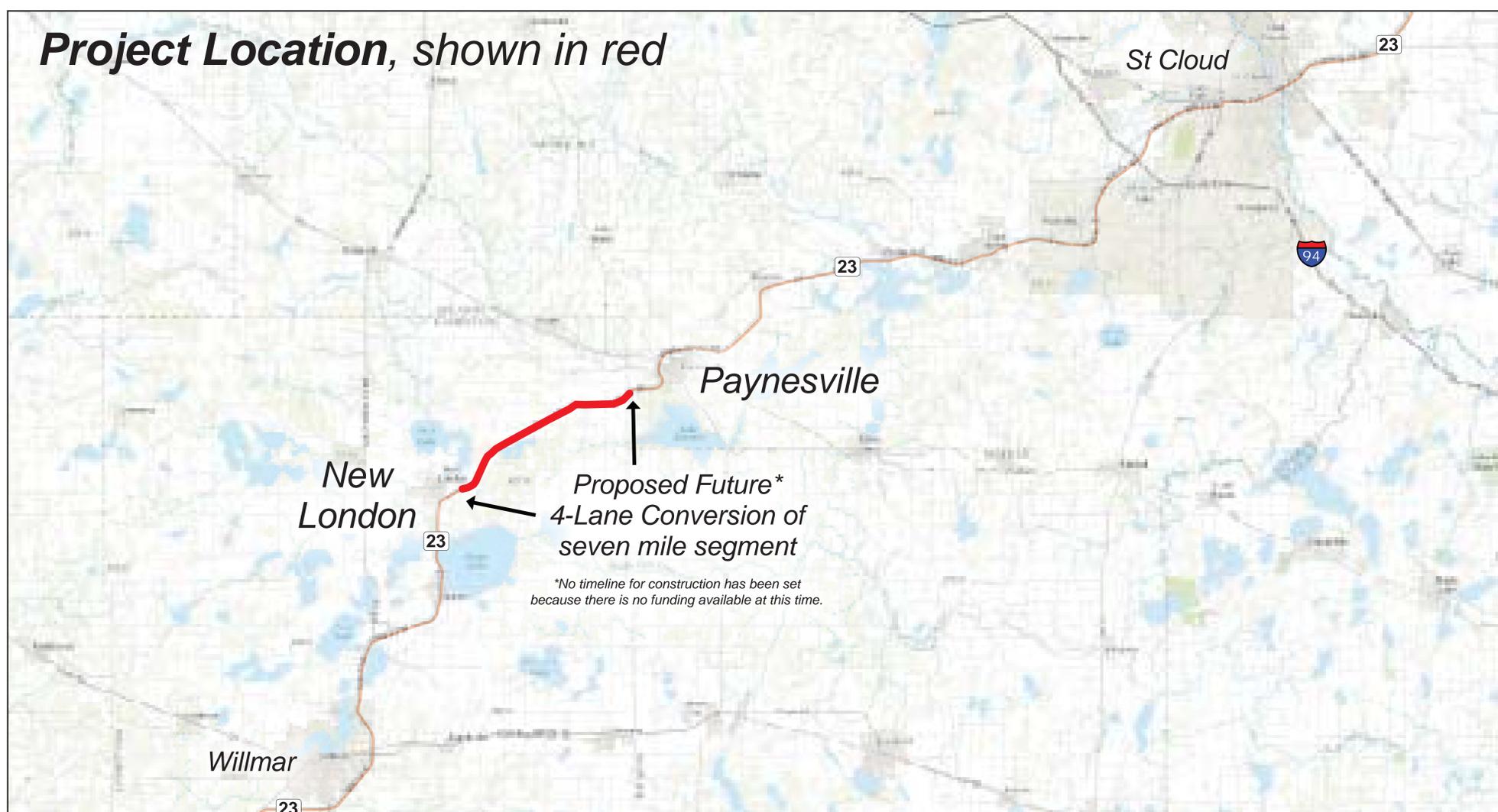
Project History and Background

TH 23 is an important interregional corridor that is a key artery for the economy in the region. It provides the primary north-south route between Willmar and Saint Cloud. According to the recently completed Manufacturer's Perspective on Transportation Study it is also a critical connection to deliver goods to national and international markets.

MnDOT envisions this section of TH 23 becoming a continuous four-lane rural highway. The segment between New London and Paynesville is a part of that vision and is one of two remaining sections of two-lane facilities.

MnDOT has begun the environmental review and layout development process for the 4-lane conversion of this seven mile segment. Once the environmental review and layout is complete, right-of-way acquisition and detailed design could begin as funds become available.

Currently, there is **no timeline set for construction** of the project because there is no funding available at this time.





Highway 23 Gap New London to Paynesville



Environmental Assessment Worksheet (EAW) Social, Economic, & Environmental Findings

Natural Environment	
Threatened and Endangered Species	The project is not anticipated to adversely affect any known occurrences of rare features.
Invasive Species	A non-native subspecies of phragmites (common reed) is known to exist within the project area. Measures will be taken to appropriately address this plant during construction.
Vegetation	Temporary construction-related impacts and tree removal will occur. Re-vegetation of disturbed soils will occur in areas that are not proposed for mowed turf grass. Appropriate protocol will be followed if notable wildflowers are impacted, including the showy lady's slipper.
Wetlands	Approximatley 4.39 acres of wetland will be impacted. Two acres of wetland will be replaced for every one acre that is impacted.
Water Quality	This project will increase the existing impervious surface area and runoff. The project will comply with all Section 404 of the Clean Water Act and requirements of the Minnesota Pollution Control Agency.
Floodplain	This project will not encroach into a floodplain.
Soils and Erosion	Temporary stabilization measures will be used on any impacted steep slopes to prevent erosion and sedimentation of ditches during construction. Vegetation establishment will be used to permanently stabilize side slopes.
Farmland Impacts	The project will impact approximately 130 acres of prime and unique farmland. This is based on soil type.

We all have a stake in **A to B**





Highway 23 Gap New London to Paynesville

Environmental Assessment Worksheet (EAW) Social, Economic, & Environmental Findings

Physical

Noise	Noise impacts were analyzed and no additional noise barriers were found to be both reasonable and feasible. Construction noise has been considered and no impact is anticipated. Night construction activities are not anticipated.
Contaminated Materials	There is little potential for encountering contaminated materials.
Air	The project will not significantly impact air quality. Construction contractors will be required to control dust and other airborne particulates in accordance with MnDOT specification in place at the time of project construction.
Visual	No substantial impact to the visual resources of the natural, cultural, and project environments are anticipated.

Social & Economic

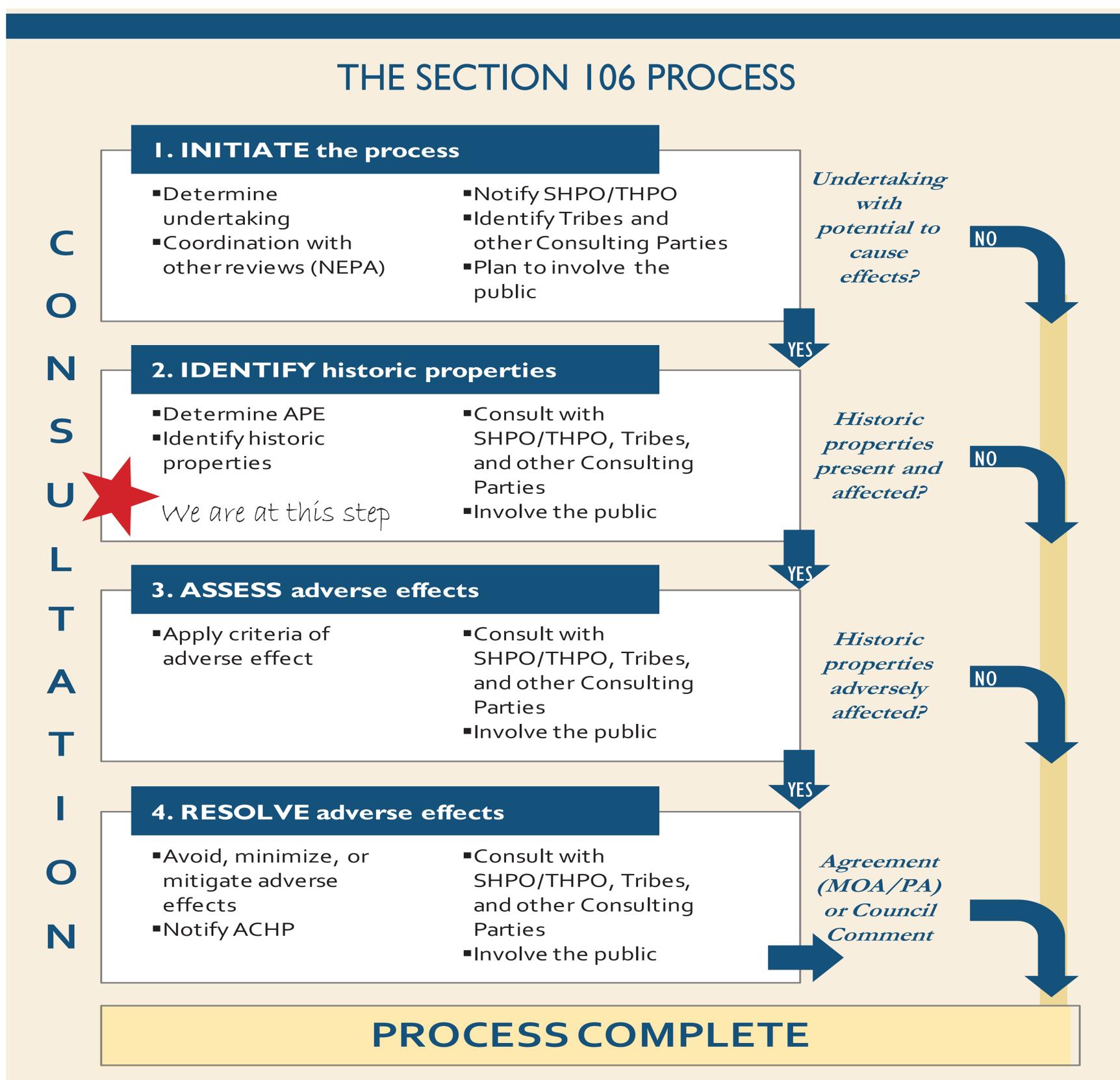
Access Control	Direct access to the highway corridor will be reduced through access closures. The proposed highway design conforms with MnDOT Access Management Guidelines.
Right of Way	Based on preliminary construction limits the amount of anticipated right-of-way to be acquired is 138 acres, and 1.56 acres of temporary easement.
Parks & Recreation	The project will impact a portion of the Glacial Lakes Trail and result in the conversion of land acquired or developed with funds from the Land and Water Conservation Fund. Coordination with the MnDNR and National Park service is ongoing to assess impacts and mitigation requirements.
Historical & Cultural	No properties are currently listed on the National Register of Historic Places, and no sites of archaeological significant sites were identified. Some architectural sites are eligible to be listed on the NRHP. Impacts to eligible sites have been reviewed by state historians. See the Historical Impacts and Section 106 boards for more information.

We all have a stake in **A to B**



What is Section 106?

Congress enacted the National Historic Preservation Act in 1966, mandating that Federal decision makers consider historic properties during project planning. Section 106 requires agencies to take into account the effects of undertakings they carry out, assist, fund, or permit on historic properties and to provide an opportunity to comment on such undertakings.



We are at this step (with red star icon)



What is an Environmental Assessment Worksheet (EAW)?

- Before any project can move forward to construction, MnDOT must address and comply with laws related to the environment. An Environmental Assessment Worksheet (EAW) complying with State guidelines will be prepared and distributed for comment.
- The purpose of the EAW is to provide information about a project's environmental impacts before approvals or necessary permits are issued. The worksheet consists of a standard list of 20 questions.
- An EAW provides background information including:
 - Need for the proposed project
 - Environmental impacts and mitigation
 - Agency coordination and public involvement
- The EAW is not meant to approve or disapprove a project, but is simply a source of information to guide other approvals and permitting decisions.



The 30 day comment period ends at 4:00 PM on June 1, 2016.

Please submit comments via the comment cards tonight. Comments can also be sent directly to the address listed on the card or submitted by phone or to email address listed on the comment card.

Substantive Comments will be included in the official record.



Eligible Historic Properties

