

**FINDINGS OF FACT
and
CONCLUSIONS**

I-94 St. Michael to Albertville

State Project No. 8680-172

**Prepared by:
Minnesota Department of Transportation**



June 2018

TABLE OF CONTENTS

1.0 STATEMENT OF ISSUE..... 2

2.0 ADMINISTRATIVE BACKGROUND 2

3.0 FINDINGS OF FACT..... 4

 3.1 Project Description..... 4

 3.2 Additional Information Regarding Items Discussed in the EAW Since It Was
 Published 7

 3.3 Findings Regarding Criteria for Determining the Potential for Significant Environmental
 Effects..... 8

4.0 CONCLUSIONS 23

APPENDICES

- APPENDIX A – Public Involvement: EAW Comment Period
- APPENDIX B – EAW Comments and Responses
- APPENDIX C – Figures
- APPENDIX D – Recent Project Correspondence
- APPENDIX E – Traffic Noise Analysis

FINDINGS OF FACT AND CONCLUSIONS

I-94 ST. MICHAEL TO ALBERTVILLE

State Project (SP) No. 8680-172

Located in:

Wright and Hennepin Counties, Minnesota

1 STATEMENT OF ISSUE

The Minnesota Department of Transportation (MnDOT) District 3 proposes reconstruction of Interstate 94 (I-94) from west of County State Aid Highway (CSAH) 19 in Albertville to Trunk Highway (TH) 241 in St. Michael. The project includes replacement of the I-94 bridges over CSAH 19; construction of an eastbound collector-distributor road between CSAH 19 and CSAH 37; construction of an additional travel lane on eastbound I-94 from west of CSAH 19 to TH 241; construction of an additional travel lane on westbound I-94 between CSAH 37 and TH 241; reconstruction of the I-94/TH 241 interchange; and construction of stormwater basins.

Figure 1 and Figure 2 in Appendix C of this Findings document illustrate the project location. Section 3.1 of this Findings document (Project Description) provides additional information regarding the proposed project.

Preparation of an Environmental Assessment Worksheet (EAW) is required for this project under Minnesota Rules 4410.4300, Subpart 22.B, for construction of additional travel lanes on an existing road for a length of one or more miles. MnDOT is the project proposer. MnDOT also is the Responsible Governmental Unit (RGU) for review of this project, as per Minnesota Rules 4410.4300, Subpart 22.B.

MnDOT's decision in this matter shall be either a negative or a positive declaration of the need for an environmental impact statement. MnDOT must order an Environmental Impact Statement (EIS) for the project if it determines the project has the potential for significant environmental effects.

Based upon the information in the record, which comprises the Environmental Assessment Worksheet (EAW) form for the project, related studies referenced in the EAW, written comments received, responses to the comments, and other supporting documents included in this Findings of Fact and Conclusions document, MnDOT makes the following Findings of Fact and Conclusions:

2 ADMINISTRATIVE BACKGROUND

- 2.1 The MnDOT is the RGU and project proposer for the I-94 St. Michael to Albertville Project. A State EAW has been prepared for this project in accordance with Minnesota Rules Chapter 4410. The EAW was developed to assess the impacts of the

- project and other circumstances to determine if an Environmental Impact Statement (EIS) is indicated.
- 2.2 The EAW was filed with the Minnesota Environmental Quality Board (EQB) and circulated for review and comments to the required EAW distribution list. A “Notice of Availability” was published in the EQB Monitor on March 12, 2018. MnDOT distributed a news release to local media outlets. The news release was published on the MnDOT web page at <http://www.dot.state.mn.us/d3/newsrels/18/03/3-eaw-open-house.html>. Notice of availability of the EAW also was published on the MnDOT web page at <http://www.dot.state.mn.us/d3/i94/h241tochr19/index.html>. Appendix A of this Findings document includes the March 12, 2018 EQB Monitor; the MnDOT news release; and the MnDOT project webpage.
- 2.3 A public meeting was held on Tuesday, April 3, 2018 from 5:00 p.m. to 7:00 p.m. at St. Michael City Hall (11800 Town Center Drive NE, St. Michael). The public meeting was held in an open house format. More than 20 individuals attended the public meeting. Appendix B of this Findings document includes additional information pertaining to the publication of the EAW and the public meeting.
- 2.4 The EAW was made available for public review at the following locations:
- St. Michael City Hall (11800 Town Center Drive NE, St. Michael)
 - Albertville City Hall (5959 Main Avenue NE, Albertville)
 - Great River Regional Library (1300 West St. Germain Street, St. Cloud)
 - Great River Regional Library – St. Michael (11800 Town Center Drive NE, St. Michael)
 - MnDOT District 3 (3725 12th Street North, St. Cloud)
 - MnDOT Central Office Library (395 John Ireland Boulevard, St. Paul)
 - MnDOT project web page at <http://www.dot.state.mn.us/d3/i94/h241tochr19/index.html>.
- 2.5 Comments were received through Wednesday, April 11, 2018.
- 2.6 Two agency comments and 12 public citizen comments were received during the EAW comment period. All comments received during the EAW comment period were considered in determining the potential for significant environmental impacts. Appendix B of this Findings document includes comments received during the comment period and responses to substantive comments.

3 FINDINGS OF FACT

3.1 Project Description

3.1.1 Existing Conditions:

The I-94 is a principal arterial, freeway facility that connects the Twin Cities Metropolitan Area to greater Minnesota and beyond. The I-94 St. Michael to Albertville Project extends from west of the CSAH 19 interchange to the TH 241 interchange. The I-94 St. Michael to Albertville Project is in the cities of St. Michael and Albertville, Wright County.¹

The existing I-94 roadway from west of CSAH 19 to TH 241 is a four-lane rural section roadway. Roadside ditches are along the outside shoulder of eastbound and westbound I-94. A center median ditch separates the eastbound and westbound travel lanes. There are two bridges on I-94 over CSAH 19 in Albertville. MnDOT Bridge No. 86817 carries westbound I-94 over CSAH 19, and MnDOT Bridge No. 86818 carries eastbound I-94 over CSAH 19.

There are two existing I-94 interchanges in Albertville. The CSAH 19 interchange is a partial access interchange with access to and from the west. A westbound collector-distributor road between CSAH 19 and CSAH 37 provides access to CSAH 19 from the east. A raised median with curb and gutter separates the westbound collector-distributor road from the I-94 travel lanes. The CSAH 37 interchange is a full access, standard diamond interchange.

The existing I-94/TH 241 interchange is a full access, standard diamond interchange. MnDOT Bridge No. 86812 carries TH 241 over I-94. There are three lanes on the TH 241 bridge (one travel lane in each direction and a center lane), with traffic signals at the TH 241/westbound I-94 and TH 241/eastbound I-94 ramp terminal intersections. The TH 241 roadway west of I-94 is a four-lane roadway. The eastbound and westbound TH 241 travel lanes are separated by a raised center median. Ditches are located along the outside shoulder of eastbound and westbound TH 241. The CSAH 36 roadway east of the I-94/TH 241 interchange is a two-lane, rural section roadway.

3.1.2 Proposed Project:

The proposed project includes the following roadway design features. Figure 3 through Figure 7 in Appendix C of this Findings document illustrate the preliminary design layout.

3.1.2.1 I-94, West of CSAH 19

The proposed project will reconstruct I-94 from approximately 5,000 feet (0.95 miles) west of CSAH 19 to the I-94/CSAH 19 interchange to include an urban section roadway with curb and gutter to the inside, and includes shifting the alignment of eastbound I-94 to the north towards the center median. A concrete barrier will be constructed in the center median

¹ The project limits extend approximately 1,100 feet to the east of Wright County/Hennepin County boundary between the TH 241 interchange and the Crow River.

between the eastbound and westbound I-94 travel lanes. An exit from eastbound I-94 to an eastbound collector-distributor road will be constructed west of the I-94 / CSAH 19 interchange. A third lane will be constructed on eastbound I-94 beginning approximately 3,300 feet (0.6 miles) west of CSAH 19. The proposed project will reconstruct the eastbound I-94 exit ramp to CSAH 19 and entrance ramp from CSAH 19 to westbound I-94.

The proposed project will reconstruct the existing I-94 bridges over CSAH 19. The new I-94 bridge over CSAH 19 will be a single-span structure (i.e., no bridge piers under the bridge deck adjacent to CSAH 19). The proposed I-94 bridge over CSAH 19 will be constructed to not preclude a future third lane on westbound I-94, and will not preclude future turn-lane improvements on CSAH 19 under I-94.

3.1.2.2 I-94, CSAH 19 to CSAH 37

3.1.2.2.1 I-94 Mainline

The proposed project will reconstruct I-94 between CSAH 19 and CSAH 37. The eastbound and westbound I-94 lanes will be shifted towards the center median and I-94 will be constructed as an urban section roadway towards the inside. A concrete barrier will be constructed in the center median between the eastbound and westbound I-94 lanes. A new third lane will be constructed along eastbound I-94 between CSAH 19 and CSAH 37.

The existing westbound I-94 collector-distributor road between CSAH 19 and CSAH 37, the westbound I-94 exit ramp to CSAH 37, and the entrance ramp from CSAH 37 to the westbound I-94 collector-distributor road will not be affected by the proposed project.

3.1.2.2.2 Eastbound Collector Distributor Road

The proposed project will construct an eastbound collector-distributor road along the south side of eastbound I-94 between the CSAH 19 and CSAH 37 interchanges. The eastbound collector-distributor road begins west of CSAH 19 and will be carried across the I-94 bridge over CSAH 19. The proposed project will construct a new entrance ramp from CSAH 19 to the eastbound I-94 collector-distributor road. The exit ramp from eastbound I-94 to CSAH 19 and the CSAH 37 interchange ramps to and from eastbound I-94 will be reconstructed. The eastbound collector-distributor road will merge with the proposed third lane on eastbound I-94 east of the CSAH 37 interchange. A concrete barrier will be constructed along the outside shoulder of eastbound I-94 to separate the eastbound collector-distributor road from the eastbound I-94 lanes.

3.1.2.2.3 CSAH 19 Under I-94

The proposed project will construct new left-turn lanes on CSAH 19 at the eastbound I-94 and westbound I-94 ramp terminal intersections. A new traffic signal, if warranted, will be constructed at the CSAH 19/eastbound I-94 ramp terminal intersection.

3.1.2.3 I-94, CSAH 37 to TH 241

The proposed project will reconstruct I-94 between CSAH 37 and TH 241. A new third lane will be constructed on eastbound and westbound I-94. The eastbound I-94 travel lanes will be shifted to the north towards the westbound lanes. The proposed project will reconstruct I-94

as an urban section roadway towards the center median. A concrete barrier will be constructed in the center median between the eastbound and westbound I-94 lanes.

3.1.2.4 I-94/TH 241 Interchange

The proposed project will reconstruct the existing I-94/TH 241 standard diamond interchange to include a loop ramp in the northwest quadrant of the interchange. The proposed loop ramp provides a free-flow movement from westbound I-94 to westbound TH 241. The existing TH 241 bridge over I-94 will be demolished and a new TH 241 bridge over I-94 will be constructed to the west of the existing structure. The TH 241 bridge over I-94 will be a four-lane roadway with turn lanes. The proposed project will reconstruct the northeast, southeast, and southwest interchange ramps to tie into the new TH 241 alignment over I-94. The existing exit ramp from westbound I-94 to TH 241 in the northeast quadrant of the interchange will remain in-place. The existing four-lane TH 241 highway will be reconstructed from I-94 to the BNSF Railway crossing. CSAH 36 will be reconstructed as a four-lane highway east of the TH 241 interchange, tapering into the existing two-lane county highway alignment 1,200 feet east of the interchange.

3.1.2.5 Pedestrian/Bicycle Accommodations

The existing City of Albertville trail along the west side of CSAH 19 will be temporarily closed through the I-94/CSAH 19 interchange area during construction. The trail crossings at the eastbound I-94 and westbound I-94 ramp terminal intersections will be reconstructed.

A new pedestrian and bicycle trail will be constructed along the west side of TH 241 from O'Day Avenue, over I-94 on the new TH 241 bridge, to the east of the TH 241/westbound I-94 ramp terminal intersection.

3.1.2.6 Preliminary Drainage Design

Best management practices (BMPs) to store, treat, and provide rate control for stormwater runoff will be constructed along the I-94 project corridor. Figure 3 through Figure 7 in Appendix C of this Findings document illustrate the proposed stormwater BMPs. The proposed project will construct stormwater BMPs at five locations along the I-94 corridor:

- A wet pond will be constructed in the northeast quadrant of the I-94/CSAH 19 interchange;
- A wet pond will be constructed southwest of the I-94/CSAH 37 interchange. Additional land will be graded adjacent to the wet pond to provide rate control (i.e., temporarily store runoff until water can be conveyed to Hunters (Mud) Lake along the north side of I-94);
- A wet pond will be constructed in the southeast quadrant of the I-94/CSAH 37 interchange;

- A wet pond will be constructed along the south side of I-94 between the highway and BNSF Railway, approximately 0.5 miles west of the I-94/TH 241 interchange; and
- A wet pond and dry pond will be constructed in the northwest quadrant of the I-94/TH 241 interchange.

3.2 Additional Information Regarding Items Discussed in the EAW Since It Was Published

The following information pertaining to the project has been added or updated since the EAW was published. Clarifications to information presented in the EAW also are noted.

3.2.1 Permits and Approvals

Table 6 of the EAW lists anticipated permits and approvals required for the proposed project. Replacement of an existing outfall to Hunters (Mud) Lake in Albertville will result in work below the ordinary high water level. Section 3.2.2 of this Findings document describes stormwater discharge to Hunters (Mud) Lake. A Department of Natural Resources (DNR) public waters work permit has been added to the Permits and Approvals table (see also Section 3.2.2). Table 2 of this Findings document lists agency approvals and permits required for this project.

3.2.2 Water Resources, Surface Waters

The project includes construction of a wet pond and rate attenuation area in the southwest quadrant of the I-94/CSAH 37 interchange. The preliminary drainage design for the project has been revised to route water from the wet pond in the southwest quadrant of I-94/CSAH 37 directly to Hunters (Mud) Lake rather than through the City of Albertville's existing pond on the north side of I-94. The wet pond will connect to an existing outfall to Hunters (Mud) Lake along 62nd Street. The existing outfall will be replaced and will require work below the ordinary high water level (OHWL) of Hunters (Mud) Lake.

3.2.3 Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources (Rare Features)

Since the EAW was published, MnDOT Office of Environmental Stewardship (OES) completed a review of the project for Rusty-patched bumble bee (*Bombus affinis*). Rusty-patched bumble bee is a federally-endangered species. The proposed project is outside of a U.S. Fish and Wildlife (USFWS) high-potential zone for Rusty-patched bumble bee occurrences. No known occurrences or suitable habitat exists in the project area. Therefore, MnDOT OES determined that the proposed action would have no effect on Rusty-patched bumble bee. Appendix D of this Findings document includes correspondence from MnDOT OES.

3.2.4 Traffic Noise

Appendix D of the EAW includes the Traffic Noise Analysis Report for the proposed project. This report describes the results of the traffic noise analysis and noise wall evaluation for the

proposed project. Modeled Noise Wall E3, Option 2 is along the north side of I-94, west of the I-94/TH 241 interchange. Four different noise wall heights were evaluated for Modeled Noise Wall E3, Option 2 (20 feet, 18 feet, 16 feet, and 14 feet). The reduction in daytime traffic noise levels for the 20-foot high noise wall described in the Traffic Noise Analysis Report is 0.7 dBA (L₁₀) to 9.4 dBA (L₁₀).

Appendix C of the Traffic Noise Analysis Report includes the noise wall cost effectiveness results. Table C37 tabulates the daytime noise wall cost effectiveness result for the 20-foot high Modeled Noise Wall E3, Option 2. The daytime L₁₀ noise levels and reductions listed in Table C37 of the Traffic Noise Analysis Report are for an 18-foot high modeled noise wall. Table 1 of this Findings document includes the daytime L₁₀ noise levels and reductions for a 20-foot high modeled noise wall.

3.3 Findings Regarding Criteria for Determining the Potential for Significant Environmental Effects

Minnesota Rules 4410.1700 provides that an environmental impact statement shall be ordered for projects that have the potential for significant environmental effects. In deciding whether a project has the potential for significant environmental effects, the following four factors described in Minnesota Rules 4410.1700, Subp.7 shall be considered:

- A. Type, extent, and reversibility of environmental effects;
- B. Cumulative potential effects. The RGU shall consider the following factors: whether the cumulative potential effect is significant; whether the contribution from the project is significant when viewed in connection with other contributions to the cumulative potential effect; the degree to which the project complies with approved mitigation measures specifically designed to address the cumulative potential effect; and the efforts of the proposer to minimize the contributions from the project;
- C. The extent to which the environmental effects are subject to mitigation by ongoing public regulatory authority. The RGU may rely only on mitigation measures that are specific and that can be reasonably expected to effectively mitigate the identified environmental impacts of the project; and
- D. The extent to which environmental effects can be anticipated and controlled as a result of other available environmental studies undertaken by public agencies or the project proposer, including other EISs.

MnDOT's key findings with respect to each of these criteria are set forth below:

Table 1 – Noise Mitigation Cost Effectiveness Results (Daytime Levels) (Modeled Wall E3, Option 2: North of I-94, West of TH 241) (20-foot Tall Noise Wall)

Receptor ID	Daytime L ₁₀ Noise Level, Build year 2040 (no wall)	Daytime L ₁₀ Noise Level, Build year 2040 (with noise wall)	Reduction (in dBA) with noise wall	Number of residences, commercial or industrial establishments	Number of benefited residences, commercial or industrial establishments ⁽¹⁾	Design goal reduction ≥ 7 dBA ⁽²⁾	Length of wall (feet)	Wall Area (sq ft) ⁽³⁾	Total cost of wall \$20/sq ft	Cost/ Benefited Receptor
199	68.5	63.7	4.8	1	0	0	1,765	34,516	\$690,320	\$86,290
200	69.3	63.3	6.0	1	1	0				
201	74.7	67.2	7.5	1	1	1				
202	75.0	67.2	7.8	1	1	1				
203	74.6	65.2	9.4	1	1	1				
204	73.8	64.5	9.3	1	1	1				
205	71.2	65.0	6.2	1	1	0				
206	71.3	65.9	5.4	1	1	0				
207	69.3	65.3	4.0	1	0	0				
269	68.4	65.4	3.0	1	0	0				
270	72.6	65.5	7.1	1	1	1				
271	71.1	70.4	0.7	1	0	0				
272	71.0	70.9	0.1	1	0	0				
273	71.5	71.5	0.0	1	0	0				
TR53	77.7	77.7	0.0	1	0	0				

Bold numbers exceed State daytime standards.

N/A = not applicable because none of the receptors adjacent to the modeled noise wall meet the noise reduction design goal criteria of ≥ 7 dBA.

(1) Number of benefited residences, commercial establishments, or industrial establishments with a minimum 5 dBA reduction.

(2) Noise barrier must meet MnDOT's noise reduction design goal of at least 7 dBA at a minimum of one benefited receptor behind each noise barrier.

(3) Barrier surface area includes tapers at barrier ends.

3.3.1 Type, Extent, and Reversibility of Impacts

MnDOT finds that the analysis completed during the EAW process is adequate to determine whether the project has the potential for significant environmental effects. The EAW describes the type and extent of impacts anticipated to result from the proposed project. In addition to the information in the EAW, the additional information described in Section 3.2 of this Findings document, as well as the public/agency comments received during the public comment period (see Appendix B of this Findings document) were taken into account in considering the type, extent and reversibility of project impacts. Following are the key findings regarding potential environmental impacts of the proposed project and the design features included to avoid, minimize, and mitigate these impacts.

3.3.1.1 Traffic During Construction

The proposed project has the potential to cause temporary vehicle delays on I-94 during construction. Item 6 of the EAW discusses maintenance of traffic during construction. Four lanes of traffic will be maintained on I-94 during construction (two lanes in each direction) matching existing conditions. A preliminary construction staging plan is summarized below.

- Construct the eastbound collector-distributor road between CSAH 19 and CSAH 37 and the southern portion of the I-94 bridge over CSAH 19.
- Existing shoulders on I-94 from west of CSAH 19 to TH 241 are not designed to carry traffic. Therefore, the first stage of construction will include strengthening and widening the existing shoulders on eastbound I-94 between CSAH 37 and TH 241, on a segment of westbound I-94 west of CSAH 19, and on a segment of westbound I-94 east of CSAH 37. The shoulder strengthening and widening is necessary to accommodate traffic shifts while maintaining four-lanes of traffic during construction.
- In stage two, shift eastbound I-94 traffic to the newly constructed eastbound collector-distributor road between CSAH 19 and CSAH 37. Westbound I-94 traffic is on the existing westbound I-94 lanes east of the CSAH 37 interchange. All traffic would use the widened eastbound I-94 lanes between CSAH 37 and TH 241.
- Construct the eastbound I-94 lanes from west of the CSAH 19 interchange to east of the CSAH 37 interchange, and construct the westbound I-94 lanes from the CSAH 37 interchange to the TH 241 interchange.
- In stage three, shift westbound I-94 traffic to the eastbound lanes from west of the CSAH 19 interchange to east of the CSAH 37 interchange. Eastbound I-94 traffic will use the eastbound lanes from west of CSAH 19 to east of CSAH 37. The eastbound collector-distributor road between CSAH 19 and CSAH 37 will be complete and operational. East of CSAH 37, all traffic will shift to the westbound I-94 lanes to the TH 241 interchange.
- Construct the westbound I-94 lanes from west of the CSAH 19 interchange to east of the CSAH 37 interchange, and construct the eastbound I-94 lanes from east of the CSAH 37 interchange to the TH 241 interchange.

- Temporary crossovers will be constructed throughout the project corridor to shift traffic between the eastbound I-94 lanes and westbound I-94 lanes. Temporary crossovers also will be constructed at the CSAH 19, CSAH 37 and TH 241 interchanges to maintain access during construction.

The I-94/TH 241 interchange will remain open during interchange reconstruction; however, short duration ramp closures may be necessary at certain times during construction. The western half of the interchange will be constructed first while the existing TH 241 bridge remains open to traffic. Traffic on TH 241 will be reduced to one-lane in each direction. Once the western portion of the I-94/TH 241 interchange is constructed, traffic will be shifted to the new bridge, the existing TH 241 bridge would be demolished, and the eastern portion of the new TH 241 interchange will be constructed. Access to businesses adjacent to the I-94/TH 241 interchange will be maintained during construction.

The existing westbound collector-distributor road between CSAH 19 and CSAH 37 in Albertville will remain open during construction and accessible from the existing exit east of the CSAH 37 interchange.

CSAH 19 will remain open to traffic during construction. Temporary lane closures and flagging operations will be utilized as necessary to facilitate construction of the I-94 bridges, I-94 interchange ramps, and proposed CSAH 19 turn lanes.

3.3.1.2 Floodplains

A 100-year floodplain and floodway are located adjacent to the Crow River. The proposed project will result in a transverse floodplain encroachment along eastbound I-94 of approximately 650 feet using the FEMA 100-year flood elevation. The proposed project will result in a transverse floodplain encroachment along eastbound I-94 of approximately 1,000 feet using the 100-year flood elevation from the 2015 construction plans for I-94. Fill below the flood elevation will be from reconstruction of the TH 241 entrance ramp to eastbound I-94 and construction of an acceleration lane. It is not practical to avoid this encroachment because the proposed project is along an existing highway and floodplains are within existing highway right of way. Compensatory storage will be provided by grading ditches along the eastbound I-94 entrance ramp from TH 241.

It has been determined that the project will not result significant floodplain impacts as described below.

- There is no significant increased potential for interruption of a transportation facility. The eastbound I-94 acceleration lane at TH 241 will be constructed above the floodplain elevation.
- Impacts on the natural environment are anticipated to be minimal because the fill is within an existing freeway corridor in MnDOT right of way. No substantial fisheries or wildlife impacts are anticipated.
- No significant increased risk of flooding will result because additional storage will be provided by grading ditches along the eastbound I-94 entrance ramp from TH 241.

- No changes in public access to the Crow River will occur because of the project.
- The project will not cause incompatible floodplain development because the project does not provide new access to the floodplain area for development.

3.3.1.3 Erosion Control

Erosion and sedimentation of all exposed soils within the project construction limits will be minimized by implementing best management practices (BMPs) during construction. Typical temporary erosion control measures include ditches, dikes, silt fences, bale checks, and temporary seeding/mulching. Temporary and permanent erosion control plans will be identified in the final construction plans as required by the NPDES construction stormwater permit and the Storm Water Pollution Prevention Plan (SWPPP). Erosion control measures will be in place and maintained throughout the entire construction period. Removal of erosion control measures will not occur until all disturbed areas have been stabilized.

All disturbed areas will be re-vegetated in accordance with the SWPPP and related permitting requirements. Disturbed soils in areas that are not proposed for mowed turf grass will be re-vegetated using native seed mixes.

3.3.1.4 Water Resources

Stormwater Management

The proposed project will increase the amount of impervious surface within the I-94 corridor from west of CSAH 19 to TH 241 by approximately 38.7 acres.

The project includes five stormwater basins along I-94 between CSAH 19 and TH 241. Figure 3 through Figure 7 in Appendix C of this Findings document illustrates the location of proposed stormwater basins. Existing drainage patterns will be maintained to the extent feasible. Soils in the project area are not well-suited for infiltration. Piezometer readings also indicate shallow ground water elevations. Therefore, the project does not include infiltration. The stormwater management plan for the project is summarized below.

- Stormwater runoff from I-94 west of the CSAH 19 interchange will follow existing drainage patterns, discharging to wetlands along the north side I-94 between the freeway and commercial land uses. This water is conveyed through storm sewer under CSAH 19 and discharges to School Lake. A ditch will be constructed along the entrance ramp from CSAH 19 to westbound I-94 to direct some of the highway runoff away from the wetlands and to an existing ditch along the westbound collector-distributor road to avoid overloading the existing drainage system.
- Stormwater runoff from the I-94/CSAH 19 interchange area will be conveyed to a wet pond in the northeast quadrant of the interchange. Runoff from this wet pond will be conveyed to an existing ditch along the north side of the westbound I-94 collector-distributor road, prior to discharge to School Lake.
- Stormwater runoff from the proposed eastbound collector-distributor road and I-94 between CSAH 19 and CSAH 37 will be conveyed to a wet pond in the southwest quadrant of the I-94/CSAH 37 interchange. Additional land will be graded adjacent to

this wet pond to temporarily store runoff for rate control. Runoff will then be conveyed under I-94, discharging to Hunters (Mud) Lake.

- Stormwater runoff from the south side of the CSAH 37 interchange area will be conveyed to a wet pond in the southeast quadrant of the I-94/CSAH 37 interchange. Runoff from this wet pond will be conveyed to the adjacent wetland complex on the north side of I-94. This wetland ultimately discharges to the Mississippi River. This wet pond will be designed to maximize runoff storage volume and maintain existing discharge rates from MnDOT's highway right of way.
- A storm sewer trunk line will be constructed in the middle of I-94 from east of CSAH 37 to TH 241. A wet pond will be constructed along the south side of I-94 approximately 0.5 miles west of the I-94/TH 241 interchange. Stormwater runoff from I-94 east of CSAH 37 will be discharged to this wet pond, and then conveyed back into the storm sewer trunk line in I-94. This runoff, along with runoff from I-94 west of TH 241, will be conveyed to a dry pond and wet pond in the northwest quadrant of the I-94/TH 241 interchange, prior to discharge to the Crow River.

School Lake and Hunters (Mud) Lake are hydraulically connected by a culvert under 62nd Street. The I-94/CSAH 19 interchange and I-94 to the west of CSAH 19 will increase stormwater flows to School Lake. The attenuation provided by the wet pond and storage area in the southwest quadrant of the I-94/CSAH 37 interchange will result in a net decrease in stormwater flow to School Lake and Hunters (Mud) Lake in the 2-year, 10-year, and 100-year rainfall events.

The project will require a National Pollutant Discharge Elimination System (NPDES) construction stormwater permit. A SWPPP will be developed in conjunction with the NPDES permit. Stormwater management plans will be refined through the final design process and will meet all permitting requirements.

Groundwater

There are no drinking water supply management areas (DWSMA) or wellhead protection areas (WHPA) in the preliminary construction limits.

The Minnesota Department of Health County Well Index identifies numerous wells along the I-94 project corridor. These wells are located outside of MnDOT right of way and preliminary construction limits. If any unused or unsealed water wells are discovered in the project area during construction, they will be addressed in accordance with Minnesota Rules, Chapter 4725.

Water Appropriation

If temporary dewatering is necessary during project construction, groundwater appropriation permits will be obtained from the DNR for temporary dewatering activities. Any groundwater appropriations will be treated prior to discharge as per NPDES permitting requirements.

Surface Water Bodies

The proposed project will not alter the existing eastbound and westbound I-94 bridges over the Crow River in St. Michael. The project will not change the number or type of watercraft on any water body. Use of the Crow River State Water Trail will not be affected by the project.

3.3.1.5 Aquatic Resource Impacts

Aquatic Resource Impacts

A total of 85 aquatic resources or portions thereof total 23.67 acres were identified within the wetland delineation investigation area. Figures in Appendix C of the EAW illustrate aquatic resources in the project area. Wetland delineation reports for the project are available for review from the MnDOT project manager.

The project will result in approximately 9.40 acres of aquatic resource impacts, including approximately 6.84 acres of permanent wetland impacts, 2.29 acres of wet ditch impacts, and 0.27 acres of tributary impacts. Item 11.b.iv of the EAW lists anticipated aquatic resource impacts by resource type. It is anticipated that the project qualifies for a Standard Individual Permit from the US Army Corps of Engineers (USACE). The Section 404 permit will be prepared and submitted to the USACE.

Sequencing (Avoidance, Minimization, Mitigation)

Appendix C of the EAW includes the MnDOT Wetland Impact Assessment and Two-Part Finding form. The Wetland Impact Assessment and Two-Part Finding form describes avoidance measures and minimization efforts. Minimization efforts are summarized below.

- I-94 lane addition towards the center median with urban section (curb and gutter).
- Steeper inslopes (1:4 or steeper).
- “Broken back” inslopes.
- Reduced ditch widths.
- Steeper backslopes.

It is anticipated that wetlands will be replaced at a 2:1 ratio within Bank Service Area 7 (BSA 7). The specific wetland bank credits will be determined through consultation with the USACE and the MnDOT Office of Environmental Stewardship (OES).

Tributaries

Three tributaries will be impacted by the project totally approximately 0.27 acres. These three tributaries are not classified as Department of Natural Resources (DNR) public waters. Impacts to tributaries will result from fill slope construction. Compensatory mitigation for impacts to tributaries will be determined through consultation with USACE and MnDOT OES.

DNR Public Waters

Four DNR Public Water basins, watercourses, or wetlands were identified within 500 feet of the project limits. The project will not result in fill below the OHWL of School Lake or an unnamed wetland southeast of the I-94/CSAH 37 interchange.

A wet pond in the southwest quadrant of I-94/CSAH 37 will connect to an existing outfall to Hunters (Mud) Lake along 62nd Street. The existing outfall will be replaced and will require work below the OHWL of Hunters (Mud) Lake. A public waters work permit will be obtained from the DNR.

The project includes a fill slope that varies from 1:4 to 1:3 along the south side of eastbound I-94 adjacent to the Crow River oxbow. This fill slope will be steepened in final design to avoid fill impacts below the Crow River oxbow OHWL elevation.

3.3.1.6 Contamination/Hazardous Materials/Wastes

Potentially Contaminated Sites

The project was reviewed by MnDOT's Contaminated Materials Management Team (CMMT). Given the nature and location of the project area, MnDOT CMMT determined that the project has a low to medium risk of impacting potentially contaminated properties. CMMT will review wet pond and dry pond excavation plans and determine if Phase II drilling investigations are necessary. Any impacts from contaminated properties established during Phase II investigations will be mitigated by modifying the project design where warranted and/or avoiding encountering contaminated materials during construction. If contaminated materials cannot be avoided, a plan will be developed to properly handle and treat any contaminated materials encountered during project construction in accordance with applicable state and federal regulations.

Project Related Use/Storage of Hazardous Material

No above- or below-ground storage tanks are planned for permanent use in conjunction with this project. Temporary storage tanks for petroleum products may be in the project area for refueling construction equipment during roadway construction. Any contaminated spills or leaks that occur during construction are the responsibility of the contractor, who will notify and work with the Minnesota Pollution Control Agency (MPCA) to contain and remediate contaminated soil/materials in accordance with state and federal standards.

Regulated Materials

The project includes demolition of the I-94 bridges over CSAH 19 in Albertville and the TH 241 bridge over I-94 in St. Michael. Building structures in the southwest quadrant of the I-94/CSAH 37 interchange also would be demolished as part of the project.

Asbestos and regulated waste surveys for the I-94 bridges over CSAH 19 and the TH 241 bridge over I-94 were completed in August 2016. Asbestos, mercury, and polychlorinated biphenyls (PCBs) were not detected. Lead paint and lead plates were observed on each bridge, and treated guardrail posts and blocks are located at the bridge approaches.

MnDOT will complete a regulated materials assessment for each building in the southwest quadrant of I-94/CSAH 37 prior to demolition. MnDOT will identify and properly handle and dispose of all regulated materials/wastes that are part of building structures.

All regulated material and/or waste will be managed on this project in accordance with MnDOT special provisions. The MPCA regulates asbestos management activities and disposal activities. The disposal of asbestos regulated waste will be in accordance with MPCA rules. Toxic or hazardous materials will not be present at the site, except for fuel and oil necessary for maintaining and running heavy construction equipment or chemical products (pavement sealants, etc.) routinely used in roads.

3.3.1.7 Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources (Rare Features)

3.3.1.7.1 Impacts of the Project

Fisheries Resources

The project area is located adjacent to three DNR public waters (School Lake, Hunters (Mud) Lake, Crow River). No in-water work is anticipated with the project. Stormwater runoff from the project discharges to these waters. Work adjacent to these waters will incorporate fish spawning restriction dates into the project construction schedule.

Plant Communities/Rare Features

The project will be constructed within existing MnDOT highway right of way and will not directly or indirectly impact the Sugar Maple Forest (Big Woods) site located south of I-94 in St. Michael.

Threatened and Endangered Species

State-Listed Species

Blanding's turtles (*Emydoidea blandingii*), a state-listed threatened species, have been reported in the project vicinity. Blanding's turtles require both upland and wetland habitats to complete their life cycle. There is the possibility that Blanding's turtles could be encountered during construction as they undertake their seasonal movements between upland and wetland habitats.

Federally-Listed Species

The project is within the range of the northern long-eared bat (*Myotis septentrionalis*), a federally-listed threatened species. The project will involve the replacement of several existing highway bridges. There are no documented maternity roost trees or hibernacula in the project area. MnDOT, acting as the non-federal agency for Federal Highway Administration (FHWA), has determined that the project would result in a may affect, but will not cause a prohibited incidental take of the northern long-eared bat (*Myotis septentrionalis*).

The proposed project is outside of a U.S. Fish and Wildlife (USFWS) high-potential zone for Rusty-patched bumble bee (*Bombus affinis*) occurrences. No known occurrences or suitable

habitat exists in the project area. Therefore, MnDOT OES determined that the proposed action would have no effect on Rusty-patched bumble bee (*Bombus affinis*).

Invasive Species

There is no in-water work associated with the proposed project. The project will not introduce aquatic invasive species (AIS) into nearby water bodies.

During the construction phase of the project, MnDOT best management practices will be used to reduce the spread of invasive species to or from the project location. Native seed mixes will be used for re-vegetation as specified in the SWPPP. Contractors will be required to follow all specifications related to re-vegetation and vegetation management as identified in the construction contract.

3.3.1.7.2 Measures to Avoid, Minimize, or Mitigate Adverse Effects

Design elements and construction best management practices will be incorporated into the project to avoid, minimize, and mitigate potential impacts to fish, wildlife, and ecologically sensitive resources present in the project area.

Threatened and Endangered Species

State-Listed Species

Blanding's turtles (*Emydoidea blandingii*), a state-listed threatened species, have been reported in the project vicinity, and may be encountered during construction. MnDOT will provide the DNR's Blanding's Turtle Fact Sheet to all contractors working on the site so that the appropriate measures can be followed if Blanding's turtles are encountered during construction.

Federally-Listed Species

Time of year restriction on tree removal. Timing for tree removal will follow MnDOT technical memorandum guidance (Technical Memorandum No. 17-04-ENV-02). Tree removal on the project will occur during the winter (November 1 to March 31, inclusive).

The project will follow MnDOT vegetation establishment recommendations. Immediately following construction, disturbed soils in areas that are not proposed for mowed turf grass will be re-vegetated using native seed mixes.

Wildlife Resources

Erosion control best management practices will be identified in the SWPPP. Bio-netting, natural-netting (category 3N or 4N) or woven type products will be used where identified in the SWPPP. Welded plastic mesh netting erosion control products will not be used on the project.

Fisheries Resources

The MPCA NPDES general permit for authorization to discharge stormwater associated with construction activities (permit MN R10001) recognizes the DNR "work in water restrictions" during specified fish migration and spawning time frames for areas adjacent to water. There

are DNR Public Waters within the project vicinity. During the restriction period, all exposed soil areas that are within 200 feet of the water's edge and that drain to these waters must have erosion prevention stabilization activities initiated immediately after soil disturbing activity has ceased (and be completed within 24 hours).

3.3.1.8 Historic Properties

The project was reviewed by MnDOT Cultural Resources Unit (CRU) staff for potential impacts to historic resources. MnDOT CRU determined that there will be no historic properties affected by the project. Appendix B of the EAW includes correspondence from MnDOT CRU.

3.3.1.9 Visual

The project area is a freeway corridor. The project will widen the existing roadway; a new eastbound collector-distributor road will be constructed between CSAH 19 and CSAH 37; and the I-94/TH 241 interchange will be replaced within the established highway right of way limits. Existing structures outside of MnDOT right of way in the southwest quadrant of the I-94/CSAH 37 interchange will be demolished and a new wet pond will be constructed. The project area does not include scenic vistas or views. The project will not introduce visual effects beyond the proposed roadway infrastructure improvements.

The project segment of I-94 between TH 241 in St. Michael and CSAH 19 in Albertville does not have highway lighting. The project will not include the installation of highway lighting. Interchange lighting at CSAH 19, CSAH 37, and TH 241 will be maintained.

3.3.1.10 Air

Vehicle Emissions

The Environmental Protection Agency (EPA) issued final rules on transportation conformity (40 CFR 93, Subpart A) which describe the methods required to demonstrate State Implementation Plan (SIP) compliance for transportation projects. It requires that transportation projects meeting criteria to be classified as regionally significant be included in a regional emissions analysis approved as part of a conforming Long Range Transportation Policy Plan (LRTPP) and four-year Transportation Improvement Program (TIP). This project is not currently included in the Metropolitan Council's 2018-2021 TIP for the Twin Cities Metropolitan Area; however, at such time the project is added, a conformity analysis will be completed to demonstrate compliance with the SIP.

Dust and Odors

The proposed project will not generate substantial odors during construction. Potential odors will likely include exhaust from diesel engines and fuel storage. Dust generated during construction will be minimized through standard dust control measures such as applying water to exposed soils and limiting the extent and duration of exposed soil conditions. Construction contractors will be required to control dust and other airborne particulates in accordance with the construction contract specifications. After construction is complete, dust levels are anticipated to be minimal because all soil surfaces exposed during construction will be in permanent cover (i.e., paved or re-vegetated areas).

3.3.1.11 Noise

Construction Noise

Elevated noise levels are, to a degree, unavoidable for this type of project. MnDOT will require that construction equipment be properly muffled and in proper working order. While MnDOT and its contractor(s) are exempt from local noise ordinances, it is the practice to require contractor(s) to comply with applicable local noise restrictions and ordinances to the extent that is reasonable. Advanced notice will be provided to affected communities of any planned abnormally loud construction activities. The duration of construction will be determined during the final design of the project.

Any associated high-impact equipment noise, such as pile driving, pavement sawing, or jack hammering, will be unavoidable with construction of the proposed project. Pile driving noise is associated with any bridge construction. High-impact noise construction activities will be limited in duration to the greatest extent possible.

It is anticipated that night construction may be required to expedite construction, minimize traffic impacts, and improve safety. Noisy work at night will be limited as much as possible, but may need to occur periodically. Construction or maintenance activities that are generally prohibited during 8:30 p.m. and 7:00 a.m. include pile driving/removal, concrete pavement demolition, pavement sawing, concrete crushing operations, and jack hammering. There will be times when noise producing operations will have to occur at night because of the need for pavement to cure or be sawed, or lanes closures that allow access to the work area.

Traffic Noise Analysis

The project includes construction of additional through traffic lanes; therefore, a traffic noise analysis was prepared for the project. Item 17 of the EAW summarizes the traffic noise analysis results. Appendix D of the EAW includes the traffic noise analysis report.

The traffic noise analysis for the project was completed following the 2015 MnDOT Highway Noise Policy. Existing and future traffic noise levels were modeled using MINNOISEV31. Traffic noise levels were modeled at nearly 450 receptor locations representing residential, commercial, restaurant, industrial and recreational (parks and trails) uses. The traffic noise modeling results are summarized below.

- Future year 2040 daytime L₁₀ noise levels were predicted to range between 55.8 dBA and 88.7 dBA. Modeled daytime L₁₀ noise levels were predicted to exceed Minnesota state noise standards (L₁₀) at 294 receptor locations.
- Future year 2040 daytime L₅₀ noise levels were predicted to range between 53.9 dBA and 81.3 dBA. Modeled daytime L₅₀ noise levels were predicted to exceed Minnesota state noise standards at 382 receptor locations.
- Future year 2040 nighttime L₁₀ levels were predicted to range between 55.8 dBA and 88.0 dBA. Modeled nighttime L₁₀ noise levels were predicted to exceed Minnesota state noise standards at 416 receptor locations.

- Future year 2040 nighttime L₅₀ levels were predicted to range between 53.9 dBA and 82.5 dBA. Modeled nighttime L₅₀ noise levels were predicted to exceed Minnesota state noise standards at 433 receptor locations.
- Modeled daytime traffic noise levels with the project were predicted to increase by 0.2 dBA to 2.9 dBA (L₁₀) compared to existing conditions.

Noise abatement measures were evaluated along the I-94 project corridor where modeled traffic noise levels were projected to exceed Minnesota state daytime and/or nighttime noise standards. A noise wall analysis was completed for 20 noise wall locations along I-94. None of the analyzed noise walls met MnDOT's feasibility and reasonableness criteria; therefore, no noise walls are proposed as part of the project.

3.3.1.12 Relocation and Right of Way

The project will require approximately 8.1 acres of new highway right of way affecting eight parcels. The project will not require any relocations.

Acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

3.3.1.13 Summary Finding with Respect to this Criteria

MnDOT finds that the Project, as it is proposed, does not have the potential for significant environmental effects based on the type, extent, and reversibility of impacts to the resources evaluated in the EAW and in the Findings summary above. Project impacts will be mitigated as described in the EAW and in the Findings above.

3.3.2 Cumulative Potential Effects of Related or Reasonably Foreseeable Future Projects

Item 19 of the EAW describes the present and reasonably foreseeable future projects within the study area and environmental effects resulting from the proposed I-94 St. Michael to Albertville Project. Other present and reasonably foreseeable future projects listed in Item 19 of the EAW may also impact the same resources that will be affected by the project.

The cumulative potential effect of present and reasonably foreseeable future projects has been considered. The proposed project has a low potential for cumulative impacts to the resources directly or indirectly affected by the project. Impacts from other reasonably foreseeable future projects will be addressed via regulatory permitting and approval processes; therefore, substantial impacts are not anticipated.

3.3.3 Extent to Which the Environmental Effects are Subject to Mitigation by Ongoing Public Regulatory Authority

The mitigation of environmental impacts will be designed and implemented in coordination with regulatory agencies (including the coordination and approvals described in Section 3.3.1 above) and will be subject to the plan approval and permitting processes. Table 2 of this Findings document lists permits and approvals that have been obtained or may be required prior to project construction.

The permits listed in Table 2 of this Findings document include general and specific requirements for mitigation of environmental effects of the project. Therefore, MnDOT finds that the environmental effects of the project are subject to mitigation by ongoing regulatory authority.

Table 2 – Agency Approvals and Permits

Unit of Government	Type of Application/Permit	Status
Federal		
Federal Highway Administration (FHWA)	Interstate Access Modification Request (IAMR)	Pending
	National Environmental Policy Act (NEPA) Decision	Complete
MnDOT Cultural Resources Unit (CRU) on behalf of FHWA	Section 106 Determination	Complete
MnDOT Office of Environmental Stewardship (OES) on behalf of FHWA	Section 7 Endangered Species Act Determination	Complete
U.S. Army Corps of Engineers (USACE)	Section 404 Permit (Clean Water Act)	Pending
State		
Minnesota Department of Transportation (MnDOT)	Environmental Assessment Worksheet (EAW) Approval	Complete
	EIS Need Decision	Pending
	Wetland Conservation Act (WCA) (Boundary Approval/Public Road Project Notification)	Pending
Minnesota Department of Natural Resources (DNR)	Public Waters Work Permit	Pending
	Water Appropriation Permit (if necessary)	Pending
Minnesota Pollution Control Agency (MPCA)	Section 401 Certification	Pending
	National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Permit	Pending

Unit of Government	Type of Application/Permit	Status
Local		
City of St. Michael and City of Albertville	Municipal Consent	Pending

3.3.4 Extent to Which Environmental Effects can be Anticipated and Controlled as a Result of Other Environmental Studies

MnDOT has extensive experience in roadway construction. Many similar projects have been designed and constructed throughout the area encompassed by this governmental agency. All design and construction staff are very familiar with the project area.

No problems are anticipated which the MnDOT staff have not encountered and successfully solved many times in similar projects in or near the project area. MnDOT finds that the environmental effects of the project can be anticipated and controlled as a result of the assessment of potential issues during the environmental review process and MnDOT's experience in addressing similar issues on previous projects.

(The remainder of this page intentionally left blank. Conclusions page to follow.)

4 CONCLUSIONS

1. The Minnesota Department of Transportation has jurisdiction in determining the need for an environmental impact statement on this project.
2. All requirements for environmental review of the proposed project have been met.
3. The EAW and the permit development processes to date related to the project have generated information which is adequate to determine whether the project has the potential for significant environmental effects.
4. Areas where potential environmental effects have been identified will be addressed during the final design of the project. Mitigation will be provided where impacts are expected to result from project construction, operation, or maintenance. Mitigative measures will be incorporated into project design, and have been or will be coordinated with state and federal agencies during the permit processes.
5. Based on the criteria in Minnesota Rules part 4410.1700, subp. 7, the project does not have the potential for significant environmental effects.
6. An Environmental Impact Statement is not required for the I-94 St. Michael to Albertville Project.
7. Any findings that might properly be termed conclusions and any conclusions that might properly be called findings are hereby adopted as such.

Based on the Findings of Fact and Conclusions contained herein and on the entire record:

The Minnesota Department of Transportation hereby determines that the I-94 St. Michael to Albertville Project will not result in significant environmental impacts, and that the project does not require the preparation of an environmental impact statement.

For Minnesota Department of Transportation



Signature and Date
MnDOT Chief Environmental Officer

APPENDIX A – Public Involvement: EAW Comment Period

Public Meeting Record

EQB Notice of Availability

MnDOT News Release

MnDOT Project Webpage

Local Newspaper Notice of Availability

Public Meeting Record

A public meeting for the I-94 St. Michael to Albertville Project was held on Tuesday, April 3, 2018 from 5:00 p.m. to 7:00 p.m. at St. Michael City Hall (11800 Town Center Drive NE, St. Michael). The public meeting was held in an open house format. More than 20 individuals attended the public meeting. The purpose of the meeting was to provide an update on the project and receive comments on the EAW. At the public meeting, attendees were invited to provide written comments (on comment forms provided at the meeting). Appendix B of this Findings document includes copies of all written comments along with responses to substantive comments.

Staff from MnDOT and their consultant were on hand at the public meeting to discuss the project and to answer questions. Staff from the City of St. Michael and City of Albertville also were on hand at the public meeting. Several informational items regarding the project were made available at the meeting including the following:

- Project Layout
- General Project Information Handout
- Comment Form

Translation of the informational materials into additional alternate languages was available upon request. No requests for additional translations or interpreters were received.

Copies of the Minnesota Environmental Quality Board (EQB) *Monitor* publication, MnDOT news release, MnDOT project webpage, and local newspaper report that announced the availability of the EAW and details of the public open house meeting are included on the following pages.

March 12, 2018 EQB Monitor Notice (Page 1 of 5)



The *EQB Monitor*

520 Lafayette Road North, Saint Paul, MN 55155 - www.eqb.state.mn.us
EQB.Monitor@state.mn.us - (651) 757-2873

Publication Date: March 12, 2018
Vol. 42, No. 11

Publication Schedule: Mondays at 8:00 AM
Submission Deadline: [View 2018 Schedule](#)
Use the [EQB Monitor Submission Form](#)

In this publication:

- [EQB Announcements](#)
- [Environmental Assessment Worksheets](#)
- [Environmental Assessment Worksheets Joint State and Federal EA/EAW](#)

The *EQB Monitor* is a weekly publication announcing environmental review documents, public comment periods and other actions of the Environmental Quality Board. For more information on environmental review, please visit the [EQB website](#).

You can manage your subscription to the *EQB Monitor* [here](#). Be sure to add MNEQB@public.govdelivery.com to your address book or safe sender list.



Check the [EQB Calendar](#) for more details on *Monitor* deadlines and Board Meetings. Meeting minutes, agendas and additional notices are also posted on the [EQB Website](#). You can also find us on [Twitter](#) and [Facebook](#).

EQB Announcements

Citizen Environmental Review Survey

The Environmental Quality Board, which oversees the state's Environmental Review program, is undergoing a continuous improvement project to monitor and improve the effectiveness of Environmental Review. Minnesota citizens who have participated in the Environmental Review process are asked to consider taking 10 minutes to complete the survey at the link below. Engagement in the process may include: reviewed a document, attended a public meeting, wrote a comment, contacted staff, etc.

<http://survey.mn.gov/s.asp?k=151335922389>

Contact Person:

Kristin Mroz
Environmental Review Program Staff
520 Lafayette Road
St. Paul, MN 55155
651-757-2873
env.review@state.mn.us

March 12, 2018 EQB Monitor Notice (Page 2 of 5)

Environmental Assessment Worksheet Guidance Video

Have questions about Environmental Assessment Worksheets or the Environmental Review process? Well, you're in luck! Check out our brand-new Environmental Assessment Worksheet guidance video here: <https://www.youtube.com/watch?v=juiYV-tKFp0>. Additional guidance can be found at our website: <https://www.egb.state.mn.us/content/environmental-review-program> or by contacting EQB using the contact information at the top of this email.

RGU Contact Person:

Melissa Peck
Environmental Quality Board
520 Lafayette Rd N
St Paul, MN, 55155
651-757-2343
melissa.peck@state.mn.us

Come work for the Environmental Quality Board!

The EQB is seeking an energetic and experienced candidate to lead the environmental review program. The person will work closely with local government, state agencies, citizens and project proposers in implementing environmental review and will lead the Board through critical program updates. Visit MN jobs website, job ID#20589

Environmental Assessment Worksheets

Project Title: Replacement of Bridge No. 90747 on County State Aid Highway (CSAH) 21 over Valley Branch Creek

Comment Deadline: April 11, 2018

Project Description: Washington County, in cooperation with the City of Afton, is preparing plans for the replacement of Bridge #90747 (box culvert) on CSAH 21 (Stagecoach Trail S). The overall goal of the project is to replace the deteriorated culvert, improve the driving surface, and add shoulders to enhance safety.

Responsible Governmental Unit (RGU): Washington County Public Works

RGU Contact Person:

Allan Brandt
Project Manager
11660 Myeron Road
Stillwater, MN 55082
651-430-4348
allan.brandt@co.washington.mn.us

Project Title: Stussy Quarry Expansion

Comment Deadline: April 11, 2018

Project Description: The Stussy Quarry is proposing to expand an existing limestone aggregate quarry currently operating under a conditional use permit (CUP) in Dodge County. The expansion is proposed to include excavation to the west of the permitted quarry in two phases which total 57 acres. Phase I consists of 14 acres and Phase II would be 29 acres. The 57 acres to be added to the mining operation is mostly cropland with some wetland areas. The expansion will include the excavation of topsoil, creation of berms, excavation of materials, stockpiling and wetland removal/restoration. Final reclamation of the area may include recreational and/or housing use. The quarry produces rock products such as pit run sand, agricultural lime, Class 2 and 5 limestone aggregate, and drainage limestone rock. The expansion area is proposed in part of the S ½ of the SE ¼, Section 20, T107N-R16W (Mantorville Township) in Dodge County.

March 12, 2018 EQB Monitor Notice (Page 3 of 5)

The EAW is available for review at the Government Services Building, 721 North Main Street, Mantorville, MN 55955 or at the Dodge County website at www.co.dodge.mn.us. A copy may also be viewed at the Rochester Public Library, Reference Dept., 101 Second Street SE, Rochester, MN 55904.

Written Comments, including name and mailing address, may be directed to: Melissa DeVetter, Dodge County Environmental Services, Government Services Building, 721 North Main Street Mantorville, MN 55955, or emailed to melissa.devetter@co.dodge.mn.us, and received no later than April 11th, 2018. Comments will also be received at the regular Planning Commission meeting held on April 4th, 2018 at 1:00 p.m. in the County Board Room (conference room B) of the Dodge County Government Services Building located at the address above.

Responsible Governmental Unit (RGU): Dodge County

RGU Contact Person:

Melissa DeVetter
Zoning Administrator
Government Services Building, 721 North Main Street, Dept. 123
Mantorville, MN 55955
507-635-6283
melissa.devetter@co.dodge.mn.us

Project Title: Calhoun Towers

Comment Deadline: April 11, 2018

Project Description: This EAW studies the proposed residential development of 739 new multifamily units, parking, and common outdoor areas at 3430 List Place in the City of Minneapolis. The 22-story Calhoun Tower building with 113 units, exists onsite and will remain as part of the project. The site is located adjacent to the proposed West Lake Street station for the Southwest Light Rail Transit (LRT – Metro Green Line Extension) and the Cedar Lake LRT Regional Trail. The Midtown Greenway ends just to the northeast of the site. The project will be developed over four development phases beginning in 2018 with full project build out by 2025. Copies of the EAW will be available for review at the downtown Minneapolis Central Library located at 300 Nicollet Mall, and in the office of the City's CPED, Land Use, Design and Preservation Section at 250 S. 4th Street, Room 300 Public Service Center.

Public comments on the EAW must be made within the 30-day comment period, which ends at 4:30 p.m. on Wednesday, April 11th, 2018. It is anticipated that the Zoning and Planning Committee at its regular meeting on May 3rd 2018, or at a subsequent meeting, will receive a report and recommendation from City staff, hear comment from all parties and consider the adequacy of this EAW and the need for an Environmental Impact Statement for this proposal. The City Council will act on the recommendation of this Committee at a subsequent meeting on May 11th, 2018. This EAW and supporting information will also be available for review on the City of Minneapolis web site: http://www.ci.minneapolis.mn.us/cped/planning/cped_eaw. Copies of this EAW can also be provided to individuals by email. For further information or to submit comments on the EAW, contact Hilary Dvorak, Principal City Planner, at 612-673-2639 or via email hilary.dvorak@minneapolismn.gov.

Responsible Governmental Unit (RGU): City of Minneapolis

RGU Contact Person:

Hilary Dvorak
Principal City Planner
250 South 4th Street, Room 300
55417
612-673-2639
hilary.dvorak@minneapolismn.gov

Project Title: Encore Project, Corcoran, MN

Comment Deadline: April 11, 2018

Project Description: The Encore Project ("Project") is a new neighborhood for active seniors aged 55 and older. The Project will be located on approximately 216-acres in the City of Corcoran. The neighborhood will be developed with between 393 and 420 detached villa townhomes with a large private amenity center. The

March 12, 2018 EQB Monitor Notice (Page 4 of 5)

Project includes neighborhood parks and open spaces, trail connections, protected wetlands and a small commercial area. Future Outlots will include light industrial and additional commercial uses.

Responsible Governmental Unit (RGU): City of Corcoran

RGU Contact Person:
Kendra Lindahl, AICP
City Planner
8200 County Road 116
Corcoran, MN 55304
612-638-0225
klindahl@landform.net

Project Title: Wayzata Lake Effect

Comment Deadline: April 11, 2018

Project Description: The Wayzata Lake Effect project (the proposed project) extends from a stormwater basin east of the Section Foreman House to the inland marina on the west. A meandering continuous boardwalk (the Lake Walk) will extend from a new "Eco Park" near the Section Foreman House on the east end, past the Broadway community docks, to the historic Depot. An Eco Park will be on the east side of the project with a restored shoreline marsh, fishing pier, and environmental education center. Lake Street will be redesigned to be more pedestrian and bicycle friendly with revised urban park/plaza replacing the Broadway Municipal parking lot. As part of a potential future phase, the existing swimming beach will be redesigned and enhanced. A City-owned parcel of land located on the east side of Bushaway Road (the Bushaway Parcel) will be modified as necessary to offset impacts to the lake bottom and lake volume displaced due to the construction of the proposed project. The City will receive written comments relating to the EAW through April 11, 2018. Written comments may be submitted in person at the City of Wayzata, or through the mail to Jeff Thomson, Director of Planning and Building, City of Wayzata, 600 Rice Street East, Wayzata, MN, 55391 or submitted by email to jthomson@wayzata.org. Comments will also be accepted at a public open house in the Wayzata Community Room, 600 Rice Street East, Wayzata, MN, on April 4, 2018, from 5–7 pm.

Responsible Governmental Unit (RGU): City of Wayzata

RGU Contact Person:
Jeff Thomson
Director of Planning and Building
600 Rice Street
Wayzata, MN 55391
952-404-5312
jthomson@wayzata.org

Project Title: I-94 St. Michael to Albertville Project

Comment Deadline: April 11, 2018

Project Description: The Minnesota Department of Transportation (MnDOT) proposes reconstruction of Interstate 94 (I-94) from west of County State Aid Highway (CSAH) 19 in Albertville to Trunk Highway (TH) 241 in St. Michael. The project also includes replacement of the I-94 bridges over CSAH 19; construction of an eastbound collector-distributor road between CSAH 19 and CSAH 37; construction of an additional travel lane on eastbound and westbound I-94 between CSAH 37 and TH 241; reconstruction of the I-94/TH 241 interchange; and construction of stormwater basins.

Copies of the Environmental Assessment Worksheet are available for public viewing on the MnDOT website at <http://www.dot.state.mn.us/d3/i94/> and during business hours at the following locations:

- MnDOT District 3, 3725 12th Street North, St. Cloud
- Albertville City Hall, 5959 Main Avenue NE, Albertville
- St. Michael City Hall, 11800 Town Center Drive NE, St. Michael
- Great River Regional Library – 1300 West St. Germain Street, St. Cloud • Great River Regional Library – St. Michael, 11800 Town Center Drive NE, St. Michael
- MnDOT Library, 395 John Ireland Boulevard,

March 12, 2018 EQB Monitor Notice (Page 5 of 5)

St. Paul Comments concerning the project may be given at a public meeting to be held on Tuesday, April 3, 2018 from 5:00 p.m. to 7:00 p.m. at St. Michael City Hall (11800 Town Center Drive NE, St. Michael).

The public meeting will be held in a non-formal, open house format. Comment forms will be available for people who wish to provide written comments for the public record. The comment deadline for the Environmental Assessment Worksheet is Wednesday, April 11, 2018. To request this document in an alternative format, please contact MnDOT at 651-366-4718. Individuals who are hearing or speech impaired may contact the Minnesota Relay service toll-free at 1-800-627-3529 (TTY, Voice or ASCII) or 711.) You may also email your request to ADArequest.dot@state.mn.us.

Responsible Governmental Unit (RGU): Minnesota Department of Transportation

RGU Contact Person:

Claudia Dumont
Project Manager
3725 12th Street North
St. Cloud, MN 56303-2107
320-223-6530
claudia.dumont@state.mn.us

Environmental Assessment Worksheets Joint State and Federal EA/EAW

Project Title: Pigs Eye Lake Islands

Comment Deadline: April 12, 2018

Project Description: The U.S. Army Corps of Engineers, St. Paul District – in close collaboration with the non-federal project sponsor, Ramsey County, Minnesota – has completed a draft feasibility study for the Pigs Eye Islands Continuing Authorities Program Section 204 project. The project documentation is being released for concurrent public review and comment under applicable Federal and State laws:

Federal: National Environmental Policy Act (NEPA), Section 404 of the Clean Water Act State (MN): Minnesota Environmental Policy Act (MEPA) Information for review, and comment is the draft Environmental Assessment, Clean Water Act Section 404(b)(1) evaluation, Public Notice, and Minnesota Environmental Assessment Worksheet (EAW) supplement appendix. These documents and all additional appendices are posted at: <http://www.mvp.usace.army.mil/Home/PublicNotices.aspx>. A 30-day public review and comment period will begin on March 12, 2018. Comments should be submitted no later than April 12, 2018 at 4:30 pm. All comments will become an official part of the administrative record and will be available for public examination. Comments will be addressed jointly as applicable, unless the commenter specifies that the comment should be directed to a particular environmental review process or agency. In efforts for efficiency, if your agency is reviewing and providing comments for both the Federal review, and the non-federal review, please submit one set of responses to avoid duplication of comments

Responsible Governmental Unit (RGU): Ramsey County

RGU Contact Person:

Scott Yonke
Director of Planning and Development
2015 Van Dyke St
Maplewood, MN 55109
651-363-3786
scott.yonke@co.ramsey.mn.us

MnDOT News Release (Page 1 of 2)

Environmental Assessment Worksheet released for Interstate 94 corridor in Albertville, St... Page 1 of 2

News Release

March 8, 2018

Environmental Assessment Worksheet released for Interstate 94 corridor in Albertville, St. Michael

Public open house set for April 3

ST. CLOUD, Minn. – Members of the public are invited to review and comment on an Environmental Assessment Worksheet (EAW) for proposed improvements to the Interstate 94 corridor in Albertville and St. Michael beginning Monday, March 12. The EAW outlines the purpose of the proposed project and anticipated social, economic, and environmental impacts.

The proposed project would:

- Reconstruct I-94 from west of County Road 19 in Albertville to Highway 241 in St. Michael.
- Replace the I-94 bridges spanning County Road 19.
- Construct an eastbound collector-distributor road along I-94 between County Road 19 and County Road 37.
- Construct an additional lane on eastbound and westbound I-94 between County Road 19 and Highway 241.
- Add a westbound I-94 to Highway 241 exit loop at the I-94/Highway 241 interchange, and replace the Highway 241 bridge over I-94.

Public meeting to be held at St. Michael city hall

The Minnesota Department of Transportation invites those interested in the project or its EAW to a public open house to be held Tuesday, April 3, from 5 p.m. to 7 p.m., at St. Michael City Hall, 11800 Town Center Drive NE. The open house will be held in a non-formal format, and attendees may arrive at any time to learn about the proposed project, make comments, and have questions answered by MnDOT staff. There will be no formal presentation. Comment forms will be available for people who wish to provide written comments for the public record.

The Environmental Assessment Worksheet document is available on the MnDOT website at <http://www.dot.state.mn.us/d3/i94/> (<http://www.dot.state.mn.us/d3/i94/>). The document also is available for public review and copying during business hours at the following locations:

- MnDOT District 3, 3725 12th Street North, St. Cloud
- Albertville City Hall, 5959 Main Avenue NE, Albertville
- St. Michael City Hall, 11800 Town Center Drive NE, St. Michael
- Great River Regional Library, 1300 West St. Germain Street, St. Cloud
- Great River Regional Library, St. Michael, 11800 Town Center Drive NE, St. Michael
- MnDOT Library, 395 John Ireland Boulevard, St. Paul

Comments can be mailed, prior to the close of the public comment period on Wednesday, April 11, 2018, to Claudia Dumont, MnDOT Project Manager, at the Minnesota Department of Transportation, 3725 12th Street North, St. Cloud, MN 56303; or emailed to claudia.dumont@state.mn.us (<mailto:claudia.dumont@state.mn.us>).

<http://www.dot.state.mn.us/d3/newsrels/18/03/3-eaw-open-house.html>

3/9/2018

MnDOT News Release (Page 2 of 2)

Environmental Assessment Worksheet released for Interstate 94 corridor in Albertville, St... Page 2 of 2

The Environmental Assessment Worksheet is available in alternative formats by calling 651-366-4718 or emailing ADArequest.dot@state.mn.us (<mailto:ADArequest.dot@state.mn.us>). To request an ASL or foreign language interpreter at the public meeting, call 651-366-4720. To request other reasonable accommodations, call 651-366-4718; the Minnesota Relay Service toll-free at 1-800-627-3529 (TTY, Voice or ASCII) or 711, or email your request to ADArequest.dot@state.mn.us (<mailto:ADArequest.dot@state.mn.us>).

For real-time travel information anywhere in Minnesota visit www.511mn.org (<http://www.511mn.org>) or dial 5-1-1.

###

Contact

- [JP Gillach](mailto:james.gillach@state.mn.us) (<mailto:james.gillach@state.mn.us>)
218-828-5706
[@MnDOTCentral](https://twitter.com/MnDOTcentral) (<https://twitter.com/MnDOTcentral>)

Locations

- [Baxter Office](http://www.dot.state.mn.us/d3/contact.html) (<http://www.dot.state.mn.us/d3/contact.html>)
7694 Industrial PK Rd
Baxter, MN 56425
- [St. Cloud Office](http://www.dot.state.mn.us/d3/contact.html) (<http://www.dot.state.mn.us/d3/contact.html>)
3725 12th St N
St. Cloud, MN 56303

Stay current on construction

[Construction](https://public.govdelivery.com/accounts/MNDOT/subscriber/new) (<https://public.govdelivery.com/accounts/MNDOT/subscriber/new>)

[@mndotcentral](https://twitter.com/MnDOTcentral) (<https://twitter.com/MnDOTcentral>)

[Facebook](http://www.facebook.com/mndot) (<http://www.facebook.com/mndot>)

[Youtube](https://www.youtube.com/c/mndotvideos) (<https://www.youtube.com/c/mndotvideos>)

MnDOT Interstate 94 Central Minnesota Webpage (Page 1 of 3)



Interstate 94 Central Minnesota

Sauk Centre to Rogers in Stearns and Wright counties

Current

<https://www.511mn.org/> Today on I-94

https://hb.511mn.org/#roadReports/area/name=St.Cloud/areaid=880/polygon=wmluGfig_Q~P_ax@f*le_@mrCpzw@y~vre@?timeFrame=CURRENT_ONLY&layers=roadReports,trafficSelectAll,googleTraffic,cameras For current road conditions and travel speeds on Interstate 94 through Minnesota, [check 511mn.org](https://www.511mn.org/)
https://hb.511mn.org/#roadReports/area/name=I-94Central/MN/areaid=1967/polygon=qbcvGtuzcQI'Dzi@l_@e_eA'vDafe@fiGqrc@ihSyza@bkw@/zrBdQaaa@mrVvfFexEtw\mzWzz@vll~d_@sfifD~lBhtlhJiGeI.GlnXaiAtkUfUibom@fPni/p@_nbxwQΔ`p?timeFrame=CURRENT_ONLY&layers=allReports,roadReports,weatherWarning,flooding,cameras

St. Michael to Albertville

Proposed plans are underway to improve Interstate 94 from Highway 241 in St. Michael to just west of the Wright County Road 19 in Albertville.

- Project Open House at St. Michael City Hall April 3: <http://www.dot.state.mn.us/d3/d4/h241ocr19/index.html> Learn about proposed plans and provide input on the recently released Environmental Assessment Worksheet on Tuesday, April 3, from 5 to 7 p.m. at St. Michael City Hall. Arrive anytime.

2018 roadwork

Work scheduled for Interstate 94 in central Minnesota between Osakis and Rogers

Dates	I-94	Work	Contact
April-May 2018	Manticella to Clearwater	Return in spring 2018 to complete 2017 work on smoothing (diamond grinding) the eastbound and westbound I-94 driving lanes between Hwy 24 in Clearwater and Hwy 25 in Manticella. Expect segments of overnight single lane closures	Dan Labo Project Manager 320-223-6529
April-Aug 2018	Avon	Construct a new 3,400 ft long noise barrier along westbound I-94, west of Stearns CR 9, near Hamlet Dr, in Avon. Prime contractor is CS. McCrossan Construction.	Zach Whitley Project Manager 320-223-6681
May-Oct 2018	Rogers to Osakis	Install permanent alternate emergency I-94 route signs on county and city roads along the Central Minnesota I-94 corridor in Wright, Stearns, and Todd counties	Zach Whitley Project Manager 320-223-6681

MnDOT Interstate 94 Central Minnesota Webpage (Page 2 of 3)

I-94 Central Minnesota - Sauk Centre to Rogers

Page 2 of 3

April-Nov 2018	Monticello	City of Monticello to construct a new Fallon Ave overpass (http://www.ci.monticello.mn.us/fallon) at I-94, west of Hwy 25, between Chelsea Rd and 7th St. The project includes three new city roundabouts at Fallon Ave/Chelsea Rd, 7th St/Fallon Ave and 7th St/Washington St. Motorists to encounter shoulder or lane closures, reduced speeds on I-94 at future bridge site	City of Monticello (http://www.ci.monticello.mn.us/index.asp?SEC=3DE653A9-A493-4938-9425-DBD717E968B8&Type=B_BASIC)
----------------	------------	--	--

Future projects, plans

Interstate 94—Central Minnesota

Future projects for Interstate 94 in Central Minnesota between Sauk Centre and Rogers*

2019	Monticello	Construct a noise barrier wall along the north side of I-94 from Nicholas Circle to Marvin Elwood Road in Monticello. Greater MN Stand-Alone Noise Barrier Program (http://www.dot.state.mn.us/environment/noise/greater-mn-program.html) recipient funds
2019	Collegeville	Redeck the Stearns CR 159 bridge surface over I-94 in Collegeville, west of St. Joseph
2020	Monticello to Clearwater	Reconstruct/resurface (<i>unbonded concrete overlay</i>) westbound I-94 from east of Wright CR 39 in Monticello to Hwy 24 in Clearwater
2021	Clearwater to Monticello	Reconstruct/resurface (<i>unbonded concrete overlay</i>) eastbound I-94 from Hwy 24 in Clearwater to east of Wright CR 39 in Monticello
Unscheduled	St. Michael to Albertville	Proposed plans to improve Interstate 94 from Highway 241 in St. Michael to just west of the Wright County Road 19 in Albertville. Learn more, www.mndot.gov/d3//94/h241tocr19/ (/d3//94/h241tocr19/index.html)

Additional resources

- [Central Minnesota future construction projects](http://www.dot.state.mn.us/d3/graphics2/futureprojects.pdf) (<http://www.dot.state.mn.us/d3/graphics2/futureprojects.pdf>) - PDF handout with map
- [Central Minnesota future project studies](http://www.dot.state.mn.us/d3/graphics2/futureprojects.html) ([././projects.html](http://www.dot.state.mn.us/d3/graphics2/futureprojects.html))
- [Central Minnesota current construction](http://www.dot.state.mn.us/d3/graphics2/futureprojects.html) ([././construct.html](http://www.dot.state.mn.us/d3/graphics2/futureprojects.html))

*Information is tentative and subject to change

Web page: [jseelen](mailto:jenny.seelen@state.mn.us) (<mailto:jenny.seelen@state.mn.us>)

Future I-94 projects

- [Central Minnesota](#)

I-94 project study

- [New freeway connection](http://www.mndot.gov/d3//94/h241tocr19/) - ([././projects/interregionalconnection/index.html](http://www.mndot.gov/d3//94/h241tocr19/)) Project study to connect I-94 near Clearwater to Hwy 10 near Clear Lake with a new freeway system

<http://www.dot.state.mn.us/d3/i94/>

4/5/2018

MnDOT Interstate 94 Central Minnesota Webpage (Page 3 of 3)

I-94 Central Minnesota - Sauk Centre to Rogers

Page 3 of 3

Connect with us

Follow us on Facebook (<http://www.facebook.com/pages/Minnesota-Department-of-Transportation/153795482248>)

Follow us on Twitter (<https://twitter.com/MnDOTcentral>)

<http://www.dot.state.mn.us/d3/i94/>

4/5/2018

MnDOT Interstate 94 – St. Michael to Albertville Webpage (Page 1 of 3)

Future project: I-94 St. Michael to Albertville

Page 1 of 3



Interstate 94—St. Michael to Albertville

Wright County

Future project plans

Proposed plans are underway to improve Interstate 94 from Highway 241 in St. Michael to just west of the Wright County Road 19 in Albertville.



Future project plans on I-94 St. Michael to Albertville in Wright County. Map [pdf: \(projectlocation.pdf\) .png](http://d3/94/h241tocr19/projectlocation2000.png)
[/d3/94/h241tocr19/projectlocation2000.png](http://d3/94/h241tocr19/projectlocation2000.png)

Open House April 3

You're invited to attend a public open house to learn about proposed plans along the I-94 corridor, and provide us input on the recently released [Environmental Assessment Worksheet \(/d3/94/h241tocr19/docs.html\)](http://d3/94/h241tocr19/docs.html)

- Tuesday, April 3, 2018
5:00 p.m to 7:00 p.m.
St. Michael City Hall
11800 Town Center Drive NE

Your input is very valuable to making this project successful. The open house is informal, so stop in anytime. Project staff will be available to answer questions and take comments. We hope you can attend.

<http://www.dot.state.mn.us/d3/94/h241tocr19/index.html>

4/5/2018

MnDOT Interstate 94 – St. Michael to Albertville Webpage (Page 2 of 3)

Future project: I-94 St. Michael to Albertville

Page 2 of 3

Improvements

- Reconstruct both directions of I-94 from west of Wright CR 19 to Hwy 241
- Add a new lane on eastbound I-94 between Wright CR 19 and Hwy 241 and on westbound I-94 between Wright CR 37 and Hwy 241.
- Reconstruct the eastbound and westbound I-94 bridges over Wright CR 19
- Construct a new eastbound access to I-94 between Wright CR 19 and Wright CR 37
- Reconstruct the Hwy 241 bridge over I-94, includes a new access loop ramp from westbound I-94 to southbound Hwy 241
- Improve drainage along the corridor

Traffic plans

When construction begins, the work will affect traffic and is likely to result in congestion. The project is being designed to maintain two lanes of traffic in both directions on I-94 during construction. Expect temporary access detours when work is done at the Wright CR 19, Wright CR 37, and Hwy 241 interchanges.

Contact

MnDOT

- [Claudia Dumont \(mailto:claudia.dumont@state.mn.us?subject=Hwy%2010%20Wadena%20Reconstruction%20Project\)](mailto:claudia.dumont@state.mn.us?subject=Hwy%2010%20Wadena%20Reconstruction%20Project)
Project Development Manager
320-223-6530
- [District 3 Offices \(http://www.dot.state.mn.us/d3/\)](http://www.dot.state.mn.us/d3/)
Central Minnesota Region
Baxter/St. Cloud

Information is tentative and subject to change.

Web pg: [jseelen \(mailto:jenny.seelen@state.mn.us\)](mailto:jenny.seelen@state.mn.us)

Status

- Preliminary plans in progress; project unscheduled and unfunded
- [Environmental Assessment Worksheet \(docs.html\)](#)
(March 2018)

Location

- Interstate 94 - Highway 241 in St. Michael to just west of Wright County Road 19 in Albertville, in Wright County

Benefits

- New smoother road surface

<http://www.dot.state.mn.us/d3/i94/h241tocr19/index.html>

4/5/2018

MnDOT Interstate 94 – St. Michael to Albertville Webpage (Page 3 of 3)

Future project: I-94 St. Michael to Albertville

Page 3 of 3

- Improve overall access to the interstate
- Reduce congestion

Cost

- \$60 million (estimated)

Connect with us

Follow us on Facebook (<http://www.facebook.com/pages/Minnesota-Department-of-Transportation/153795482248>)

Follow us on Twitter (<https://twitter.com/MnDOTcentral>)

Crow River News (On-line Edition) (Page 1 of 2)

Environmental review released for Interstate 94 corridor in Albertville, St. Michael | Press... Page 1 of 2

BREAKING NEWS



Osseo's late push ends Wayzata's season

https://www.hometownsource.com/press_and_news/environmental-review-released-for-interstate-corridor-in-albertville-st-michael/article_fb872cac-27c4-11e8-aff5-a788c6904976.html

Environmental review released for Interstate 94 corridor in Albertville, St. Michael

Public open house set for April 3

Contributor Mar 15, 2018

Members of the public are invited to review and comment on an Environmental Assessment Worksheet (EAW) for proposed improvements to the Interstate 94 corridor in Albertville and St. Michael beginning Monday, March 12.

The EAW outlines the purpose of the proposed project and anticipated social, economic, and environmental impacts.

The proposed project would:

- Reconstruct I-94 from west of County Road 19 in Albertville to Highway 241 in St. Michael.
- Replace the I-94 bridges spanning County Road 19.
- Construct an eastbound collector-distributor road along I-94 between County Road 19 and County Road 37.
- Construct an additional lane on eastbound and westbound I-94 between County Road 19 and Highway 241.
- Add a westbound I-94 to Highway 241 exit loop at the I-94/Highway 241 interchange, and replace the Highway 241 bridge over I-94.

https://www.hometownsource.com/press_and_news/environmental-review-released-for-int... 3/23/2018

Crow River News (On-line Edition) (Page 2 of 2)

Environmental review released for Interstate 94 corridor in Albertville, St. Michael | Press... Page 2 of 2

Public meeting to be held at St. Michael city hall

The Minnesota Department of Transportation invites those interested in the project or its EAW to a public open house to be Tuesday, April 3, from 5 p.m. to 7 p.m., at St. Michael City Hall, 11800 Town Center Drive NE.

The open house will be in a non-formal format, and attendees may arrive at any time to learn about the proposed project, make comments, and have questions answered by MnDOT staff. There will no formal presentation. Comment forms will be available for people who wish to provide written comments for the public record.

The Environmental Assessment Worksheet document is available on the MnDOT website at mndot.gov/d3/i94/h241tocr19/. The document also is available for public review and copying during business hours at the following locations:

- MnDOT District 3, 3725 12th Street North, St. Cloud
- Albertville City Hall, 5959 Main Avenue NE, Albertville
- St. Michael City Hall, 11800 Town Center Drive NE, St. Michael
- Great River Regional Library, 1300 West St. Germain Street, St. Cloud
- Great River Regional Library, St. Michael, 11800 Town Center Drive NE, St. Michael
- MnDOT Library, 395 John Ireland Boulevard, St. Paul

Comments can be mailed, prior to the close of the public comment period on Wednesday, April 11, to Claudia Dumont, MnDOT Project Manager, at the Minnesota Department of Transportation, 3725 12th Street North, St. Cloud, MN 56303; or emailed to claudia.dumont@state.mn.us.

https://www.hometownsource.com/press_and_news/environmental-review-released-for-int... 3/23/2018

APPENDIX B - EAW Comments and Responses

Appendix B1 – Substantive Comment Letters and Responses

Appendix B2 – Other Comments Received

EAW Comments and Responses

The EAW for the I-94 St. Michael to Albertville Project was distributed on March 12, 2018 to agencies and organizations on the official distribution list, as well as additional agencies/organizations that had either requested a copy of the document, and/or that could be affected by the proposed project. The comment period for the EAW officially closed at the end of the business day on April 11, 2018. A public meeting to receive comments on the proposed project and EAW was held on April 3, 2018 (see Appendix A of this Findings document for further details). Attendees were invited to provide written comments at the public meeting.

During the EAW review and comment period, MnDOT received written comments (letters, public meeting comment forms, or e-mail correspondence) from a total of 14 agencies and individuals.

All written comments received on the EAW are included in Appendix B of this Findings document. Consistent with state environmental review rules, substantive comments received are responded to in this appendix, as part of the Findings of Fact and Conclusions for the project record. Specifically, responses have been prepared for substantive statements pertaining to analysis conducted for and documented in the EAW, including: incorrect, incomplete or unclear information; permit requirements; or content requirements. These comments and responses are included in Appendix B1 below. Written comments agreeing with the EAW project information, general opinions, statements of fact, or statements of preference were not formally responded to, but are included in Appendix B2.

Appendix B1 – Substantive Comments and Responses to Those Comments

Appendix B1 contains the comments and written responses to substantive comments received from the following agencies/individuals during the public comment period:

- Comment Letter A: Minnesota Pollution Control Agency (MPCA)
- Comment Letter B: Metropolitan Council
- Comment Letter C: Earl and Laverne Beaudry
- Comment Letter D: Aly Carel
- Comment Letter E: Elizabeth Hoffman
- Comment Letter F: Mary Kuechle
- Comment Form G: Mark Behn
- Comment Form H: Bre Bjerketvedt
- Comment Form I: Mike Couri
- Comment Form J: Molly Hangartner

- Comment Form K: Joann Lambert
- Comment Form L: Susan Matthias
- Comment Form M: Jason Priebe

Appendix B2 – Other Comments Received

Listed below are the individuals who submitted comments during the public comment period which expressed an opinion about the merits of the proposed I-94 St. Michael to Albertville Project and/or expressed “support” for various design elements of the project. No response has been provided for these statements of opinion.

- Comment Form N: Tom Cramer

Appendix B1 – Substantive Comment Letters and Responses

Comment Letter A: Minnesota Pollution Control Agency (Page 1 of 2)



520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300
800-657-3864 | Use your preferred relay service | info.pca@state.mn.us | Equal Opportunity Employer

April 5, 2018

Claudia Dumont
Project Manager
MnDOT District 3
3725 12th Street North
St. Cloud, MN 56303

Re: I-94 St. Michael to Albertville Project Environmental Assessment Worksheet

Dear Claudia Dumont:

Thank you for the opportunity to review and comment on the Environmental Assessment Worksheet (EAW) for the I-94 St. Michael to Albertville project (Project) in Wright County, Minnesota. The Project consists of reconstruction of I-94 from Albertville to St. Michael. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility or other interests, the MPCA staff has the following comments for your consideration.

Permits and approvals required (Item 8)

Please note that as part of the 401 Water Quality Certification, an antidegradation assessment should also be included.

A1

Water Resources (Item 11)

- For any water conveyance that may flow into impaired waters, in-water best management practices such as silt curtains, construction during no/low flow periods, winter conditions, and various types of check dams to minimize total suspended solids, must be implemented. **A2**
- Because the Project will discharge to several impaired waters located within one mile of the Project site and will disturb more than 50 acres of land, the Stormwater Pollution Prevention Plan (SWPPP) requires review and approval from the MPCA prior to obtaining National Pollutant Discharge Elimination System/State Disposal System Construction Stormwater permit (CSW permit) coverage. **A3**
- Due to the presence of the impaired waters within one mile of the Project, the SWPPP must incorporate the additional requirements in Appendix A, Part C 1 and 2 of the CSW permit, including stabilizing exposed soils within seven days of temporarily or permanently ceasing disturbance on any portion of the Project site and installing temporary basins to control runoff at drainage locations that serve five acres or more disturbed at one time. **A4**
- The Project should also phase the construction in a manner to limit the amount of area that must be disturbed at one time. Questions regarding CSW Permit requirements should be directed to Roberta Getman at 507-206-2629. **A5**

We appreciate the opportunity to review this Project. Please provide your specific responses to our comments and notice of decision on the need for an Environmental Impact Statement. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the

Comment Letter A: Minnesota Pollution Control Agency (Page 2 of 2)

Claudia Dumont
Page 2
April 5, 2018

purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this EAW, please contact me by email at Karen.kromar@state.mn.us or by telephone at 651-757-2508.

Sincerely,



Karen Kromar
Project Manager
Environmental Review Unit
Resource Management and Assistance Division

KK:bt

cc: Dan Card, MPCA, St. Paul
Bill Wilde, MPCA, St. Paul
Roberta Getman, MPCA, Rochester
Teresa McDill, MPCA, St. Paul

Comment Letter B: Metropolitan Council (Page 1 of 2)

April 11, 2018

Ms. Claudia Dumont, Project Manager
Minnesota Department of Transportation
3725 12th St. North
St. Cloud, MN 56303

RE: Environmental Assessment Worksheet (EAW) – I-94 St. Michael to Albertville
Metropolitan Council Review File No. 21898-1

Dear Ms. Dumont:

The Metropolitan Council received the EAW for the Interstate 94 project between St. Michael and Albertville on March 14, 2018. The proposed project includes construction of additional lanes on Interstate 94 from west of County State Aid Highway (CSAH 19) in Albertville to Trunk Highway (TH) 241 in St. Michael, a length of approximately 4.6 miles.

Council staff has conducted a review of this EAW to determine its adequacy and accuracy in addressing regional concerns and the potential for significant environmental impact. Staff have concluded that the EAW is complete and accurate and EIS is not necessary.

We offer the following technical comments for your consideration.

Item 13.d. – Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources (Rare Features) (*Jim Larsen, 651-602-1159*)

The EAW indicates that Blanding's turtle (*Emydoidea blandingii*), a state-listed threatened species, have been reported in the vicinity of the proposed project and may be encountered on-site both during and following its construction. Extensive wetland areas are present on each side of the existing roadway corridor, and several new infiltration and stormwater management basins will also be constructed adjacent to the roadway. The extent of proposed impacts to these water features by project construction, in addition to the plan to revise the roadway from a rural to an urban cross-section raises the probability for an increase in wildlife impacts following completion of the project and near full mortality of the area's turtle population by entrapping them within the curbed roadway as they attempt to pass between wetland basins and habitat areas. The use of surmountable curbing on the project would be of little value, based upon the level of traffic and expanded width of the proposed roadway. Council staff recommends incorporating into the project specifications, the utilization of permanent wildlife barrier fencing between the outside pavement edge and wetlands along the project corridor. This change will reduce the fauna mortality risk without impacts to storm water flow, driver and pedestrian safety, or maintenance activities and is consistent with recommended Minnesota Department of Natural Resources guidance presented in the EAW.

B1

390 Robert Street North | Saint Paul, MN 55101-1805
P. 651.602.1000 | TTY. 651.291.0904 | metro council.org
An Equal Opportunity Employer



Comment Letter B: Metropolitan Council (Page 2 of 2)

This concludes the Council's review of the EAW. The Council will not take formal action on the EAW at this time. If you have any questions or need further information, please contact Russ Owen, Principal Reviewer, at 651-602-1724.

Sincerely,



LisaBeth Barajas, Manager
Local Planning Assistance

CC: Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division
Russ Owen, Principal Reviewer, Metropolitan Council
Raya Esmaeili, Reviews Coordinator

N:\CommDev\LPVAgencies\MnDOT\Letters\MnDOT 2018 I-94 St Michael Albertville EAW 21898-1.docx

Comment Letter C: Earl and Laverne Beaudry (Page 1 of 1)

Comment on the review of I-94 in
the Crow River News. —

The proposed work sheet looks very
complicated and costly.

Has any consideration ever been given
to putting in a full diamond at
Albertville, which would give access
to all roads now being considered.

To change a bridge at 241 exit
would not be necessary for a full
diamond to be built at Albertville.
Thanking you.

Earl and Laverne Beaudry

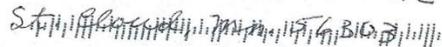
C1

Earl and Laverne Beaudry
4400 Lange Ave NE Apt. 235
St. Michael, Mn. 55376



Claudia Dumont
Project Manager
Minnesota Dept. of Transportation
3725 - 12th St. North

55303-210725



Comment Letter D: Aly Carel (Page 1 of 1)

Brett Danner

From: Dumont, Claudia (DOT) <claudia.dumont@state.mn.us>
Sent: Tuesday, April 03, 2018 8:03 AM
To: Aly and Jeremy Carel
Cc: Brett Danner
Subject: RE: Hey 94 St. Michael project

Hi Aly,

I understand about the freeway noise. We did evaluate the need for noise barriers along the I-94 Corridor. Unfortunately the barriers did not meet the cost effectiveness criteria, and will not be included with the project. I wish I had better news for you...

Sincerely,
Claudia Dumont
MnDOT St. Cloud
320-223-6530

-----Original Message-----

From: Aly and Jeremy Carel [mailto:ajcarel@outlook.com]
Sent: Monday, April 02, 2018 7:06 PM
To: Dumont, Claudia (DOT) <claudia.dumont@state.mn.us>
Subject: Hey 94 St. Michael project

Hi Claudia, wondering if the proposal for 94 expansion by 241 includes sound barrier walls. Our house backs up to 94 just west of 241 and this is a huge concern for us. **D1**

Aly Carel

Comment Letter E: Elizabeth Hoffman (Page 1 of 2)

Brett Danner

From: Dumont, Claudia (DOT) <claudia.dumont@state.mn.us>
Sent: Friday, April 6, 2018 8:01 AM
To: Brett Danner
Subject: FW: Interstate I94 in Albertville and St.Michael - COMMENTS

From: Elizabeth Hoffman [mailto:elizabeth_lidberg@yahoo.com]
Sent: Friday, April 06, 2018 7:52 AM
To: Dumont, Claudia (DOT) <claudia.dumont@state.mn.us>; Wasko, Peter (DOT) <peter.wasko@state.mn.us>; Weidemann, Patrick (DOT) <pat.weidemann@state.mn.us>; Voss, Steven (DOT) <steve.voss@state.mn.us>
Subject: Interstate I94 in Albertville and St.Michael - COMMENTS

To whom it may concern,

After attending the April 3rd Town Hall meeting in St.Michael regarding the Interstate I94 expansion between St.Michael and Albertville, I am incredibly concerned about this project. Not only does this project offer insignificant benefits to travelers, it will prove to be very unhealthy and unfavorable for the communities affected. **E1**

I commute from St.Michael to Eden Prairie and back every weekday for work. The project proposed will not mitigate any of the traffic issues for people commuting southeast (which are the majority of people from our area), and will only intensify the existing bottlenecks on the highway. Regardless of what time I leave for work (5:45-8am) or return home from work (3-5pm), the bottlenecks occur in both Rogers and Maple Grove at the interchanges 101, 610, Weaver Lake Road, and 494/694. If I94 was expanded between 241 and 37, it would only increase the bottleneck in Rogers and I believe it would cause more accidents and heavier traffic. **E2**

I have two young boys in elementary school and younger, and we live on Needham Ave (receptor 201). We are consistently awoken and disturbed by heavy loud truck traffic, which is intensified by the "Jake braking" that the diesel trucks do as they approach St.Michael driving east on I94. If we intensified the bottleneck in Rogers, this would only increase the noise and "Jake braking". I understand that this is something that is not evaluated or considered as part of the noise study, but it is a reality none-the-less. Aside from this disturbance, the current sound level at our house has continued to intensify over the years as the population in St.Michael, Albertville, and Monticello increases. We are at a current level of almost 70dBAs, which already exceeds the MN State Noise standards by 5-15dBAs (depending on time of day). The levels are predicted to increase to 75dBAs (louder than a vacuum cleaner). A noise abatement wall would decrease the levels to a predicted level of 68dBAs, however it is not being considered due to the cost effectiveness calculation.

It is absolutely ridiculous and unconscionable that you are proposing to increase the noise levels to a harmful level to ourselves and our children, without any noise abatement measures. There are an abundance of studies that shows that the noise levels that will occur with the expansion of I94 are harmful to adults and children alike. By doing a small amount of research on the US National Library of Medicine National Institutes for Health, it is simple to find an incredible amount of research supporting the fact that these noise levels are harmful to our health:

- Noise also has nonauditory health impacts—increases in stress hormones, hypertension, obesity, cardiac disease, and mortality—at average daily exposures of only 55 decibels, with activity interference beginning at 45 decibels. **Higher noise levels may contribute to increased prevalence of hypertension, diabetes, and obesity.** <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5308171/> **E3**
- From a public health perspective, noise levels measured in this study are of sufficient intensity to be injurious. For example, a 5-dB(A) increase in noise level between 45 and 65 dB(A) has been associated with a 38% increased odds for hypertension even after control for several well-known risk factors. The most deleterious health impacts arise from excessive noise exposures resulting in sleep disturbance. Sleep is a process of mental and physiological recovery essential to healthy functioning. It has been estimated that between 50 and 150 noise-induced awakenings per year may occur at outdoor noise levels equivalent to those measured in this study. Subsequent impacts to health and well-being are numerous, including: impairment to cognitive performance, changes in hormone (epinephrine) levels, and changes in heart rate, sleep patterns, and mood. Ultimately, the constellation of noise-induced morbidities can lead to more severe health outcomes at noise levels not much greater than those measured in this study. Several studies have demonstrated an increased prevalence of cardiovascular diseases at noise levels as low as 70 dB(A). <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3531357/>
- Chronic environmental noise causes a wide variety of adverse health effects, including sleep disturbance, annoyance, noise-induced hearing loss (NIHL), cardiovascular disease, endocrine effects, and increased incidence of diabetes.

Sleep and heart disease. People in noisy environments experience a subjective habituation to noise, but their cardiovascular system does not habituate (Muzet 2002) and still experiences activations of the sympathetic nervous system and changes from deep sleep to a lighter stage of sleep in response to noise. The body's initial startle response to noise is activation of the sympathetic (fight or flight) part of the nervous system, similar to the preparations the body makes just before waking in the morning. Although blood pressure normally drops during sleep, people experiencing sleep fragmentation from noise have difficulty achieving a nadir for any length of time because blood pressure rises with noise transients and heart rate increases with noise level (Haralabidis et al. 2008). Decreased quality and quantity of sleep elevates cardiovascular strain, which manifests as increased blood pressure and disruptions in cardiovascular circadian rhythms (Sforza et al. 2004).

Comment Letter E: Elizabeth Hoffman (Page 2 of 2)

Disordered sleep is associated with increased levels of stress hormones (Joo et al. 2012). Microarousals appear to be associated with increased lipids and cortisol levels, and feed into the same pathway of disordered sleep, even priming the neuroendocrine stress response in some individuals to be more at risk for disorders such as depression (Meerlo et al. 2008). Increased blood lipid, heart rate, blood pressure, and stress levels from noise lead to atherosclerosis, which is causally related to heart disease (Hoffman et al. 2013).

Stress. The effects of noise on conscious subjects are insidious and result at least in part from increased psychosocial stress and annoyance. Annoyance from continuous sound appears to vary substantially by individual (Babisch et al. 2013; Stansfeld 1992), and there are a number of factors that may influence annoyance (Babisch et al. 2012) and subsequent stress. Annoyance increases sympathetic tone, especially in noise-sensitive individuals (Sandrock et al. 2009), and may be the non-sleep-mediated pathway that is present in individuals with high occupational noise exposures who subsequently develop heart disease (Ha et al. 2011).

Environmental noise is not only a health risk to people who report being annoyed by noise, but these individuals are also at risk for additional health effects (Sandrock et al. 2009). Children in noisy environments have poor school performance, which leads to stress and misbehavior (Lercher et al. 2002). They also have decreased learning, lower reading comprehension, and concentration deficits (Stansfeld et al. 2005).

NIHL. Long-term exposures to noise levels > 75 dBA (U.S. EPA 1974) can cause metabolic changes in sensory hair cells within the cochlea, eventually leading to their demise (Heinrich et al. 2006) and increasing inability to perceive sound (e.g., NIHL). Neuronal destruction may also occur; in such cases, the ability to perceive sound may remain undiminished, but the ability to understand the meaning of sound deteriorates (Lin 2012). Extreme exposures can cause direct mechanical damage (acoustic trauma) to cochlear hair cells (Newby and Popelka 1992). Noise exposure is also associated with tinnitus (ringing in the ears) and hyperacusis.

It is difficult to overstate the social cost of NIHL and its impact on quality of life. The additional effort required to process sound leads to fatigue, headaches, nervousness, depression, and anger (Hetu et al. 1993). Functional limitations associated with a compromised ability to communicate restrict mobility, self-direction, self-care, work tolerance, and work skills and increase isolation.

Children with NIHL suffer from decreased educational achievement and impaired social-emotional development, score significantly lower on basic skills, and exhibit behavioral problems and lower self-esteem (Bess et al. 1998).

The U.S. EPA recommends an average 24-hr exposure limit of 55 A-weighted decibels (dBA) to protect the public from all adverse effects on health and welfare in residential areas (U.S. EPA 1974). This limit is a day-night 24-hr average noise level (LDN), with a 10-dBA penalty applied to nighttime levels between 2200 and 0700 hours to account for sleep disruption and no penalty applied to daytime levels.

The U.S. EPA recommends a second exposure limit of 70 dBA to prevent hearing loss (U.S. EPA 1974). The limit is an equivalent continuous average exposure level over 24 hr [LEQ(24)]. Unlike the 55-dBA LDN limit designed to protect against all long-term health effects, the 70-dBA limit considers daytime and nighttime exposures to be equally hazardous to hearing

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3915267/>

- Chronic, elevated noise exposure [above 70 to 80 decibels, A-weighted (dBA) for 8 hours or more per day] can cause auditory effects including permanent hearing threshold shift and loss of hearing in specific frequency ranges. Almost 30 million adults [5] and 5.2 million children [6] in the US suffer from irreversible noise-induced hearing impairment and more than 20 million are exposed to dangerous levels of noise each day [7].

While the most widely recognized health outcome of exposure to loud noise is hearing loss, outcomes arising from exposure to lower noise levels may include hypertension, tachycardia, myocardial infarction, and increased cortisol release and physiologic stress [1,21]. Stress can trigger production of certain hormones which may lead to a variety of intermediate effects, including increased blood pressure and hypertension [22,23]. Ambient noise is also reported to have disruptive effects on human sleep, although the few studies conducted have large differences in quality [3].

Increasing attention has been given to non-auditory health effects of noise in children including reduced cognitive function, inability to concentrate, increased psychosocial activation, nervousness, and helplessness

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4390126/>

Not only will expanding the highway without noise abatement measures be harmful to the health of the members in the community, it offers additional risk to our children and dogs by encroaching almost into our back yards without having a barrier between our residences and highway. There will also be decreased quality of air, and decreased home values. **E4**

The method used to communicate this project and the details to the public were not effective at reaching all the impacted citizens. Many people do not have Facebook (which is the main way people learned about this project) and there were no direct mailings sent out to the community. This poor communication along with the hazardous drive due to snow storm the day of the Town Hall was reflected by the low attendance. It seems that there are many people who are not fully informed about the details of this proposed project. **E5**

In conclusion, the harm of expanding the highway greatly outweighs the immaterial benefit that will be bring to the community at this time. Perhaps sometime in the future when the existing bottlenecks are resolved, the expansion of I94 between St.Michael and Albertville will be of benefit. However, the stand alone project will not offer great benefits, and will only harm the community. I am optimistic that the people on the decision making committee will care about the welfare of the people in the community and put this project back on the shelf until the benefits outweigh the harmful impacts.

Please confirm that you have received this email and it will be added as a public comment. Also, in your reply please indicate the date that the meeting will be held to decide whether or not this project will move forward (and the method that this will be communicated to the public). **E6**

Thank you,
Elizabeth Hoffman

Comment Letter F: Mary Kuechle (Page 1 of 1)

Brett Danner

From: Dumont, Claudia (DOT) <claudia.dumont@state.mn.us>
Sent: Monday, April 02, 2018 9:38 AM
To: Mary K
Cc: Brett Danner
Subject: RE: I94 Reconstruction Project

Hi Mary,
Thank you for your comments on the proposed I-94 project.

The project will include a traffic signal at the eastbound exit ramp and CR 19, so making a left turn there to go north towards the outlet mall will be much easier. The same signal will serve southbound CR 19 traffic making a left to the new entrance ramp connection to I-94.

Thanks again for your interest.

Sincerely,
Claudia Dumont
MnDOT Project Manager St. Cloud

-----Original Message-----

From: Mary K [mailto:marykinh@yahoo.com]
Sent: Sunday, April 01, 2018 8:07 PM
To: Dumont, Claudia (DOT) <claudia.dumont@state.mn.us>
Cc: me <marykinh@yahoo.com>
Subject: I94 Reconstruction Project

Hello Claudia,

I am a snowbird and unable to attend your meeting on April 3rd. However, I am asking that you consider an additional change to the proposed I94 reconstruction project between St. Michael and Albertville:

I don't know where you live, but I live in Monticello. Therefore if I want to go to the outlet mall I have to make a left turn onto CR 19 from westbound I94, which can be VERY dangerous during the busy season! Is there any way to add an exit from I94 westbound to CR 19 northbound, without having to make a left turn? **F1**

I see you are planning to make this type of change from I94 westbound to CR 241 southbound! It's like just one section of a cloverleaf! (Sorry, I don't know what that is called!)

I see you are also planning to add an entrance ramp from southbound CR 19 to eastbound I94, so if you do that I hope you are planning to add a light to that intersection as well! **F2**

Please consider this additional change, especially if Albertville is planning to add an entertainment complex north of the outlet mall!

Thank You!
Mary Kuechle
Monticello, MN

Sent from my iPad



District 3B
3725 12th Street North
St. Cloud, MN 56303

Comment Card

Interstate 94 in Albertville and St. Michael Environmental Assessment Worksheet

Your feedback is important. The Environmental Assessment Worksheet (EAW) for the Interstate 94 Project in Albertville and St. Michael describes the purpose of the project and the anticipated social, economic, and environmental impacts of the proposed action. Please write your comments below and leave this sheet in the comment box today, send in U.S. mail, or provide electronically via email. Written comments will become part of the project record. Comments on the EAW will be accepted until **Wednesday, April 11** and may be sent to:

U.S. Mail: Minnesota Department of Transportation
Attn: Claudia Dumont, Project Manager
3725 12th Street North, St. Cloud, MN 56303

Email: claudia.dumont@state.mn.us

Name: MARK BEHN Email: MARK.BEHN123@GMAIL.COM
Address: 12531 47TH ST NE, ST. MICHAEL, MN 55376

We welcome your comments:

I really like the addition of another on ramp lane for 94 EB at 241. I also like the proposal for the new exit loop for traffic coming from 94 NB and going to 241 WB.

I am concerned about the traffic flow at the intersection between Kwik Trip and Super America. It can be difficult for a car much less a semi to make across lane turns there. G1

I like the thought of extending the third lane as proposed. I believe the benefit is not fully realized though because traffic is necked down to 2 lanes at 101 in Rogers. So the additional lane is nice, but I think it will only be great when it is 3 lanes at EB 94 in Rogers. Until then, traffic will continue to be backed up there. G2

An equal opportunity employer



District 3B
3725 12th Street North
St. Cloud, MN 56303

Comment Card

Interstate 94 in Albertville and St. Michael Environmental Assessment Worksheet

Your feedback is important. The Environmental Assessment Worksheet (EAW) for the Interstate 94 Project in Albertville and St. Michael describes the purpose of the project and the anticipated social, economic, and environmental impacts of the proposed action. Please write your comments below and leave this sheet in the comment box today, send in U.S. mail, or provide electronically via email. Written comments will become part of the project record. Comments on the EAW will be accepted until **Wednesday, April 11** and may be sent to:

U.S. Mail: Minnesota Department of Transportation
Attn: Claudia Dumont, Project Manager
3725 12th Street North, St. Cloud, MN 56303

Email: claudia.dumont@state.mn.us

Name: Bre Bjerketvedt **Email:** Breanna.L.Bjerketvedt@gmail.com
Address: 5021 Needham Ave NE St. Michael 55376

We welcome your comments:

Hwy. 94 runs through my backyard. Noise volumes are already extremely high and with an additional lane, will increase greatly. Small children live in this area, and will be effected by the increase of noise. Because cost-effectiveness criteria failed, the noise barrier wall was left out of the proposal. I would argue that the metrics to determine the cost effectiveness need to include more homes outside of 500 ft. as the lots are larger, and buildings aren't frequent blocking noise. This would be really awful for the city to implement without protecting the residents that are directly impacted. I would like to request the sound study be re-done to evaluate homes further than 500 ft. and/or using a different company or model to run the study.

H1

H2

An equal opportunity employer



District 3B
3725 12th Street North
St. Cloud, MN 56303

Comment Card

Interstate 94 in Albertville and St. Michael

Environmental Assessment Worksheet

Your feedback is important. The Environmental Assessment Worksheet (EAW) for the Interstate 94 Project in Albertville and St. Michael describes the purpose of the project and the anticipated social, economic, and environmental impacts of the proposed action. Please write your comments below and leave this sheet in the comment box today, send in U.S. mail, or provide electronically via email. Written comments will become part of the project record. Comments on the EAW will be accepted until **Wednesday, April 11** and may be sent to:

U.S. Mail: Minnesota Department of Transportation
Attn: Claudia Dumont, Project Manager
3725 12th Street North, St. Cloud, MN 56303

Email: claudia.dumont@state.mn.us

Name: Mike Couri Email: _____

Address: 705 Central Ave. E. St. Michael MN 55340

We welcome your comments:

Design the SAH 19 bridge wide enough to handle the 10 entrance ramp traffic coming from SAH 37 westbound on ramp. Someone is going to get killed on the current C/P road. Rebuilding the bridge in the future will be very expensive and will cost lives in the meantime. It is very dangerous as it currently is configured. Plan build it right the first time.

11

An equal opportunity employer



District 3B
3725 12th Street North
St. Cloud, MN 56303

Comment Card

Interstate 94 in Albertville and St. Michael Environmental Assessment Worksheet

Your feedback is important. The Environmental Assessment Worksheet (EAW) for the Interstate 94 Project in Albertville and St. Michael describes the purpose of the project and the anticipated social, economic, and environmental impacts of the proposed action. Please write your comments below and leave this sheet in the comment box today, send in U.S. mail, or provide electronically via email. Written comments will become part of the project record. Comments on the EAW will be accepted until **Wednesday, April 11** and may be sent to:

U.S. Mail: Minnesota Department of Transportation
Attn: Claudia Dumont, Project Manager
3725 12th Street North, St. Cloud, MN 56303

Email: claudia.dumont@state.mn.us

Name: Molly Hangartner **Email:** MollyH130@Yahoo.com

Address: 16804 Lakewood Circle NE Albertville

We welcome your comments:

Sand walls needed from 37-19
north side of highway - traffic
is deteriorating more often than not

J1

An equal opportunity employer



District 3B
3725 12th Street North
St. Cloud, MN 56303

Comment Card

Interstate 94 in Albertville and St. Michael Environmental Assessment Worksheet

Your feedback is important. The Environmental Assessment Worksheet (EAW) for the Interstate 94 Project in Albertville and St. Michael describes the purpose of the project and the anticipated social, economic, and environmental impacts of the proposed action. Please write your comments below and leave this sheet in the comment box today, send in U.S. mail, or provide electronically via email. Written comments will become part of the project record. Comments on the EAW will be accepted until **Wednesday, April 11** and may be sent to:

U.S. Mail: Minnesota Department of Transportation
Attn: Claudia Dumont, Project Manager
3725 12th Street North, St. Cloud, MN 56303

Email: claudia.dumont@state.mn.us

Name: Joann Lambert **Email:** jSimi@Charter.net
Address: 6093 Kahler Drive NE Albertville, MN 55301

We welcome your comments:

I am concerned about the traffic on CR 19, CR 37 & 94 interchange.

Adding ^a another ramp to go E on 94 will not alleviate the traffic issue.

There is not much space between traffic signals to move the cars through the lights. - Significant backups - It would make more sense to have a clover from coming from the outlet mall on to 94. That way traffic doesn't cross 19

K1

Telling me about possible plans to widen 19 to more lanes is a completely different issue and is a county issue not city. Lets make logical decisions for our future especially if the Entertainment complex is still in the works.

An equal opportunity employer



District 3B
3725 12th Street North
St. Cloud, MN 56303

Comment Card

Interstate 94 in Albertville and St. Michael Environmental Assessment Worksheet

Your feedback is important. The Environmental Assessment Worksheet (EAW) for the Interstate 94 Project in Albertville and St. Michael describes the purpose of the project and the anticipated social, economic, and environmental impacts of the proposed action. Please write your comments below and leave this sheet in the comment box today, send in U.S. mail, or provide electronically via email. Written comments will become part of the project record. Comments on the EAW will be accepted until **Wednesday, April 11** and may be sent to:

U.S. Mail: Minnesota Department of Transportation
Attn: Claudia Dumont, Project Manager
3725 12th Street North, St. Cloud, MN 56303

Email: claudia.dumont@state.mn.us

Name: Susan Matthias **Email:** Sjmm26@icloud.com
Address: 5265 Nelmark Ave NE 55376

We welcome your comments:

- o Need a light @ Kunk trip / Movie Theater L1
- o Keep the cow tunnel by Big woods / Under 94 L2
And add a walk path for kids to walk home from school!

An equal opportunity employer



District 3B
3725 12th Street North
St. Cloud, MN 56303

Comment Card

Interstate 94 in Albertville and St. Michael Environmental Assessment Worksheet

Your feedback is important. The Environmental Assessment Worksheet (EAW) for the Interstate 94 Project in Albertville and St. Michael describes the purpose of the project and the anticipated social, economic, and environmental impacts of the proposed action. Please write your comments below and leave this sheet in the comment box today, send in U.S. mail, or provide electronically via email. Written comments will become part of the project record. Comments on the EAW will be accepted until **Wednesday, April 11** and may be sent to:

U.S. Mail: Minnesota Department of Transportation
Attn: Claudia Dumont, Project Manager
3725 12th Street North, St. Cloud, MN 56303

Email: claudia.dumont@state.mn.us

Name: Jason Priebe **Email:** JasonMPriebe@gmail.com
Address: 6744 Lakeview Circle Albertville MN 55301

We welcome your comments:

Really need to extend the 610 to 94 westbound
ramp to Rogers. Would resolve major traffic MI
congestions & was recommended by Federal Highway
to do so!

An equal opportunity employer

Comment Letter A: Minnesota Pollution Control Agency

Comments

- A1** Permits and approvals required (Item 8). Please note that as part of the 401 Water Quality Certification, an antidegradation assessment should also be included.
- A2** Water Resources (Item 11). For any water conveyance that may flow into impaired waters, in-water best management practices such as silt curtains, construction during no/low flow periods, winter conditions, and various types of check dams to minimize total suspended solids, must be implemented.
- A3** Water Resources (Item 11). Because the Project will discharge to several impaired waters located within one mile of the Project site and disturb more than 50 acres of land, the Stormwater Pollution Prevention Plan (SWPPP) requires review and approval from the MPCA prior to obtaining National Pollutant Discharge Elimination System/State Disposal System Construction Stormwater permit (CSW permit) coverage.
- A4** Water Resources (Item 11). Due to the presence of the impaired waters within one mile of the Project, the SWPPP must incorporate the additional requirements in Appendix A, Part C 1 and 2 of the CSW permit, including stabilizing exposed soils within seven days of temporarily or permanently ceasing disturbance on any portion of the Project site and installing temporary basins to control runoff at drainage locations that serve five acres or more disturbed at one time.
- A5** Water Resources (Item 11). The Project should also phase the construction in a manner to limit the amount of area that must be disturbed at one time. Questions regarding CSW Permit requirements should be directed to Roberta Getman at 507-206-2629.

Responses

- A1** Estimated wetland impacts based on the preliminary design are approximately 6.8 acres. Wetland impacts will be further refined as part of the final design and permitting process. If it is determined during final design and permitting that the proposed project qualifies for a Section 404 Standard Individual Permit, then a Section 401 Water Quality Certification will be obtained. An antidegradation assessment will be included with the Section 401 Water Quality Certification.
- A2** The project will implement standard MnDOT best management practices (BMPs) for stormwater flows into impaired waters.
- A3** A SWPPP will be prepared for the project. The SWPPP will be submitted to the MPCA for review and approval before obtaining the NPDES construction stormwater permit.
- A4** The SWPPP for the project will incorporate all additional requirements identified in the NPDES construction stormwater permit for projects within one mile of an impaired water.

A5 Item 6.b of the EAW describes a preliminary construction staging and maintenance of traffic plan for the proposed project. Four lanes of traffic will be maintained on I-94 during construction, matching existing conditions. Construction will be staged to limit the amount of area that must be disturbed at one time, while also addressing maintenance of traffic needs and minimizing the traffic impacts of construction on the traveling public.

Comment Letter B: Metropolitan Council

Comments

B1 The EAW indicates that Blanding's turtle (*Emydoidea blandingii*), a state-listed threatened species, have been reported in the vicinity of the proposed project and may be encountered on-site both during and following its construction. Extensive wetland areas are present on each side of the existing roadway corridor, and several new infiltration and stormwater management basins will also be constructed adjacent to the roadway. The extent of proposed impacts to these water features by project construction, in addition to the plan to revise the roadway from a rural to an urban cross-section raises the probability for an increase in wildlife impacts following completion of the project and near full mortality of the area's turtle population by entrapping them within the curbed roadway as they attempt to pass between wetland basins and habitat areas. The use of surmountable curbing on the project would be of little value, based upon the level of traffic and expanded width of the proposed roadway. Council staff recommends incorporating into the project specifications, the utilization of permanent wildlife barrier fencing between the outside pavement edge and wetlands along the project corridor. This change will reduce the fauna mortality risk without impacts to storm water flow, driver and pedestrian safety, or maintenance activities and is consistent with the recommended Minnesota Department of Natural Resources guidance presented in the EAW.

Responses

B1 The following conservation measures will be implemented to minimize potential impacts to Blanding's turtle (*Emydoidea blandingii*).

- The Department of Natural Resources (DNR) Blanding's turtle flyer will be given to all contractors working in the project area.
- Any turtles in the project area that are in imminent danger will be moved by hand out of harm's way; otherwise, turtles will be left undisturbed.
- The use of erosion control blanket will be limited to "bio-netting" or "natural netting" types (category 3N or 4N), and specifically not allow plastic mesh netting.

The proposed project will be reviewed by DNR staff during permitting and final design. MnDOT will discuss wildlife movement across I-94 with the DNR during the permitting process. If DNR staff are aware of a known wildlife concentration

in the project area, and wildlife movement onto the roadway is of concern, then MnDOT will collaborate with the DNR to identify and implement the appropriate conservation measure.

Comment Letter C: Earl and La Verne Beaudry

Comments

C1 Comment on the review of I-94 in the Crow River News. The proposed worksheet looks very complicated and costly. Has any consideration ever been given to putting in a full diamond at Albertville, which would give access to all roads now being considered. To change a bridge at 241 exit would not be necessary for a full diamond to be built at Albertville.

Responses

C1 The purpose of the project is to improve traffic operations and reduce congestion at the I-94/TH 241 interchange. The existing I-94/TH 241 interchange would not be able to accommodate year 2040 traffic volumes. The ramp terminal intersection at I-94 and TH 241 are projected to operate poorly under the 2040 No Build Alternative. The traffic queue on the westbound I-94 ramp to TH 241 is expected to extend down the ramp onto I-94, affecting interstate operations.

Construction of a full diamond interchange at Albertville would not address the transportation need for the project at I-94 and TH 241. Four designs were evaluated for the I-94/TH 241 interchange. The project includes construction of a standard diamond interchange with a northwest loop ramp and traffic signals at the ramp terminal intersections for the I-94/TH 241 interchange. This configuration best addresses the mobility needs for the project as summarized below.

- The diamond interchange with a loop in the northwest quadrant provides the best traffic operations at the ramp terminal intersections.
- The diamond interchange with a loop in the northwest quadrant results in the least amount of overall system delay.
- The diamond interchange with a loop in the northwest quadrant provides the most efficient travel times along TH 241 through the interchange area.
- The diamond interchange with a loop in the northwest quadrant also provides capacity to avoid traffic queues spilling back on westbound I-94.

Comment Letter D: Aly Carel

Comments

D1 Hi Claudia, wondering if the proposal for 94 expansion by 241 includes sound barrier walls. Our house backs up to 94 just west of 241 and this is a huge concern for us.

Responses

D1 In order for a noise wall to be proposed as part of a project, it must be both feasible and reasonable as established in the Minnesota Statewide Highway Noise Policy. For a noise wall to be considered acoustically feasible, it must provide a substantial reduction in noise, defined as a 5 dBA reduction at a minimum of one receptor location behind the noise wall. Reasonableness factors include MnDOT's noise reduction design goal of 7 dBA for at least one receptor and cost effectiveness criteria (i.e., \$43,500 per individual benefited receptor).

Noise walls were evaluated along I-94 from west of CSAH 19 in Albertville to TH 241 in St. Michael. Noise walls did not meet MnDOT's acoustical feasibility requirement or did not meet MnDOT's reasonableness requirements. Therefore, noise walls are not proposed as part of the project.

Comment Letter E: Elizabeth Hoffman

Comments

E1 After attending the April 3rd Town Hall meeting in St. Michael regarding the Interstate I-94 expansion between St. Michael and Albertville, I am incredibly concerned about this project. Not only does this project offer insignificant benefits to travelers, it will prove to be very unhealthy and unfavorable for the communities affected.

E2 I commute from St. Michael to Eden Prairie and back every weekday for work. The project proposed will not mitigate any of the traffic issues for people commuting southeast (which are the majority of people from our area), and will only intensify the existing bottlenecks on the highway. Regardless of what time I leave for work (5:45-8 am) or return home from work (3-5 pm), the bottlenecks occur in both Rogers and Maple Grove at the interchanges 101, 610, Weaver Lake Road, and 494/694. If I-94 was expanded between 241 and 37, it would only increase the bottleneck in Rogers and I believe it would cause more accidents and heavier traffic.

E3 It is absolutely ridiculous and unconscionable that you are proposing to increase the noise levels to a harmful level to ourselves and our children, without any noise abatement measures. There are an abundance of studies that shows that the noise levels that will occur with the expansion of I-94 are harmful to adults and children alike. By doing a small amount of research on the US National Library of Medicine National Institutes for Health, it is simple to find an incredible amount of research supporting the fact that these noise levels are harmful to our health:

- Noise also has nonauditory health impacts – increases in stress hormones, hypertension, obesity, cardiac disease, and mortality – at average daily exposures of only 55 decibels, with activity interference beginning at 45 decibels. **Higher noise levels may contribute to increased prevalence of**

hypertension, diabetes, and obesity.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5308171/>

- From a public health perspective, noise levels measured in this study are of sufficient intensity to be injurious. For example, a 5-dB(A) increase in noise level between 45 and 65 dB(A) has been associated with a 38% increased odds for hypertension even after control for several well-known risk factors. The most deleterious health impacts arise from excessive noise exposures resulting in sleep disturbance. Sleep is a process of mental and physiological recovery essential to healthy functioning. It has been estimated that between 50 and 150 noise-induced awakenings per year may occur at outdoor noise levels equivalent to those measured in this study. Subsequent impacts to health and well-being are numerous, including: impairment to cognitive performance, changes in hormone (epinephrine) levels, and changes in heart rate, sleep patterns, and mood. Ultimately, the constellation of noise-induced morbidities can lead to more severe health outcomes at noise levels not much greater than those measured in this study. Several studies have demonstrated an increased prevalence of cardiovascular diseases at noise levels as low as 70 dB(A). <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3531357/>
- Chronic environmental noise causes a wide variety of adverse health effects, including sleep disturbance, annoyance, noise-induced hearing loss (NIHL), cardiovascular disease, endocrine effects, and increased incidence of diabetes.

Sleep and heart disease. People in noisy environments experience a subjective habituation to noise, but their cardiovascular system does not habituate (Muzet 2002) and still experiences activations of the sympathetic nervous system and changes from deep sleep to a lighter stage of sleep in response to noise. The body's initial startle response to noise is activation of the sympathetic (fight or flight) part of the nervous system, similar to the preparations the body makes just before waking in the morning. Although blood pressure normally drops during sleep, people experiencing sleep fragmentation from noise have difficulty achieving a nadir for any length of time because blood pressure rises with noise transients and heart rate increases with noise level (Haralabidis et al. 2008). Decreased quality and quantity of sleep elevates cardiovascular strain, which manifests as increased blood pressure and disruptions in cardiovascular circadian rhythms (Sforza et al. 2004).

Disordered sleep is associated with increased levels of stress hormones (Joo et al. 2012). Microarousals appear to be associated with increased lipids and cortisol levels, and feed into the same pathway of disordered sleep, even priming the neuroendocrine stress response in some individuals to be more at risk for disorders such as depression (Meerlo et al. 2008). Increased blood lipid, heart rate, blood pressure, and stress levels from noise lead to atherosclerosis, which is causally related to heart disease (Hoffman et al. 2013).

Stress. The effects of noise on conscious subjects are insidious and result at least in part from increased psychosocial stress and annoyance. Annoyance from continuous sound appears to vary substantially by individual (Babisch et al. 2013; Stansfeld 1992), and there are a number of factors that may influence annoyance (Babisch et al. 2012) and subsequent stress. Annoyance increases sympathetic tone, especially in noise-sensitive individuals (Sandrock et al. 2009), and may be the non-sleep-mediated pathway that is present in individuals with high occupational noise exposures who subsequently develop heart disease (Ha et al. 2011).

Environmental noise is not only a health risk to people who report being annoyed by noise, but these individuals are also at risk for additional health effects (Sandrock et al. 2009). Children in noisy environments have poor school performance, which leads to stress and misbehavior (Lercher et al. 2002). They also have decreased learning, lower reading comprehension, and concentration deficits (Stansfeld et al. 2005).

NIHL. Long-term exposures to noise levels > 75 dBA (U.S. EPA 1974) can cause metabolic changes in sensory hair cells within the cochlea, eventually leading to their demise (Heinrich et al. 2006) and increasing inability to perceive sound (e.g., NIHL). Neuronal destruction may also occur; in such cases, the ability to perceive sound may remain undiminished, but the ability to understand the meaning of sound deteriorates (Lin 2012). Extreme exposures can cause direct mechanical damage (acoustic trauma) to cochlear hair cells (Newby and Popelka 1992). Noise exposure is also associated with tinnitus (ringing in the ears) and hyperacusis.

It is difficult to overstate the social cost of NIHL and its impact on quality of life. The additional effort required to process sound leads to fatigue, headaches, nervousness, depression, and anger (Hetu et al. 1993). Functional limitations associated with a compromised ability to communicate restrict mobility, self-direction, self-care, work tolerance, and work skills and increase isolation.

Children with NIHL suffer from decreased educational achievement and impaired social-emotional development, score significantly lower on basic skills, and exhibit behavioral problems and lower self-esteem (Bess et al. 1998).

The U.S. EPA recommends an average 24-hr exposure limit of 55 A-weighted decibels (dBA) to protect the public from all adverse effects on health and welfare in residential areas (U.S. EPA 1974). This limit is a day-night 24-hr average noise level (LDN), with a 10-dBA penalty applied to nighttime levels between 2200 and 0700 hours to account for sleep disruption and no penalty applied to daytime levels.

The U.S. EPA recommends a second exposure limit of 70 dBA to prevent hearing loss (U.S. EPA 1974). The limit is an equivalent continuous average exposure level over 24 hr [LEQ(24)]. Unlike the 55-dBA LDN limit designed

to protect against all long-term health effects, the 70-dBA limit considers daytime and nighttime exposures to be equally hazardous to hearing.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3915267/>

- Chronic, elevated noise exposure [above 70 to 80 decibels, A-weighted (dBA) for 8 hours or more per day] can cause auditory effects including permanent hearing threshold shift and loss of hearing in specific frequency ranges. Almost 30 million adults [5] and 5.2 million children [6] in the US suffer from irreversible noise-induced hearing impairment and more than 20 million are exposed to dangerous levels of noise each day [7].

While the most widely recognized health outcome of exposure to loud noise is hearing loss, outcomes arising from exposure to lower noise levels may include hypertension, tachycardia, myocardial infarction, and increased cortisol release and physiologic stress [1,21]. Stress can trigger production of certain hormones which may lead to a variety of intermediate effects, including increased blood pressure and hypertension [22,23]. Ambient noise is also reported to have disruptive effects on human sleep, although the few studies conducted have large differences in quality [3].

Increasing attention has been given to non-auditory health effects of noise in children including reduced cognitive function, inability to concentrate, increased psychosocial activation, nervousness, and helplessness.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4390126/>

- E4** Not only will expanding the highway without noise abatement measures be harmful to the health of the members in the community, it offers additional risk to our children and dogs by encroaching almost into our back yards without having a barrier between our residences and highway. There will also be decreased quality of air, and decreased home values.
- E5** The method used to communicate this project and the details to the public were not effective at reaching all the impacted citizens. Many people do not have Facebook (which is the main way people learned about this project) and there were no direct mailings sent out to the community. This poor communication along with the hazardous drive due to snow storm the day of the Town Hall was reflected by the low attendance. It seems that there are many people who are not fully informed about the details of this proposed project.
- E6** Please confirm that you have received this email and it will be added as a public comment. Also, in your reply please indicate the date that the meeting will be held to decide whether or not this project will move forward (and the method that this will be communicated to the public).

Responses

- E1** Item 6 of the EAW describes project beneficiaries. Item 18 of the EAW includes traffic modeling results for the project, including tables illustrating the traffic

operations improvements with the project compared to the No Build Alternative. The project will benefit users of the I-94 corridor as summarized below.

- The pavement reconstruction will improve pavement conditions and ride quality.
- The eastbound collector-distributor road will improve access to I-94 and improve mobility on local roadways between the CSAH 19 and CSAH 37 interchanges. Approximately 8,400 vehicles per day (year 2040 volumes) are projected to divert from CSAH 37 to the eastbound collector-distributor road with the project.
- The additional lanes and reconstruction of the TH 241 interchange will improve mobility on I-94. Operations on I-94 between CSAH 37 and TH 241 and operations at the TH 241 ramp terminal intersections will improve compared to 2040 No Build Alternative conditions.

E2 The purpose of the project is to improve mobility on I-94 between CSAH 37 and TH 241 and reduce congestion at the TH 241 interchange. The additional lanes on I-94 and reconstruction of the I-94/TH 241 interchange will improve traffic operations on I-94 during the morning and afternoon peak hours. Traffic modeling shows that operations on eastbound I-94 between CSAH 37 and TH 241 will improve from LOS E under the 2040 No Build Alternative to LOS C during the a.m. peak hour with the project. Operations on westbound I-94 between CSAH 37 and TH 241 also will improve from LOS E under the 2040 No Build Alternative to LOS C during the p.m. peak hour with the project.

Some of the congestion that occurs on eastbound I-94 at TH 241 during the a.m. peak hour is expected to shift to the east to TH 101 in Rogers with the project. Operations on eastbound I-94 between TH 241 and TH 101 during the a.m. peak hour are projected to change from LOS C under the 2040 No Build Alternative to LOS D with the project.

MnDOT Metro District is beginning a project to improve pavement conditions on I-94 from Maple Grove to Rogers. The City of Dayton is initiating a project to construct a new interchange on I-94 at Brockton Lane. These upcoming projects will include an evaluation of traffic operations on I-94 between Rogers and Maple Grove. These projects provide the opportunity to consider additional improvements on eastbound I-94 from TH 101 to the east.

E3 Comments regarding the health effects of noise are understood. MnDOT follows Minnesota Pollution Control Agency (MPCA) and Federal Highway Administration (FHWA) requirements regarding noise. MPCA is the agency responsible for administering State of Minnesota noise rules for the protection of public health and welfare. Minnesota noise standards are identified in Minnesota Rule 7030.0040. Minnesota noise standards are based on hourly L_{10} and L_{50} levels. The L_{10} and L_{50} limits are set by noise area classifications (NAC). The NACs are based on land uses at the receiver location (i.e., the location a person hears the noise). Minnesota noise standards apply to the outdoor environment.

Traffic noise levels at receptor locations along I-94 currently exceed Minnesota noise standards. Traffic noise was modeled at receptor locations along I-94 with the project using year 2040 traffic volume forecasts. Daytime traffic noise levels are projected to increase by 0.2 dBA (L₁₀) to 2.9 dBA (L₁₀) with the project compared to existing conditions. Noise walls were evaluated at all locations along the project corridor where noise levels exceed Minnesota noise standards. Noise walls did not meet the feasibility or reasonableness requirements identified in the 2015 Minnesota Highway Noise Policy; therefore, noise walls are not proposed as part of the project.

- E4** The project does not include right of way acquisition along I-94. The lane addition on I-94 is within existing MnDOT right of way limits. The existing freeway fence will be maintained with the project.

A qualitative air quality analysis was completed for the project consistent with MnDOT, MPCA, and FHWA guidance. This analysis addresses criteria pollutants and mobile source air toxics (MSATs). See Item 16 of the EAW.

There are many factors that determine the value of a property. There is no accepted methodology to determine the effects of a roadway project on residential property values.

- E5** A notice of availability regarding the EAW was distributed in accordance with Minnesota Environmental Quality Board (EQB) requirements. The EAW notice of availability included information regarding the April 3, 2018 public meeting. Appendix A of this Findings document includes the notices for the project. A notice regarding the public meeting also was published on MnDOT's Facebook page.

- E6** All agencies on the EQB distribution list and individuals that submitted comments of the EAW will be notified by MnDOT of its Environmental Impact Statement (EIS) need decision.

MnDOT has pursued funding for the project through the Corridors of Commerce program. Projects that were awarded Corridors of Commerce funding were announced through news releases and on the MnDOT webpage at <https://www.dot.state.mn.us/corridorsofcommerce/>. There is no public meeting to decide whether the project will move forward. MnDOT will host future public engagement meetings during final design and prior to construction. Methods for distributing public meeting notices could include news releases, direct mailings, e-mail correspondence, social media, and announcements on the MnDOT project webpage.

Comment Letter F: Mary Kuechle

Comments

- F1** I don't know where you live, but I live in Monticello. Therefore if I want to go to the outlet mall I have to make a left turn onto CR 19 from westbound I94, which

can be VERY dangerous during the busy season! Is there any way to add an exit from I94 westbound to CR 19 northbound, without having to make a left turn?

I see you are planning to make this type of change from I-94 westbound to CR 241 southbound! It's like just one section of a cloverleaf!

- F2** I see you are also planning to add an entrance ramp from southbound CR 19 to eastbound I-94, so if you do that I hope you are planning to add a light to that intersection as well.

Responses

- F1** The project will include a traffic signal on CSAH 19 at the westbound I-94 exit ramp intersection, improving the left-turn movement from westbound I-94 to northbound CSAH 19. The project also will reconstruct the I-94 bridges over CSAH 19. The I-94 bridges will span the entire width of CSAH 19 with no bridge piers adjacent to CSAH 19. This will improve sight distances at the I-94/CSAH 19 ramp terminal intersections.
- F2** The project will include a traffic signal on CSAH 19 at the westbound I-94 exit ramp intersection. This traffic signal also will serve the left-turn move from southbound CSAH 19 to eastbound I-94.

Comment Form G: Mark Behn

Comment

- G1** I am concerned about the traffic flow at the intersection between Kwik Trip and Super America. It can be difficult for a car much less a semi to make across turn lanes there.
- G2** I like the thought of extending the third lane as proposed. I believe the benefit is not fully realized though because traffic is necked down to 2 lanes at 101 in Rogers. So the additional lane is nice, but I think it will only be great when it is 3 lanes at EB 94 in Rogers. Until then, traffic will continue to be backed up there.

Response

- G1** The TH 241 intersection between Kwik Trip and Super America (O'Day Avenue) is not part of the project. MnDOT District 3 and the City will monitor traffic operations at this intersection. If the TH 241 intersection between Kwik Trip and Super America meets warrants, then a traffic signal will be considered.
- G2** One of the purposes of the project is to improve mobility on I-94 between CSAH 37 in and TH 241. The additional lanes on I-94 and reconstruction of the I-94/TH 241 interchange will improve traffic operations on eastbound I-94 during the a.m. peak hour. Traffic modeling completed as part of the project shows that operations on eastbound I-94 between CSAH 37 and TH 241 during the a.m. peak hour will improve from LOS E under the 2040 No Build Alternative to LOS C with the project.

Some of the congestion that occurs on eastbound I-94 at TH 241 is expected to shift to the east to TH 101 in Rogers with the project. Operations on eastbound I-94 between TH 241 and TH 101 during the a.m. peak hour are projected to change from LOS C under the 2040 No Build Alternative to LOS D with the project.

MnDOT Metro District is beginning a project to improve pavement conditions on I-94 from Maple Grove to Rogers. The City of Dayton is initiating a project to construct a new interchange on I-94 at Brockton Lane. These upcoming projects will include an evaluation of traffic operations on I-94 between Rogers and Maple Grove. These projects provide the opportunity to consider additional improvements on eastbound I-94 from TH 101 to the east.

Comment Form H: Bre Bjerketvedt

Comment

- H1** Hwy. 94 runs through by backyard. Noise volumes are already extremely high and with an additional lane will increase greatly. Small children live in the area and will be effected by the increase in noise.
- H2** Because cost effectiveness criteria failed, the noise barrier was left out of the proposal. I would argue that the metrics to determine the cost effectiveness need to include more homes outside of 500 ft. as the lots are larger and buildings aren't frequent blocking noise. This would be really awful for the City to implement without protecting the residents that are directly impacted. I would like to request the sound study be re-done to evaluate homes further than 500 ft. and/or using a different company or model to run the study.

Response

- H1** Exiting daytime traffic noise levels at modeled receptor locations along I-94 between CSAH 37 and TH 241 vary from 60.7 dBA (L₁₀) to 74.9 dBA (L₁₀). The project is projected to increase daytime traffic noise levels at these modeled receptor locations by 0.6 dBA (L₁₀) to 1.9 dBA (L₁₀) compared to existing conditions. Changes in noise levels less than 3 dBA are typically not noticeable by the average human ear, whereas a 3 dBA change in noise levels is usually noticeable.
- H2** Traffic noise levels were modeled at second-row receptors along Needham Avenue north of I-94 in St. Michael. The modeled noise reduction at these receptor locations was 4.8 dBA (L₁₀) and 6.0 dBA (L₁₀) with a 1,765-foot long, 20-foot tall noise wall. Only benefited receptors are included in MnDOT's noise wall cost-effectiveness calculation. A receptor is considered benefited if it receives a minimum noise reduction of 5 dBA with a noise wall. The benefit due to the noise reduction from a noise wall decreases as a listener (receptor) moves further away from the noise wall. Residences further to the north along Needham Avenue would not be expected to achieve a 5 dBA reduction with the modeled

noise wall and were not included with the analysis results presented in Appendix D of the EAW.

In response to comments received on the EAW, additional residences along Needham Avenue and Nelmark Avenue were added to the traffic noise analysis and evaluation of noise walls. Residences up to 1,000 feet from westbound I-94 were included and are represented by Receptor 277 through Receptor 288. Figure E-1 in Appendix E of this Findings document illustrates modeled receptor locations for residences along Needham Avenue and Nelmark Avenue, including the additional receptors described above. Results of the daytime and nighttime noise wall cost effectiveness calculation is in Appendix E of this Findings document.

Modeled daytime traffic noise level reductions at Receptor 277 through Receptor 288 with the 20-foot tall noise wall varied from 1.1 dBA (L₁₀) to 3.3 dBA (L₁₀). Under the MnDOT noise policy, a receptor is considered benefited if it receives a minimum noise reduction of 5 dBA with a noise wall. Receptor 277 through Receptor 288 did not achieve a 5 dBA reduction with the modeled noise wall. Therefore, Receptor 277 through Receptor 288 are not included in the noise wall cost effectiveness calculation. The noise wall cost effectiveness results presented in Appendix D of the EAW remain valid.

Comment Form I: Mike Couri

Comment

- I1** Design the CSAH 19 bridge wide enough to handle the C/D entrance ramp traffic coming from CSAH 37 westbound on ramp. Someone is going to get killed on the current C/D road. Rebuilding the bridge in the future will be very expensive and will cost lives in the meantime. It is very dangerous as it is currently configured.

Response

- I1** The I-94 bridge over CSAH 19 will be designed to accommodate a future third lane on westbound I-94. Traffic on the westbound I-94 collector-distributor road destined to westbound I-94 will continue to be routed through the signalized intersection with CSAH 19. There are no plans to provide a direct interchange ramp connection from the westbound I-94 collector-distributor road to westbound I-94.

Comment Form J: Molly Hangartner

Comment

- J1** Sound walls needed from 37 → 19 north side of highway – traffic is deafening more often than not.

Response

- J1** Residential land uses on the north side of I-94 between CSAH 19 and CSAH 37 are more than 1,200 feet from the highway. The effectiveness of a highway noise

wall depends on: (1) the distance between the residence and the highway, (2) the distance between the residence and the noise wall, and (3) the height of the noise wall above the line-of-sight between the residence and the highway. The amount of noise reduction benefit from a noise wall decreases as the distance from the noise wall increases. A noise wall is most effective within approximately 300 feet of a highway. There is no feasible solution to mitigate noise levels at distances greater than 1,200 feet from a highway.

Comment Form K: Joann Lambert

Comment

- K1** I am concerned about the traffic on CR 19, CR 37, and I-94 interchange. Adding a ramp to go east on 94 will not alleviate the traffic issue. There is not much space between traffic signals to move the cars through the lights. Significant backups. It would make more sense to have a clover coming from the outlet mall on to 94. That way traffic doesn't cross 19. Telling me about possible plans to widen 19 to more lanes is a completely different issue and is a County issue not City. Let's make logical decisions for our future. Especially if the entertainment complex is still in the works.

Response

- K1** The interchange ramp from CSAH 19 to the eastbound I-94 collector-distributor road will reduce traffic volumes at the CSAH 19/37 intersection and along CSAH 37 between CSAH 19 and I-94. Wright County is planning a project to provide additional capacity on CSAH 19 north of the Outlet Mall entrance. The City of Albertville will be beginning preliminary design for future improvements on CSAH 19 at I-94. A project to interconnect and optimize traffic signal timing on CSAH 19 also will be completed. The diversion of traffic from the local system to eastbound I-94; the local improvements identified above; the proposed turn-lanes on CSAH 19 at I-94; and traffic signal at the new interchange ramp to eastbound I-94 will improve traffic operations on CSAH 19 through Albertville.

Comment Form L: Susan Matthias

Comment

- L1** Need a light at Kwik Trip/movie theater.
- L2** Keep the cow tunnel by Big Woods under 94 and add a walk path for kids to walk home from school.

Response

- L1** The TH 241 intersection between Kwik Trip and Super America (O'Day Avenue) is not part of the project. MnDOT District 3 and the City will monitor traffic operations at this intersection. If the TH 241 intersection between Kwik Trip and Super America meets warrants, then a traffic signal will be considered.

- L2** The purpose of the culvert under I-94 by Big Woods is for water conveyance. It is anticipated that the existing culvert under I-94 will be replaced with a new culvert as part of the project. The new culvert will have an equivalent hydraulic size to existing conditions.

Comment Form M: Jason Priebe

Comment

- M1** Really need to extend the 610 to 94 westbound ramp to Rogers. Would resolve major traffic congestion and was recommended by Federal Highway to do so!

Response

- M1** The purpose of the project is to improve pavement conditions on I-94 between CSAH 19 and TH 241; serve traffic demand between I-94 and the CSAH 19 and CSAH 37 interchanges; improve mobility on I-94 between CSAH 37 and TH 241; and reduce congestion at the TH 241 interchange. MnDOT Metro District and the Federal Highway Administration (FHWA) have a memorandum of understanding regarding future capacity needs on westbound I-94. MnDOT Metro District is beginning a project to improve pavement conditions on I-94 from Maple Grove to Rogers. The City of Dayton is initiating a project to construct a new interchange on I-94 at Brockton Lane. These upcoming projects will include an evaluation of traffic operations on I-94 between Rogers and Maple Grove. These projects provide the opportunity to consider additional capacity on westbound I-94.

Appendix B2 – Other Comments Received



District 3B
3725 12th Street North
St. Cloud, MN 56303

Comment Card

Interstate 94 in Albertville and St. Michael Environmental Assessment Worksheet

Your feedback is important. The Environmental Assessment Worksheet (EAW) for the Interstate 94 Project in Albertville and St. Michael describes the purpose of the project and the anticipated social, economic, and environmental impacts of the proposed action. Please write your comments below and leave this sheet in the comment box today, send in U.S. mail, or provide electronically via email. Written comments will become part of the project record. Comments on the EAW will be accepted until **Wednesday, April 11** and may be sent to:

U.S. Mail: Minnesota Department of Transportation
Attn: Claudia Dumont, Project Manager
3725 12th Street North, St. Cloud, MN 56303

Email: claudia.dumont@state.mn.us

Name: Tom Cramer **Email:** Tom.Cramer@Simon.com
Address: 13532 45th Ct. N.E. Saint Michael

We welcome your comments:

Awesome proposal for I94 interchange.
Also the clover leaf off I94 to St.
Michael is fantastic. Hope the funding
goes thru.

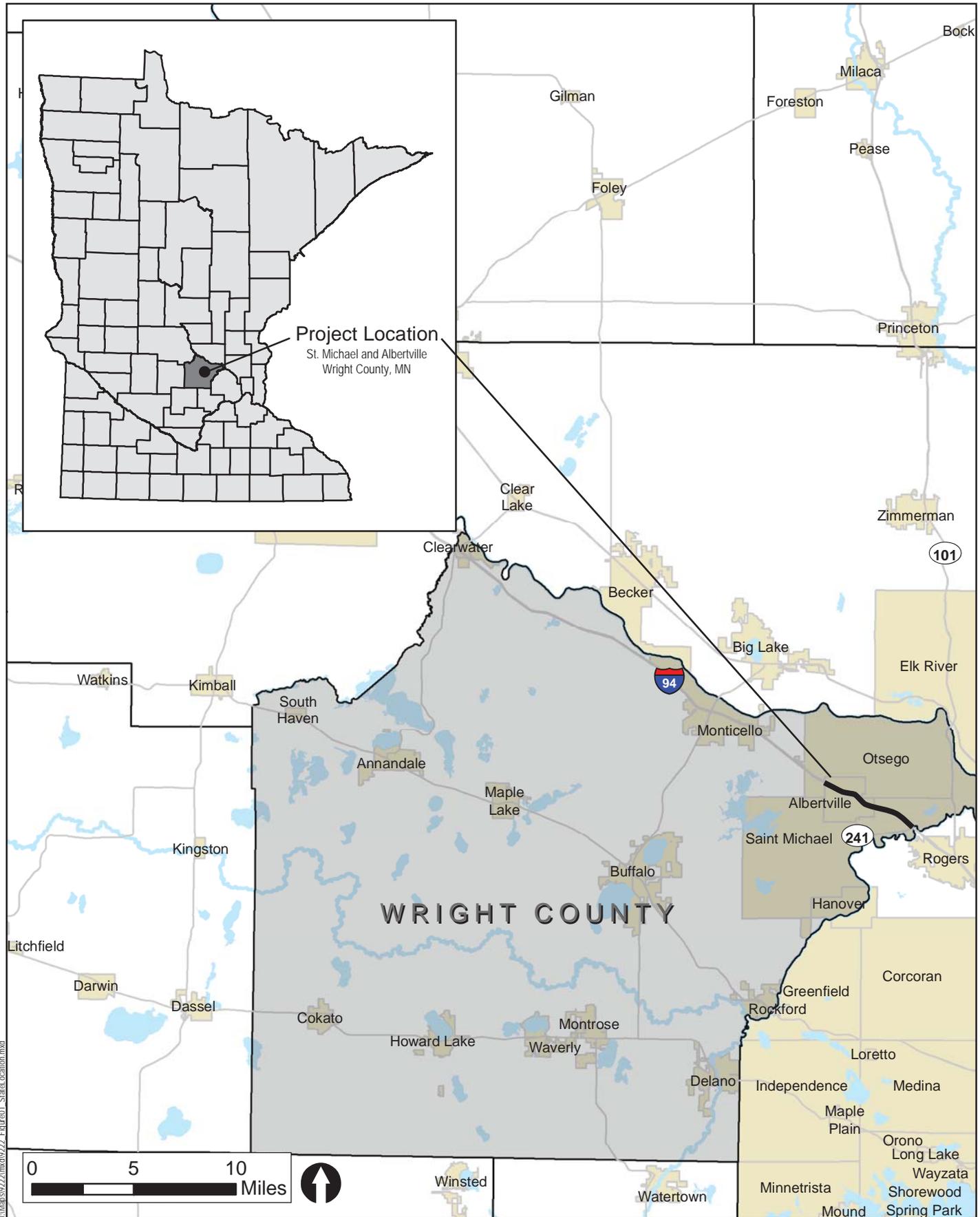
An equal opportunity employer

APPENDIX C – Figures

Area Location Map

Project Location Map

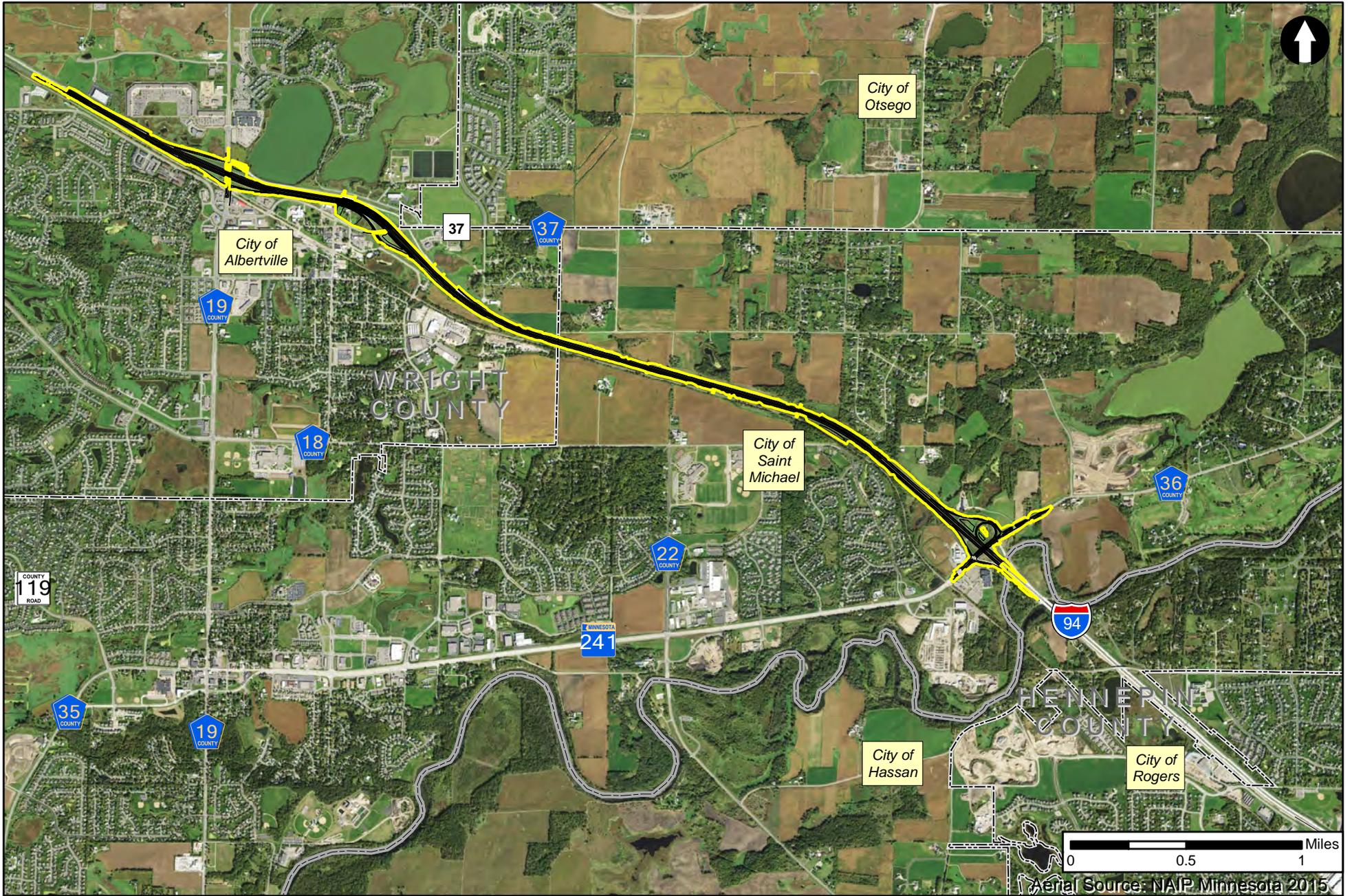
Project Layout Figures



State Location Map

I-94 St. Michael to Albertville
 SP 8680-172
 Wright County

Figure 1



Project Location

I-94 St. Michael to Albertville

SP 8680-172

MnDOT District 3

Figure 2

H:\Projects\09000\09222\CAD_BIM\Graphics\Project Layout Graphics\9222_project layout_graphics_gr01.dgn

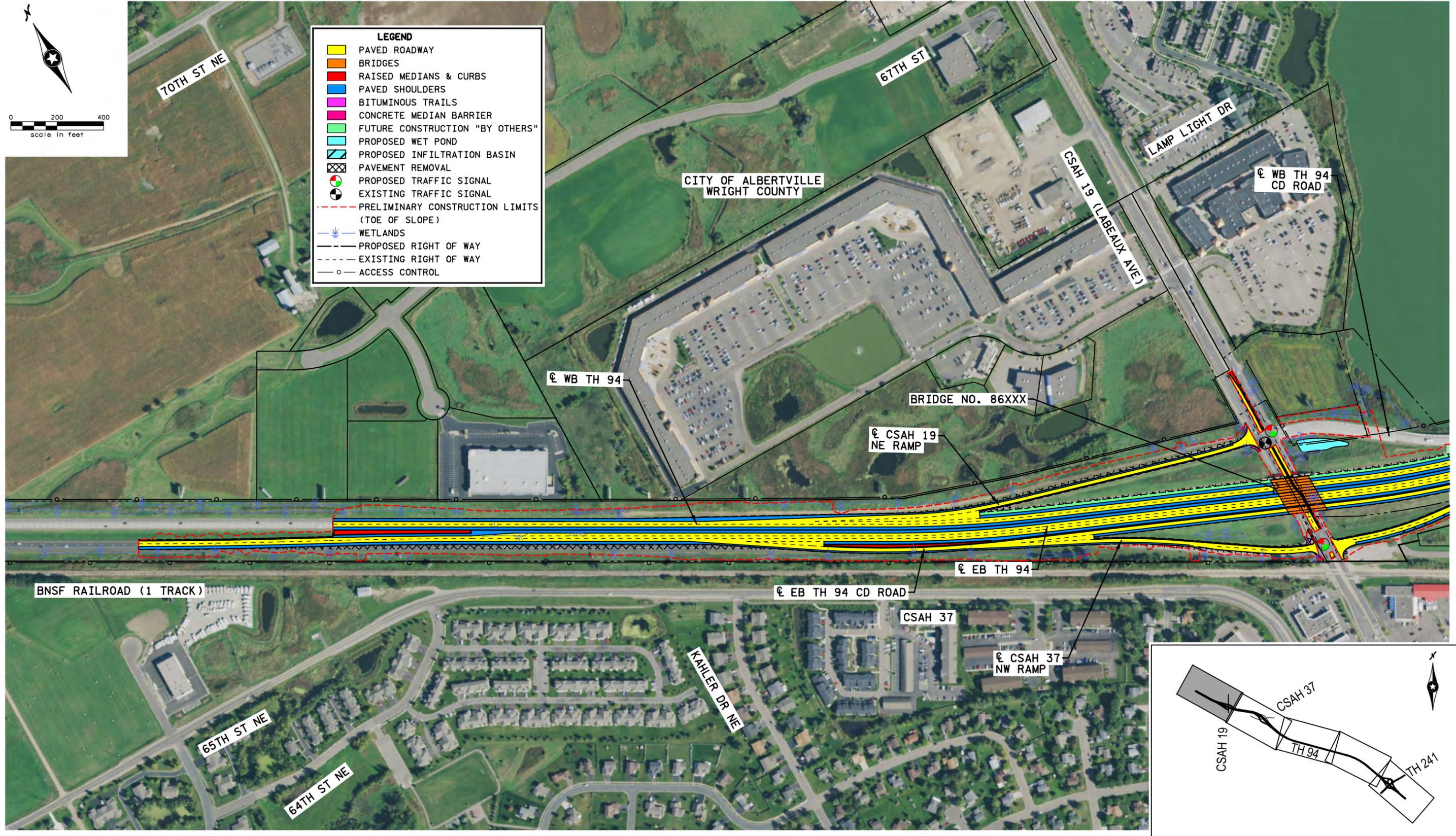


Figure 3

H:\Projects\09000\09222\CAD_BIM\Graphics\Project Layout_Graphics\9222_project layout_graphics_gr02.dgn

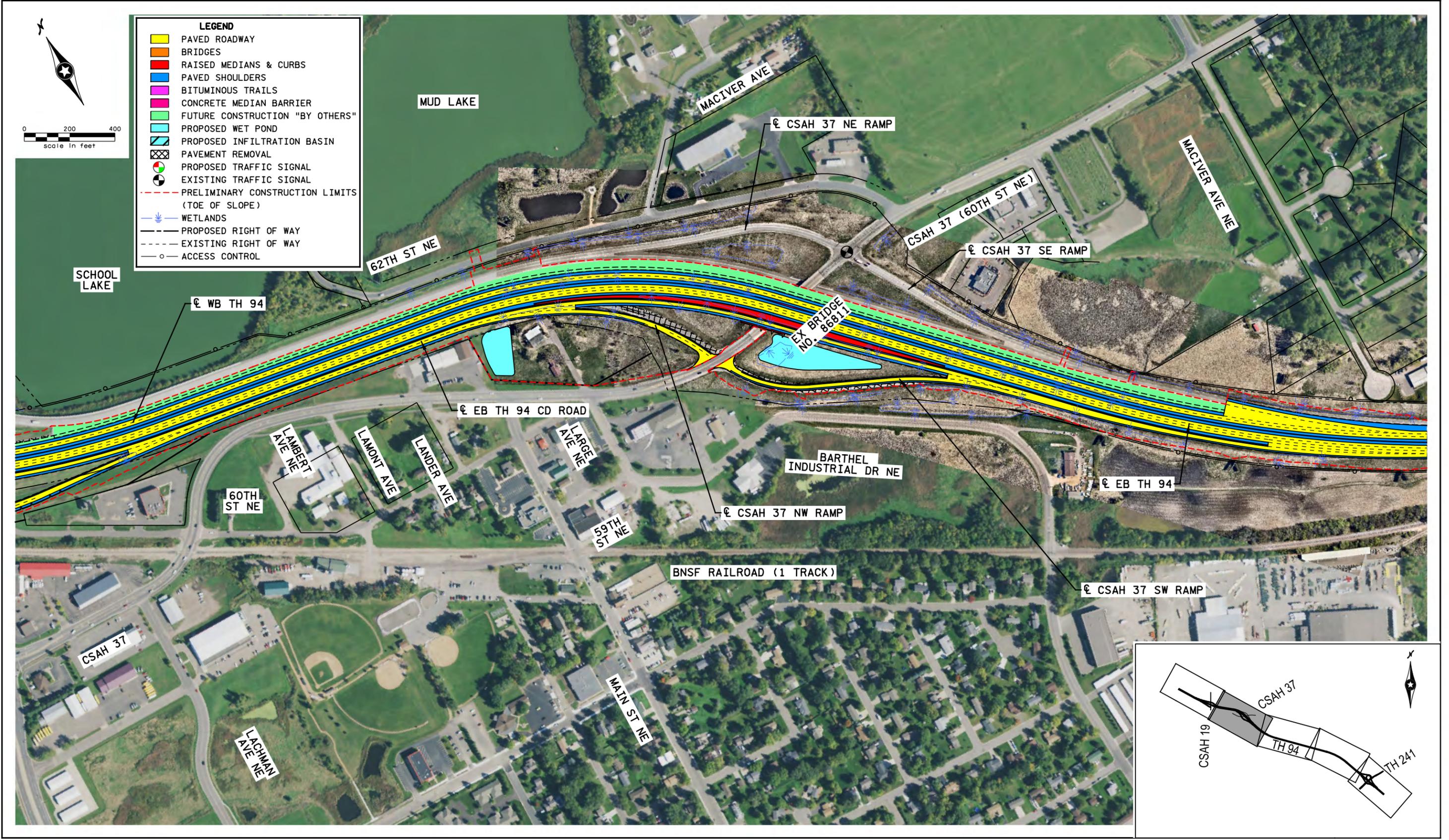
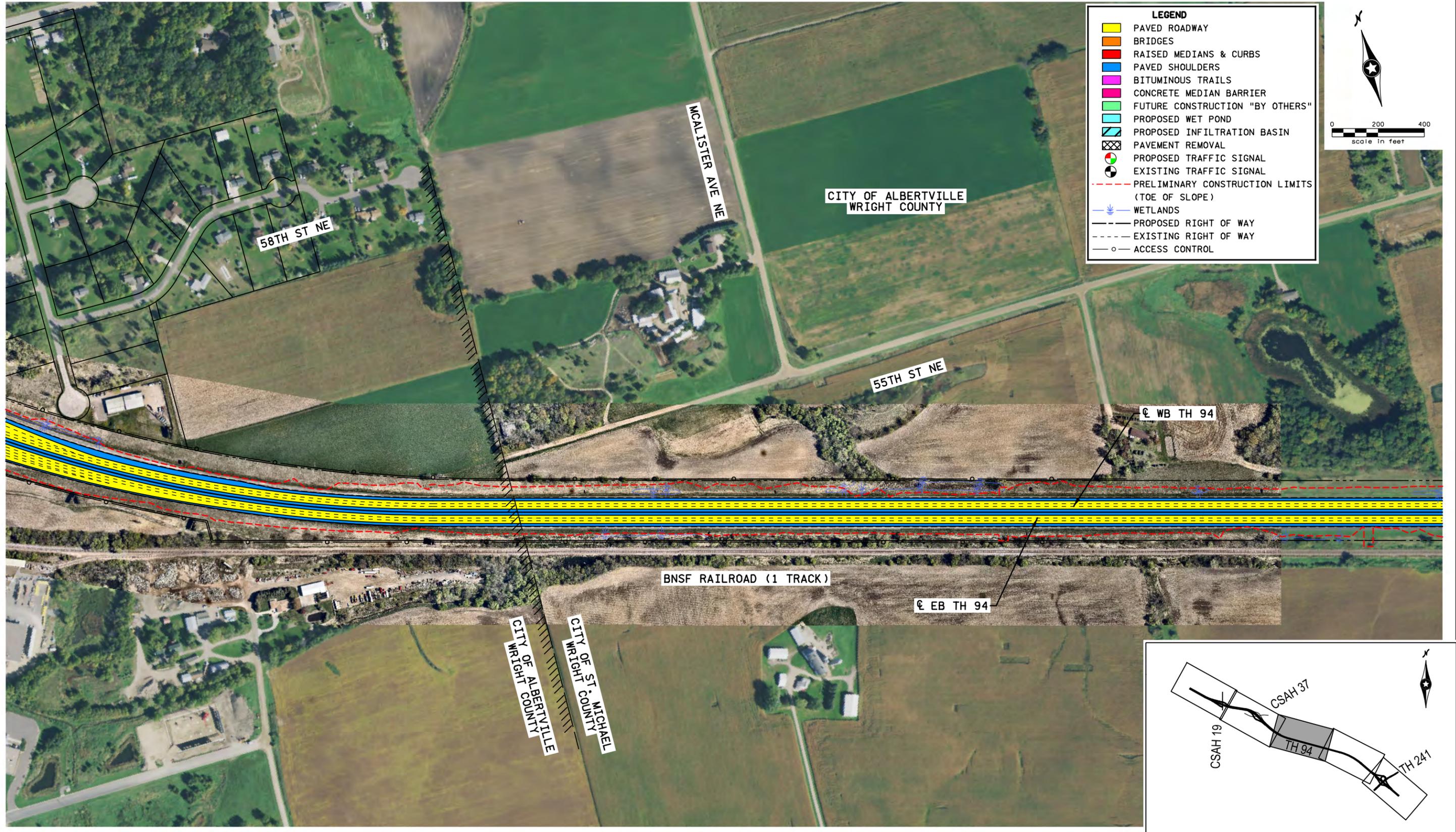


Figure 4

H:\Projects\090000\9222\CAD_BIM\Graphics\Project Layout Graphics\9222_project layout graphics_gr03.dgn



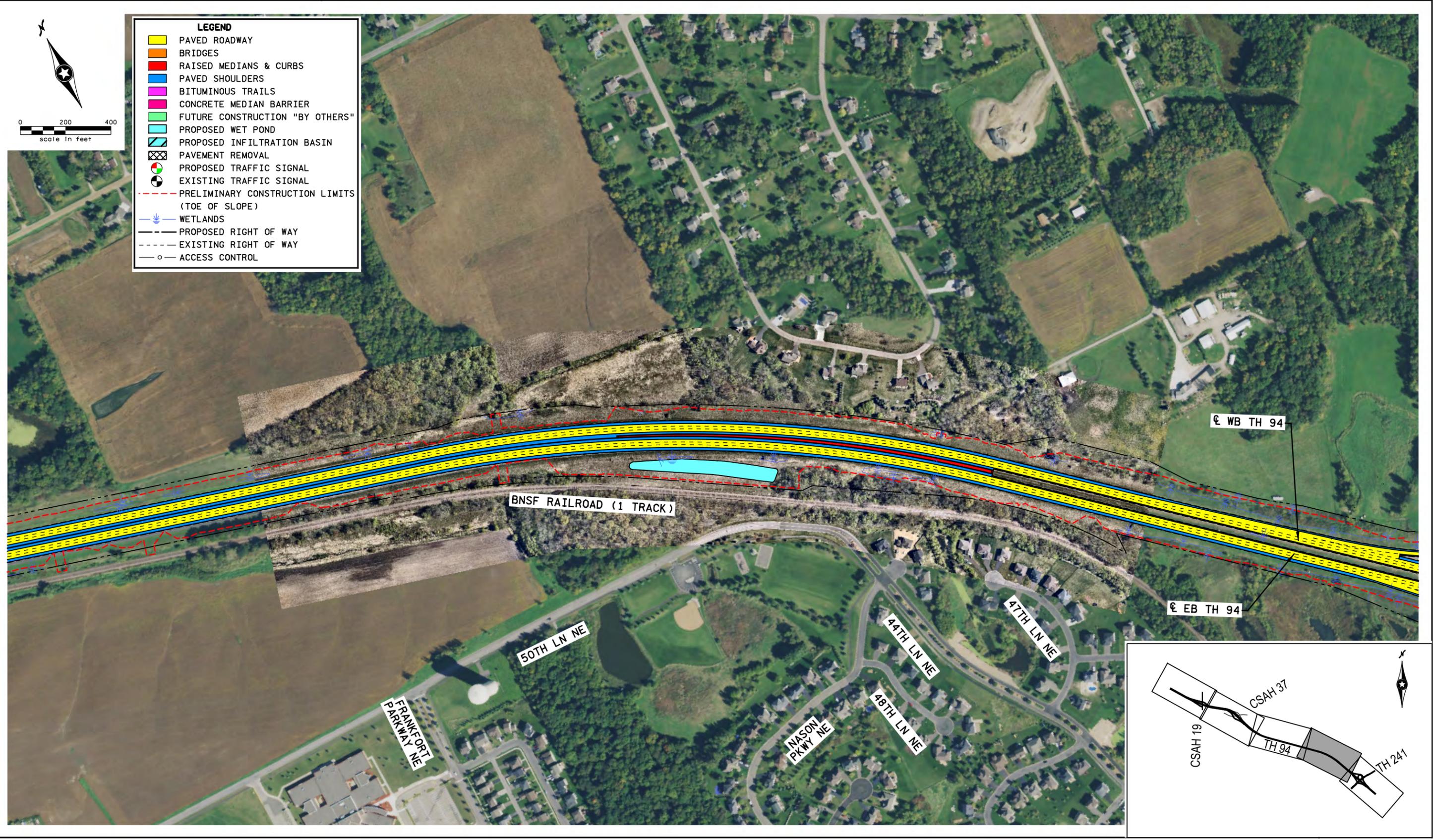
Project Layout

TH 94 St. Michael to Albertville Project
SP 8680-172
MNDOT District 3

Job #9222
4/18/2018

Figure 5

H:\Projects\090000\9222\CAD_BIM\Graphics\Project Layout\Graphics\9222_project layout_graphics_gr04.dgn



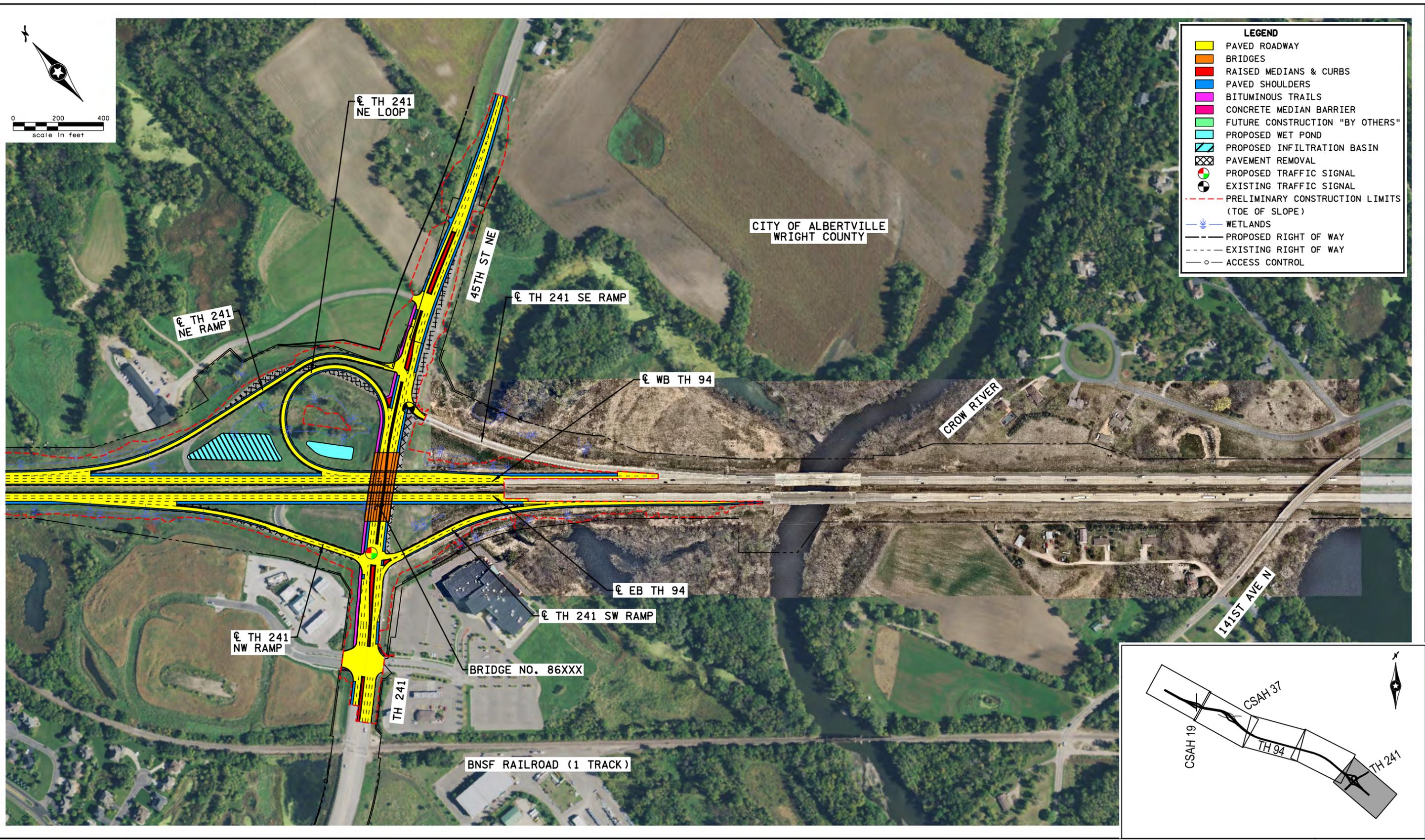
Project Layout

TH 94 St. Michael to Albertville Project
 SP 8680-172
 MNDOT District 3

Job #9222
 4/18/2018

Figure 6

H:\Projects\09000\9222\CAD_BIM\Graphics\Project Layout Graphics\9222_project layout graphics_gr05.dgn



LEGEND	
	PAVED ROADWAY
	BRIDGES
	RAISED MEDIANS & CURBS
	PAVED SHOULDERS
	BITUMINOUS TRAILS
	CONCRETE MEDIAN BARRIER
	FUTURE CONSTRUCTION "BY OTHERS"
	PROPOSED WET POND
	PROPOSED INFILTRATION BASIN
	PAVEMENT REMOVAL
	PROPOSED TRAFFIC SIGNAL
	EXISTING TRAFFIC SIGNAL
	PRELIMINARY CONSTRUCTION LIMITS (TOE OF SLOPE)
	WETLANDS
	PROPOSED RIGHT OF WAY
	EXISTING RIGHT OF WAY
	ACCESS CONTROL

Figure 7

APPENDIX D – Recent Project Correspondence

MnDOT Office of Environmental Stewardship (OES)

Exhibit D1. MnDOT OES Correspondence (Page 1 of 1) (January 22, 2018)



January 22, 2018

No Effect Determination – Rusty-patched Bumble Bee (*Bombus affinis*)

S.P. 8680-172, I-94
Wright County, Minnesota

Description: The proposed project will reconstruct I-94 from the east end of the MnROAD Research Facility to TH 241 in St. Michael. The purpose of the project is to improve mobility and safety between Albertville and St. Michael. The project will replace the pavement from the east end of MnROAD to TH 241. A third lane will be added in both directions of I- 94 between CSAH 37 in Albertville and TH 241 in St. Michael. The TH 241 interchange will be reconfigured to improve operations; the interchange work could include widening or replacing the TH 241 bridge. The CSAH 19 bridges are due for major rehab or replacement. If funding is available, an eastbound collector-distributor road would be built between CSAH 19 and CSAH 37. Right-of-way will be acquired.

In response to your request, the above referenced action has been reviewed for potential effect to federally-listed threatened, endangered, proposed, candidate species and listed critical habitat. As a result of this review, a determination of **No Effect** has been made.

Rationale for Determination: No known occurrences for rusty-patched bumble bee (RPBB) and/or suitable habitat(s) exist within the action area. Project is outside USFWS identified High Potential Zone.

All other species previously reviewed for Section 7 compliance not re-reviewed here.

Federally-Listed Species/Designated Critical Habitat in the Action Area

Section 7 of Endangered Species Act of 1973, as amended (Act), requires each Federal agency to review any action that it funds, authorizes or carries out to determine whether it may affect threatened, endangered, proposed species, or listed critical habitat. Federal agencies (or their designated representatives) must consult with the U.S. Fish and Wildlife Service (Service) if any such effects may occur as a result of their actions. Consultation with the Service is not necessary if the proposed action will not directly or indirectly affect listed species or critical habitat. If a federal agency finds that an action will have no effect on listed species or critical habitat, it should maintain a written record of that finding that includes the supporting rationale. According to the official County Distribution of Minnesota's Federally-Listed Threatened, Endangered, Proposed, and Candidate Species list (revised in September 2017), maintained by the Service, the project county is within the range of the following:

Revised September 2017

County	Species	Status	Habitat
Wright	Northern long-eared bat <i>Myotis septentrionalis</i>	Threatened	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests during spring and summer.
	Rusty patched bumble bee <i>Bombus affinis</i>	Endangered	Grasslands with flowering plants from April through October, underground and abandoned rodent cavities or clumps of grasses above ground as nesting sites, and undisturbed soil for hibernating queens to overwinter.

Based on the information that you provided and the nature of the activities proposed, MnDOT on behalf of the FHWA, has made a determination of No Effect for the above referenced project. No further action under Section 7 of the Act is required. However, if information becomes available indicating that federally-listed species or designated critical habitat may be affected, please contact this office and consultation with the Service will be initiated if necessary.

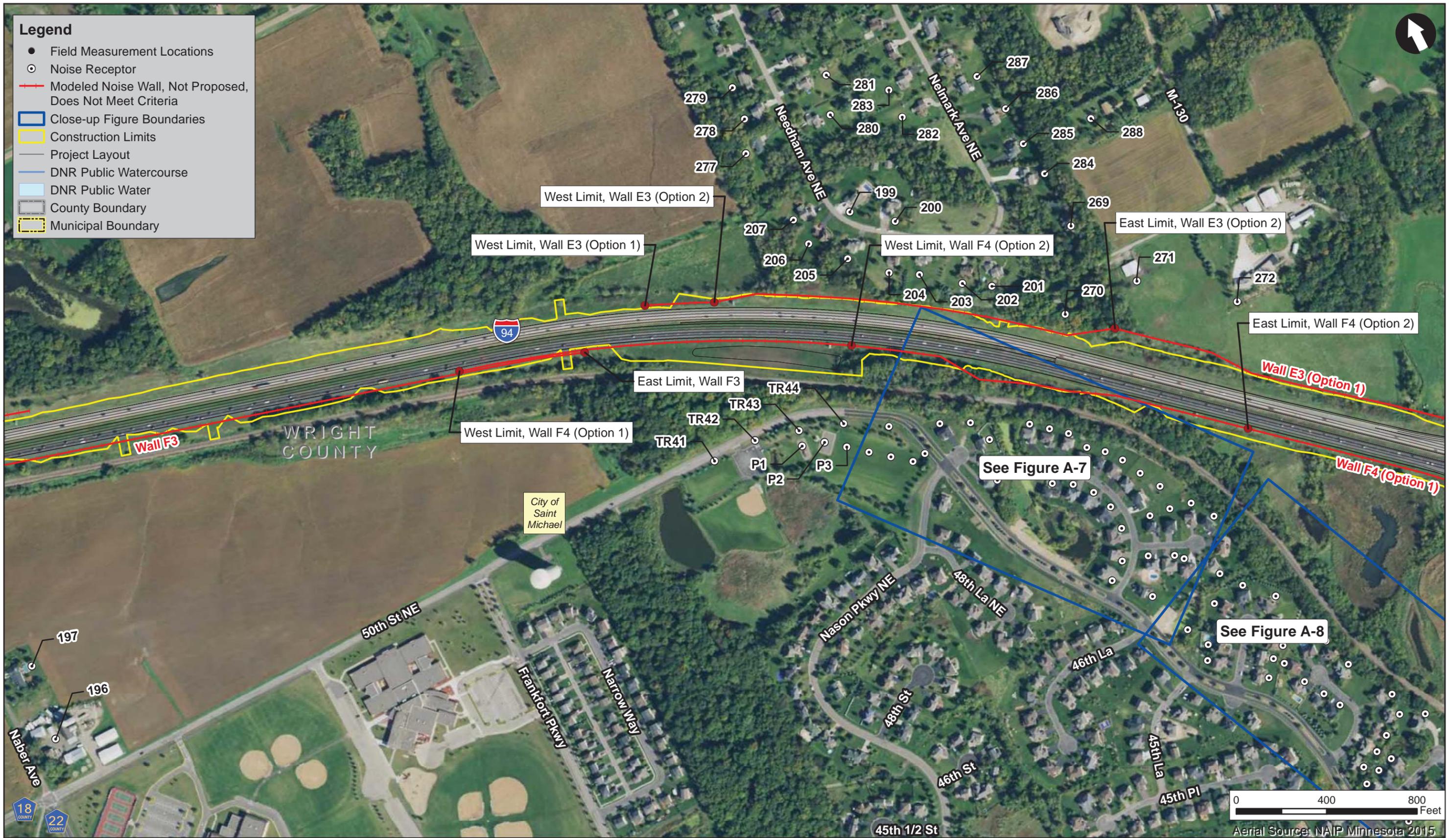
Please contact me if there are questions or concerns.

Thank you,

Digitally signed by Christopher E Smith
DN: cn=Christopher E Smith
Date: 2018.01.22 08:56:18 -06'00'

Christopher E. Smith, M.Sc., CWB®
Wildlife Ecologist | Office of Environmental Stewardship
Minnesota Department of Transportation
395 John Ireland Blvd., MS 620 | Saint Paul, MN 55155
E-mail: Christopher.E.Smith@state.mn.us | Phone: 651-366-3605

APPENDIX E – Traffic Noise Analysis



Noise Receptors and Modeled Noise Wall Locations

I-94 St. Michael to Albertville
 SP 8680-172
 MnDOT District 3

Figure E-1

Table E1 – Noise Mitigation Cost Effectiveness Results (Daytime Levels) (Modeled Wall E3, Option 2: North of I-94, West of TH 241) (20-foot Tall Noise Wall)

Receptor ID	Daytime L ₁₀ Noise Level, Build year 2040 (no wall)	Daytime L ₁₀ Noise Level, Build year 2040 (with noise wall)	Reduction (in dBA) with noise wall	Number of residences, commercial or industrial establishments	Number of benefited residences, commercial or industrial establishments ⁽¹⁾	Design goal reduction ≥ 7 dBA ⁽²⁾	Length of wall (feet)	Wall Area (sq ft) ⁽³⁾	Total cost of wall \$20/sq ft	Cost/ Benefited Receptor
199	68.5	63.7	4.8	1	0	0	1,765	34,516	\$690,320	\$86,290
200	69.3	63.3	6.0	1	1	0				
201	74.7	67.2	7.5	1	1	1				
202	75.0	67.2	7.8	1	1	1				
203	74.6	65.2	9.4	1	1	1				
204	73.8	64.5	9.3	1	1	1				
205	71.2	65.0	6.2	1	1	0				
206	71.3	65.9	5.4	1	1	0				
207	69.3	65.3	4.0	1	0	0				
269	68.4	65.4	3.0	1	0	0				
270	72.6	65.5	7.1	1	1	1				
271	71.1	70.4	0.7	1	0	0				
272	71.0	70.9	0.1	1	0	0				
273	71.5	71.5	0.0	1	0	0				

Bold numbers exceed State daytime standards.

N/A = not applicable because none of the receptors adjacent to the modeled noise wall meet the noise reduction design goal criteria of ≥ 7 dBA.

(1) Number of benefited residences, commercial establishments, or industrial establishments with a minimum 5 dBA reduction.

(2) Noise barrier must meet MnDOT's noise reduction design goal of at least 7 dBA at a minimum of one benefited receptor behind each noise barrier.

(3) Barrier surface area includes tapers at barrier ends.

Table E1 – Noise Mitigation Cost Effectiveness Results (Daytime Levels) (Modeled Wall E3, Option 2: North of I-94, West of TH 241) (20-foot Tall Noise Wall)

Receptor ID	Daytime L ₁₀ Noise Level, Build year 2040 (no wall)	Daytime L ₁₀ Noise Level, Build year 2040 (with noise wall)	Reduction (in dBA) with noise wall	Number of residences, commercial or industrial establishments	Number of benefited residences, commercial or industrial establishments ⁽¹⁾	Design goal reduction ≥ 7 dBA ⁽²⁾	Length of wall (feet)	Wall Area (sq ft) ⁽³⁾	Total cost of wall \$20/sq ft	Cost/ Benefited Receptor
TR53	77.7	77.7	0.0	1	0	0	1,765	34,516	\$690,320	\$86,290
277	66.5	64.6	1.9	1	0	0				
278	65.1	63.5	1.6	1	0	0				
279	64.0	62.7	1.3	1	0	0				
280	64.6	61.8	2.8	1	0	0				
281	63.4	61.4	2.0	1	0	0				
282	64.4	61.1	3.3	1	0	0				
283	63.7	60.9	2.8	1	0	0				
284	66.1	63.3	2.8	1	0	0				
285	65.1	62.3	2.8	1	0	0				
286	63.9	61.2	2.7	1	0	0				
287	63.0	60.5	2.5	1	0	0				
288	63.9	62.8	1.1	1	0	0				

Bold numbers exceed State daytime standards.

N/A = not applicable because none of the receptors adjacent to the modeled noise wall meet the noise reduction design goal criteria of ≥ 7 dBA.

(1) Number of benefited residences, commercial establishments, or industrial establishments with a minimum 5 dBA reduction.

(2) Noise barrier must meet MnDOT's noise reduction design goal of at least 7 dBA at a minimum of one benefited receptor behind each noise barrier.

(3) Barrier surface area includes tapers at barrier ends.

Table E2 – Noise Mitigation Cost Effectiveness Results (Nighttime Levels) (Modeled Wall E3, Option 2: North of I-94, West of TH 241) (20-foot Tall Noise Wall)

Receptor ID	Nighttime L ₁₀ Noise Level, Build year 2040 (no wall)	Nighttime L ₁₀ Noise Level, Build year 2040 (with noise wall)	Reduction (in dBA) with noise wall	Number of residences, commercial or industrial establishments	Number of benefited residences, commercial or industrial establishments ⁽¹⁾	Design goal reduction ≥ 7 dBA ⁽²⁾	Length of wall (feet)	Wall Area (sq ft) ⁽³⁾	Total cost of wall \$20/sq ft	Cost/ Benefited Receptor
199	68.0	63.4	4.6	1	0	0	1,765	34,516	\$690,320	\$86,290
200	68.9	63.1	5.8	1	1	0				
201	74.0	66.9	7.1	1	1	1				
202	74.2	66.9	7.3	1	1	1				
203	73.8	64.8	9.0	1	1	1				
204	73.3	64.1	9.2	1	1	1				
205	70.7	64.7	6.0	1	1	0				
206	70.8	65.5	5.3	1	1	0				
207	68.8	64.9	3.9	1	0	0				
269	68.0	65.1	2.9	1	0	0				
270	71.7	64.8	6.9	1	1	1				
271	70.7	69.9	0.8	1	0	0				
272	70.5	70.5	0.0	1	0	0				
273	71.1	71.1	0.0	1	0	0				

Bold numbers exceed State nighttime standards.

N/A = not applicable because none of the receptors adjacent to the modeled noise wall meet the noise reduction design goal criteria of ≥ 7 dBA.

(1) Number of benefited residences, commercial establishments, or industrial establishments with a minimum 5 dBA reduction.

(2) Noise barrier must meet MnDOT's noise reduction design goal of at least 7 dBA at a minimum of one benefited receptor behind each noise barrier.

(3) Barrier surface area includes tapers at barrier ends.

Table E2 – Noise Mitigation Cost Effectiveness Results (Nighttime Levels) (Modeled Wall E3, Option 2: North of I-94, West of TH 241) (20-foot Tall Noise Wall)

Receptor ID	Nighttime L ₁₀ Noise Level, Build year 2040 (no wall)	Nighttime L ₁₀ Noise Level, Build year 2040 (with noise wall)	Reduction (in dBA) with noise wall	Number of residences, commercial or industrial establishments	Number of benefited residences, commercial or industrial establishments ⁽¹⁾	Design goal reduction ≥ 7 dBA ⁽²⁾	Length of wall (feet)	Wall Area (sq ft) ⁽³⁾	Total cost of wall \$20/sq ft	Cost/ Benefited Receptor
TR53	77.5	77.5	0.0	1	0	0	1,765	34,516	\$690,320	\$86,290
277	66.2	64.3	1.9	1	0	0				
278	64.8	63.3	1.5	1	0	0				
279	63.7	62.5	1.2	1	0	0				
280	64.3	61.6	2.7	1	0	0				
281	63.2	61.3	1.9	1	0	0				
282	64.1	60.9	3.2	1	0	0				
283	63.4	60.7	2.7	1	0	0				
284	65.8	63.1	2.7	1	0	0				
285	64.8	62.1	2.7	1	0	0				
286	63.6	61.0	2.6	1	0	0				
287	62.8	60.4	2.4	1	0	0				
288	63.6	62.7	0.9	1	0	0				

Bold numbers exceed State nighttime standards.

N/A = not applicable because none of the receptors adjacent to the modeled noise wall meet the noise reduction design goal criteria of ≥ 7 dBA.

(1) Number of benefited residences, commercial establishments, or industrial establishments with a minimum 5 dBA reduction.

(2) Noise barrier must meet MnDOT's noise reduction design goal of at least 7 dBA at a minimum of one benefited receptor behind each noise barrier.

(3) Barrier surface area includes tapers at barrier ends.