FINDINGS OF FACT
and
CONCLUSIONS

TH 23 New London to Paynesville

2-Lane to 4-Lane Conversion Project

State Project No. 3408-18

Prepared by:
Minnesota Department of Transportation

June 2016

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FINDINGS OF FACT AND CONCLUSIONS

TH 23 New London to Paynesville

2-Lane to 4-Lane Conversion Project

Located in:
Kandiyohi County, Minnesota

1.0 STATEMENT OF ISSUE

The proposed project will expand approximately 7.4 miles of the existing 2-lane highway to a 4-lane divided highway. The project will retain the majority of the existing 2-lane roadway as a portion of the 4-lane design. The western portion, approximately 4.5 miles of existing roadway will be converted to the westbound lanes and the new eastbound lanes will be constructed parallel to the existing roadway. The eastern most section, approximately 1.25 miles, of existing 2-lane roadway will be converted to the eastbound lanes and the new westbound lanes will be constructed parallel to the existing roadway. For the remaining middle segment, both lanes will be completely constructed to accommodate a new alignment along the corridor.

Preparation of an Environmental Assessment Worksheet (EAW) is required for this project under Minnesota Rules 4410.4300, Subpart 22.A, for construction of a road on a new location over one mile in length. The Minnesota Department of Transportation (MnDOT) is the project proposer. MnDOT is also the Responsible Governmental Unit (RGU) for review of this project, as per Minnesota Rules 4410.4300, Subpart 22.A.

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) for the proposed 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:

2.0 ADMINISTRATIVE BACKGROUND

2.1 2.1.1The Minnesota Department of Transportation is the Responsible Governmental Unit and project proposer for the Trunk Highway 23 New London to Paynesville 2-lane to 4-lane Conversion Project. A State Environmental Assessment Worksheet (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 in order 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 May 2nd, 2016 (see Appendix A). A press release was distributed to local media outlets and legal notices were published in the West Central Tribune (published May 4, 2016), the Paynesville Press (May 4, 2016), and the Lakes Area Review (May 7, 2016). Two news articles appeared in the Paynesville Press on May 18th 2016, and May 25, 2016 (See Appendix A). A notice was also published on the project web page **www.dot.state.mn.us/d8/projects/hwy23gapsnewlondonpaynesville/index.html**. These notices provided a brief description of the project and information on where copies of the EAW were available and invited the public to provide comments that would be used in determining the need for an EIS on the proposed project.

2.3 An open house meeting was held on May 17, 2016 at the Roseville Township Hall in Hawick, MN. Additional information pertaining to the publication of the EAW and an open house meeting is located in Appendix A.

2.4 The EAW was made available for public review at Willmar Public Library in Willmar, and the MnDOT District 8A Office Building Lobby (Willmar). Comments were formally received through Wednesday, June 1, 2016.

2.5 Seven agency and 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. Comments received during the comment period and responses to substantive comments are provided in Appendix B.

3.0 FINDINGS OF FACT

3.1 Project Description

3.1.1 Existing Conditions: TH 23 is an important interregional corridor that is a key artery for the regional economy. The Highway 23 Corridor extends southwest to northeast across the state of Minnesota from Interstate 90 to Interstate 35 and beyond. It connects many cities including Pipestone, Marshall, Granite Falls, Willmar and St. Cloud.

TH 23 between New London and Paynesville is one of two remaining segments of two-lane roadway from Willmar to Saint Cloud, and part of the long-standing effort to construct a four-lane facility for the length of the corridor. The segment of Highway 23 between Willmar and Interstate 94 is a distance of approximately 53 miles. Of those 53 miles, all but 15 miles have been constructed as a four lane roadway.

3.1.2 Proposed Project: This project will expand TH 23 from New London to Paynesville from its current configuration as a two-lane roadway, to a four-lane facility. The project length is approximately 7.4 miles and is located within Kandiyohi County.

The existing 2-lane road bed would be retained to the greatest extent possible throughout the expansion to minimize the amount of new construction and impacts. On the west end of the project it was determined to expand to the south side of the existing roadway. Widening to the north was dismissed in this section due to higher cost, required roadway grading issues, and large 6(f) impact considerations to the Glacial Lakes Recreational Trail. Near the City of Hawick, both lanes shift north of the existing highway to take advantage of an opportunity to remove horizontal curves in the existing alignment, and create greater separation between Hawick and Highway 23. This balances the access needs of residential and commercial properties and of emergency services.

East of Hawick, the expansion lanes shift back to the south of the existing alignment to avoid impacts with the Glacial Lakes Trail. East of 175th Street NE the alignment shifts to the north side of the existing highway. Shifting the alignment to the north avoids a large commercial turkey farm. The expansion remains along the north side of the highway corridor to the east termini of the project area.

The project will provide the design consistency of a four-lane rural highway and help meet driver expectancy of a four-lane facility throughout the corridor. This corridor-wide consistency further enhances the mobility and safety benefits already provided by the project. The project will also meet the Corridors of Commerce objectives of providing additional capacity, improving the movement of freight, and increasing roadway safety.

Several locations between Hawick and the Long Lake Outlet were considered for a pedestrian tunnel that would provide safe trail access for users of the Glacial Lakes Trail. The preferred alternative is located at the east end of 212th Avenue. The preferred alternative includes improvements to 212th Avenue NE, which will extend east/west parallel to TH 23. The east-end of the township road is proposed as a cul-de-sac with a connection to the trail underpass. The east-end of 212th Avenue turns into a private access for a private campground facility. This location was chosen for the underpass because it served the most users and the topography was favorable.

MnDOT began the environmental review and layout development for the New London to Paynesville segment in the summer of 2014. Currently the project is unfunded, thus there is no anticipated construction date at this time.

In addition to the proposed project, the segment between Paynesville and Richmond is the last remaining two-lane facility along the corridor. Preliminary engineering and environmental review began on the Paynesville to Richmond segment starting in the spring of 2015. This project (SP 7305-124) is also being proposed by MnDOT District 8. A construction timeline has not been established and the project is not formally tied to the proposed New London to Paynesville segment project.

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

Since the EAW was published, the following information pertaining to the project has been added or updated:

3.2.1 Additional coordination with the MNDNR, Regional Ecologist has occurred related to final design considerations, and permit requirements associated with potential project impacts. The license to cross public lands and Waters permit was added to the Agency Approvals and Permits Table.

3.2.2 Text has been updated to say, the Glacial Lakes Trailhead and parking facility are located west of the city of Hawick.

3.2.3 An Incidental Take Permit and LAWCON approval have been added to the Agency Approvals and Permits table.

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:

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 of Fact and Conclusions document as well as the public/agency comments received during the public comment period (see Appendix B) 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 Prime and Unique Farmlands

The proposed project will result in the conversion of approximately 130 acres of farmland to transportation right-of-way. This assessment is based on soil classification, and not whether land is tilled. According to Kandiyohi property records, ninety-five parcels will be effected by the project. Access to all affected agricultural fields in the area will be maintained and remaining parcels will retain adequate size for continued farming. It is anticipated that no farmland will be triangulated or isolated. Right-of-way acquisitions will largely be focused on property edges. As a result, the project is not anticipated to cause adverse impacts to agricultural land or operations. The project will not have a substantial effect upon agricultural production in Kandiyohi County.

3.3.1.2 Parks and Trails

The Glacial Lakes State Trail runs immediately north of TH 23 from approximately 1/3 mile north of 199th Avenue NE on the western end of the project area to 240th Avenue NE on its eastern end, a distance of about 4.7 miles. Approximately 100 feet of separation currently exists (centerline-to-centerline) between the trail and TH 23. As part of the project, a relocated trailhead and parking facility is proposed, located west of Hawick.

The project has been reviewed for potential Section 6(f) involvement. The project will result in the conversion of land acquired or developed with funds from the Land

and Water Conservation Fund (LAWCON). The purpose of LAWCON is to help preserve, develop and provide accessibility to outdoor recreation resources. LAWCON stipulates that any land developed or improved with LAWCON funds cannot be converted to other than outdoor recreational use unless replacement land of at least equal fair market value and reasonably equivalent usefulness is provided. Any time a transportation project will cause such a conversion, replacement land must be provided. All conversions must be approved by the National Park Service. Coordination with the MnDNR, MnDOT Cultural Resources, and the National Park Service will continue as the project proceeds.

Section 6(f) Impacts
The Section 6(f) portion of the trail is approximately 4 miles along the corridor. The Section 6(f) portion of the trail affected by the project area starts approximately 1/3 mile north of 199th Avenue NE, and ends at the cemetery access road located west of the City of Hawick. See Appendix C, Sheets 1-9. The total project impacts will result in a change of use for Section 6(f) property to a transportation use. Project impacts and change of use to the Section 6(f) portions of the trail were assessed in consultation with the MnDNR. An estimated 0.22 acre of the Section 6(f) property will be permanently converted from the Section 6(f) trail property. This impact will be mitigated through closures of private, public road, and field accesses along the Section 6(f) property; equaling approximately 0.36 acres of mitigation. These access closures will return land currently used for transportation purposes to recreational use as part of the Glacial Lakes Trail. MnDNR has indicated that this mitigation is adequate to meet the demand of replacement land of at least equal fair market value.

3.3.1.3 Wetlands

The project will impact up to 4.39 acres of wetland within Bank Service Area 7 and in North Fork Crow River (Watershed #18). Final wetland impacts and documentation of avoidance and minimization efforts will be included in the required permit review process with the USACE and other regulatory bodies.

It is anticipated that wetlands will be replaced at a minimum of a 2:1 ratio (i.e. 2 acres of wetland replacement for every acre of wetland impact) and a maximum of 2.5:1, depending on the location and type of available wetland credits. Up to 11 acres of wetland mitigation credits will be used to satisfy the replacement requirements of the project**.**

3.3.1.4 Water Resources

Stormwater
The additional lanes will result in a net increase of approximately 40.3 acres of new impervious surface area. Since the project creates more than one acre of new impervious surface, a National Pollutants Discharge Elimination Systems (NPDES) permit will be required. A Stormwater Pollution Prevention Plan (SWPPP) will also be developed for the project. As discussed in EAW Item 11.b.ii (Storm Water) the

proposed project has design features that collect, convey and treat roadway runoff in accordance with state and local requirements. New infiltration basins are proposed which will improve the existing water quality of the current highway runoff. Impacts and proposed mitigation (temporary and permanent best management practices) are discussed in detail in EAW Item 11.b.ii. The stormwater features have been designed to provide adequate treatment capacity, storage volume, and rate control.

As a result of the proposed water quality treatment features and various best management practices on this proposed project, the water quality and quantity of the off-site drainage is expected to remain the same or be an improvement to that of the existing condition.

Water Appropriation
At this time, it is uncertain whether temporary dewatering will be required during construction. Should dewatering become required and exceeds the Minnesota permit threshold of withdrawing more than 10,000 gallons of water per day or 1 million gallons per year, a water appropriation permit application will be completed and submitted to the MnDNR for approval prior to any dewatering activities taking place. Dewatering will comply with the MPCA NPDES Construction Stormwater Permit, and shall be discharged in a manner that does not create nuisance conditions or adversely affect the receiving water or downstream properties.

3.3.1.5 Erosion

The EAW guidelines (Minnesota EQB, 2000) identify steep slopes of 12 percent or greater. Soils on the western side of Long Lake Crossing (Hawick gravelly loamy coarse sand) exhibit representative slopes of 16%. Land immediately north of the project area can exceed 27% in representative slope. The majority of the project area, however, exhibits representative slopes of less than 4%. Temporary stabilization measures such as mulch, erosion control blankets, etc. will be used on any impacted steep slopes to prevent erosion and sedimentation of ditches during construction. Erosion prevention and sediment control requirements will be followed in accordance with the NPDES permit, which includes both temporary and permanent erosion and sediment control plans as well as other Best Management Practices (BMPs) to protect the resource waters. BMPs contained in MnDOT's standard specifications, details, and special provisions will also be used.

3.3.1.6 Contamination/Hazardous Materials/Waste

As determined by MnDOT's Contaminated Materials Management Team (CMMT), given the nature and location of the project construction area and based on Highway Project Development Process (HPDP) threshold criteria, the project has a low risk of impacting potentially contaminated sites.

The CMMT determined that, based upon their review of available databases, a complete Phase I ESA of the project area is not necessary. As the final design

develops, excavation locations and depths will be shared with the CMMT to verify the project will not be impacted by any documented contaminated sites. If necessary, a plan will be developed for properly handling and treating contaminated soil and/or groundwater during construction in accordance with all applicable state and federal requirements.

3.3.1.7 Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources

The project is not anticipated to adversely affect any known occurrences of rare features. Several design elements and construction BMPs are incorporated into the project to avoid and minimize potential impacts. These efforts and others are intended to minimize and mitigate potential impacts to fish, wildlife, and ecologically sensitive resources present in the study area.

Where reasonable and feasible, design modifications have been incorporated into the design of the proposed roadway improvements to avoid and minimize impacts to fish and wildlife habitat. Work Exclusion Dates established by MNDNR within the General Public Waters Work Permit (GP 2004-0001) will be followed. These exclusion dates will be from June 1 to July 31 (dates subject to revision per MnDNR) and allow for undisturbed fish migration and spawning. Further, the MPCA NPDES General Storm Water Permit for Construction Activity (MNR10001) recognizes the aforementioned Work Exclusion Dates.

Revegetation of disturbed soils should include native mixes in areas that are not proposed for mowed turf grass. Protocol will be developed as necessary if notable wildflowers are impacted, including the showy lady's slipper, within MnDOT's right of way to transfer the plant(s) to other publicly owned property. Any transplanting would follow the protocol as prescribed by MnDOT's Roadside Vegetative Management Unit. MnDOT will follow construction best management practices to control and prevent the spread of invasive species.

As documented in Item 13 of the EAW, the project is not anticipated to adversely impact any known occurrences of rare features. However, ongoing coordination with the MnDNR will occur if any state-listed threatened or endangered species are identified in the project area. An "incidental takings permit" will be obtained in the event of an impact.

3.3.1.8 Historic Properties

Pursuant to MnDOT's responsibilities under the Minnesota Historic Sites Act, the Field Archaeology Act of Minnesota, and the Private Cemeteries Act, MnDOT's CRU determined that the proposed undertaking has no potential to affect properties listed in the State or the National Registers of Historic Places (NRHP) or to affect known or suspected archaeological sites.

Six properties were found to be eligible for the NRHP through a Phase II Architectural investigation. Due to the requirements of the Army Corps of Engineers (ACOE) permit, a Section 106 review is being conducted to assess potential adverse impacts and mitigations on the eligible sites. Continued coordination with the ACOE will occur to mitigate any adverse impacts.

3.3.1.9 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

Other foreseeable future infrastructure projects identified in the EAW include the concurrent plan to expand the second remaining 2-lane gap of TH 23 between Paynesville and Richmond.

The cumulative potential effect of related or anticipated future projects has been considered and the proposed project has low potential for cumulative impacts to the resources directly or indirectly affected by the project. Given laws, rules, and regulations in place, as well as local regulatory requirements and comprehensive planning and zoning laws, substantial adverse cumulative impacts these resources are not anticipated.

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

3.3.3.1 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. Permits and approvals that have been obtained or may be required prior to project construction include those listed in Table 1.

3.3.3.2 The permits listed in Table 1 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 1– Agency Approvals and Permits

Unit of Government	Type of Application/Permit	Action Required
Federal		
U.S. Army Corps of Engineers	Section 106 (Historical/Archaeological)	Determination
	Section 404 Permit – General Permit	Approval
	Section 7 Review	Consultation
State		
MnDOT	EAW Document	Approval
	EIS Need Decision	Approval
	Construction Plans – Roadway/Geometric Layout	Approval
	MN Wetland Conservation Act (Replacement Plan)	Submittal
	Design Exceptions	Approval
	Cultural Resources Review (Historic/Archaeological)	Consultation
MnDNR	Public Waters Work Permit (General Permit 2004-0001)	Permit
	LAWCON Review	Authorization (if required)
	Incidental Take Authorization	Authorization (if required)
	License to Cross Public Lands and Waters Permit	Permit (if required)
MPCA	Section 401 Water Quality Certification	Certification
	NPDES Construction Stormwater Permit	Permit
Local		
Kandiyohi County	Stormwater Management Plan	Coordination
	Erosion and Sediment Control Plan	Coordination
Local Government/District/ Commission	Plan Review	Coordination
North Fork Crow River Watershed District, Middle Fork Crow River Watershed District	Watershed District Approval	Approval

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

3.3.4.1 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.

3.3.4.2 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.

4.0 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 TH 23 New London to Paynesville 2-lane to 4-lane Conversion 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 TH 23 New London to Paynesville 2-lane to 4-lane Conversion 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

6/30/2016

Lynn P. Clarkowski, PE
Chief Environmental Officer

Date

Director, Office of Environmental Stewardship

APPENDIX A – Public Involvement: EAW Comment Period

Open House Summary

An open house for TH 23 New London to Paynesville 2-Lane to 4-Lane Conversion Project was held as follows:

May 17th, 2016 from 4:00 PM to 6:00 PM

Roseville Township Hall
15768 232nd Avenue, Hawick MN

Approximately 70 individuals attended the open house meeting. The purpose of the meeting was to provide an update on the project and receive comments on the EAW. At the open house, attendees were invited to provide comments through one of two ways: written comments (on comment cards provided at the meeting) and oral comments recorded by project staff. Copies of all comments received are included in Appendix B along with responses to substantive comments.

Staff from MnDOT and their consultant were on hand at the open house meeting to discuss the project and to answer questions. Several informational items regarding the project were made available at the meeting including the following:

- 3 project layouts.
- Project Display Boards
  - Project History and Background
  - Environmental Assessment Worksheet (EAW) Social, Economic, Environmental Findings – Natural Environment (1 of 2)
  - Environmental Assessment Worksheet (EAW) Social, Economic, Environmental Findings – Physical, Social, and Economic (2 of 2)
  - What is Section 106?
  - Eligible Historic Properties
  - What is an Environmental Assessment Worksheet (EAW)?
- Comment & Feedback Form
- Hard copies of the EAW were available for review.

Included on the following pages are copies the Minnesota Environmental Quality Board (EQB) Monitor publication, and newspaper publications that announced the availability of the EAW and provided details of the open house meeting.

Newspaper Notices

Paynesville Press – Wednesday, May 18, 2016

MnDOT holding open house on Highway 23

MnDOT studying Richmond to Paynesville segment of highway

Residents, business owners, and the general public are invited to attend an open house on Thursday, May 19, to learn about the expansion of Highway 23 from Paynesville to Richmond.

The open house will be held from 4 to 6 p.m. in the gymnasium at the Sts. Peter and Paul School (110 Central Avenue North) in Richmond.

This will be the third open house for the Highway 23 expansion project. The previous open house was held in December 2015.

The focus of this open house will be to view changes made to the layout as a result of comments made at the second open house and to gather additional feedback from community members. There will be no formal presentation. Attendees can come and go between 4 to 6 p.m.

Individuals not able to make the open house are encouraged to visit the website – at www.dot.state.mn.us/d8/projects/hwy23gappaynesvillerichmond/index.html – to view the draft design layout. Visit to learn more.

The project is part of the Corridors of Commerce program, which the Minnesota Legislature created in 2013. The program is intended to foster economic growth in the state by providing additional highway capacity where there are bottlenecks in the system, improving the movement of freights and reducing barriers to commerce.

Currently, all but 15 miles of the 53-mile stretch of Highway 23 between Willmar and Interstate 94 have been constructed as a four-lane roadway. One of the gaps is from Paynesville to Richmond.

MnDOT has received Corridors of Commerce funding to help prepare environmental work for future expansion and begin purchasing right of way. No funding for construction is available at this time.

MnDOT is also studying the 7.4-mile "gap" on Highway 23 between New London and Paynesville. A preferred alternative has been identified for this part of Highway 23, which is currently only two lanes and is proposed to be expanded to four lanes, and MnDOT is accepting comments on an Environmental Assessment Worksheet on this highway segment until Wednesday, June 1.

Construction costs for the Paynesville to Richmond segement, from two lanes to four lanes, is estimated at $74 to $98 million. Construction costs for the Paynesville to New London segment, also from two lanes to four lanes, is estimated at $50 to $70 million.

To request an ASL or foreign language interpreter at the open house in Richmond, call 651-366-4720. To request other reasonable accommodations, call 651-366-4718 or email adarequest.dot@state.mn.us.

Paynesville Press- Wednesday, May 25, 2016

Comment about Highway 23 EAW

Comments about the Environmental Assessment Worksheet for the expansion of Highway 23 from Paynesville to New London, which was the subject of an open house in Hawick last week, will be accepted by MnDOT until Wednesday, June 1. Send comments to Ryan Barney, MnDOT Project Manager, 2505 Transportation Road, Willmar, MN 56021.

Open house to view Environmental Assessment Worksheet on Hwy 23 New London to Paynesville gap set for May 17

WILLMAR, Minn. – Area residents and business owners are invited to attend an open house Tuesday, May 17, to view the Environmental Assessment Worksheet (EAW) and current project layouts for the proposed Highway 23 2-lane to 4-lane expansion from New London to Paynesville.

The open house will be held from 4:00-6:00 p.m. at the Roseville Township Hall (15768 232nd Avenue) in Hawick, MN. There will be no formal presentation, but participants will be able to meet with Minnesota Department of Transportation staff and make comments.

Highway 23 is an important interregional corridor that is a key artery for the regional economy. The project involves the expansion of Highway 23 from 2-lane to 4-lane from New London to Paynesville. The project length is approximately 7.4 miles and will provide additional capacity, improve the movement of freight and increase road safety.

The EAW, which assess the potential environmental impacts of the project, examines the purpose and need for the proposed improvements to Highway 23, along with the anticipated social, economic and environmental effects if the project is constructed.

The EAW will be available to view electronically at http://www.dot.state.mn.us/d8/projects/hwy23gapsnewlondonpaynesville/index.html and during business hours at the following locations:

MnDOT District 8
2505 Transportation Road
Willmar, MN 56201

Willmar Public Library
410 Fifth St. SW
Willmar, MN 56201

The 30-day public comment period for the EAW begins on May 2, 2016. Individuals are encouraged to submit written comments prior to 4:00 p.m. on June 1, 2016. Please submit comments to:

Ryan Barney
MnDOT Project Manager
2505 Transportation Road
Willmar, MN 56021
320-214-6324
Ryan.barney@state.mn.us

To request an ASL or foreign language interpreter, or other reasonable accommodation, call Janet Miller at 651-366-4720 or 1-800-657-3774 (Greater Minnesota), 711 or 1-800-627-3529 (Minnesota Relay). You also may send an email to ADArequest.dot@state.mn.us. Please request at least one week in advance, if possible.

For more information on this, and all, projects please visit www.dot.state.mn.us/d8/projects.html.

# # #

To learn more about funding Minnesota's transportation system, visit Get Connected at www.dot.state.mn.us/getconnected.

EQB Monitor Notice

Project Title: Trunk Highway 23 New London to Paynesville 2-Lane to 4-Lane Conversion Project

Project Description: Minnesota Department of Transportation is preparing plans for a 2-lane-to 4-lane conversion of Trunk Highway 23 from New London to Paynesville. This project will expand TH 23 its current configuration as a two-lane roadway, to a four-lane roadway. The project length is approximately 7.4 miles. Trunk Highway 23 is an important inter-regional corridor that is a key artery for the regional economy. The project will provide additional capacity, improve the movement of freight, and increase roadway safety. The project will also provide the design consistency of a four-lane rural highway. There is no funding available for construction at this time. The EAW, which assesses the potential environmental impacts of the project, will be available to view electronically at http://www.dot.state.mn.us/d8/projects/hwy23gapsnewlondonpaynesville/index.html and during business hours at the following locations: Minnesota Department of Transportation-District 8 Office, 2505 Transportation Road, Willmar, MN 56201; and Willmar Public Library, 410 Fifth St SW,

Willmar, MN 56201.

NOTICE IS FURTHER GIVEN that a 30-day public comment period for the EAW shall begin on May 2, 2016. The purpose of this notice is to provide citizens the opportunity to comment on the EAW. Individuals or representatives of organizations are encouraged to submit written comments prior to 4:00 p.m. on June 1, 2016. Please submit comments to Ryan Barney, MnDOT Project Manager, 2505 Transportation Road, Willmar, MN 56201-320.214.6324-Ryan.Barney@state.mn.us

RGU: Minnesota Department of Transportation

Contact Person:
Ryan Barney, PE
MnDOT Project Manager
2505 Transportation Road
Willmar, MN 56201
320-214-6324
Ryan.Barney@state.mn.us

APPENDIX B - EAW Comments and Responses

The EAW for the TH 23 New London to Paynesville 2-lane to 4-lane Conversion Project was distributed on May 2nd,2016 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 June 1, 2016. An open house to receive comments on the proposed project and EAW was held on May 17, 2016 (see Appendix A to further details). At the open house, attendees were invited to provide comments through one of two ways: written comments and oral statements.

- Written Statements: Attendees were invited to submit written comments through June 1,2016 on cards provided at the open house, in letter, or via e-mail.
- Oral Statements: Statements were recorded by project staff.

During the public review and comment period, MnDOT received comments on the EAW from a total of seven agencies and individuals.

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; 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 below.

Appendix B1 – Substantive Comments and Responses to Those Comments

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

- Comment Letter A: Minnesota Department of Natural Resources
- Comment Letter B: Kelly Rosendahl
- Comment Letter G: Minnesota Pollution Control Agency

Appendix B2 – Other Comments Received

Listed below are the individuals and organizations who submitted comments during the public comment period which expressed an opinion about the merits of the proposed TH 23 proposed project and/or expressed "support" or approval of the project. No response has been provided for these statements of opinion.

- Comment Letter C: Wayne Adams
- Comment Letter D: Cheryl Valdkemp
- Comment Letter E: Thomas Quarfot
- Comment Letter F: Janice Peterson

Appendix B1 –Substantive Comment Letters and Responses

Comment Letter A: Minnesota Department of Natural Resources (page 1 of 2)

MNDNR

MINNESOTA DEPARTMENT OF NATURAL RESOURCES
Division of Ecological and Water Resources
21371 Highway 15 South
New Ulm, MN 56073
kevin.mixon@state.mn.us
(507) 359-6073

May 19, 2016

Ryan Barney, PE
MnDOT Project Manager
2505 Transportation Road
Willmar, MN 56201

Subject: TH 23 New London to Paynesville 2-Lane to 4-Lane Conversion Project
Kandiyohi County, MN

Dear Mr. Barney:

The Minnesota Department of Natural Resources (MNDNR) appreciates the opportunity to review and comment on Highway 23 New London to Paynesville 2-Lane to 4-Lane Conversion Project located in Kandiyohi County, Minnesota.

Page 23, under Vegetation, indicates the MNDNR is scheduled to conduct vegetation surveys in the summer of 2016. If state-listed threatened or endangered plants are identified within the proposed disturbance area, you will need to coordinate the need for a Takings Permit with Rich Baker, Endangered Species Coordinator. Rich can be contacted at 651-259-5073 or richard.baker@state.mn.us. **A1**

Sheet No. 2 depicts Infiltration Basin #4 as being located in a forested area that provides wildlife habitat to local species. Efforts should be made during final design to locate Infiltration Basin #4 outside of the forested area. **A2**

The MNDNR appreciates the prior coordination with Parks and Trails staff concerning potential impacts to the Glacial Lakes State Trail. The following information is being provided to ensure a high level of coordination continues as the project progresses:

- Just north of the 199th Ave NE start there are utility poles located in the DOT North ROW that may need to be relocated to meet DOT clear zones. If the poles need to be relocated into MNDNR ROW, a License to Cross Public Lands and Waters permit will be needed. Please contact Karla Ihns, Real Estate Technician, at 507-359-6072 if you have any questions about the permitting process. **A3**
- All public and private road crossings impacted by this project should conform to typical DNR trail crossing standards. Truncated dome panels should be installed at all public road crossings. The panels have been provided to the DOT. **A4**
- Please note that on page 10 it indicates the trailhead and parking facility is "east" of Hawick and it should read as being west. Please continue to coordinate with Parks and Trails staff concerning the design and revegetation of the site. **A5**

Comment Letter A: Minnesota Department of Natural Resources (page 2 of 2)

- The construction of the pedestrian tunnel on the east end of 212th Avenue NE will intersect the Glacial Lakes State Trail on the north side of the highway. The DOT will need to lower the existing trail grade to match the tunnel's north outlet. This should not exceed 5% and should have a flat landing and stop condition at the proposed intersection with 130th Street NE. The design should allow for proper drainage that ensures stormwater does not pool or run down the trail in this area. The tunnel intersection should provide turning radii (not squared) for trail users accessing the tunnel from both directions. The current understanding is that Kandiyohi County will maintain the tunnel and the spur trail to the south off the existing State Trail. **A6**

- Sheet No. 2 depicts Infiltration Basin #3 as impacting MNDNR property associated with the Glacial Lakes State Trail. Efforts should be made during final design to minimize impacts to this area. **A7**

Please contact the appropriate MNDNR staff as indicated in this letter or myself if you have any questions concerning this project.

Sincerely,

Kevin Mixon
Regional Environmental Assessment Ecologist

cc: Ethan Jenzen, Area Hydrologist
Cory Netland, Area Wildlife Manager
Dave Coahran, Fisheries
Jeremy Losinski, Parks & Trails
Jim Sehl, EWR Assistant Manager
Skip Wright, EWR North District Manager
Lisa Joyal, Endangered Species Review Coordinator
Rich Baker, Endangered Species Coordinator
Karla Ihns, Lands and Minerals
R4 REAT
ERDB#20160412

From: Losinski, Jeremy (DNR)
Sent: Wednesday, June 01, 2016 7:37 PM
To: Barney, Ryan J (DOT)
Subject: FW: Trunk Highway 23 New London to Paynesville 2-Lane to 4-Lane Conversion EAW

Ryan,

Just following up on the comments submitted. There is an error in this that wasn't caught before it went out. It is in regards to the truncated dome panels and should note that panels have not been provided only standards.

Please let me know if you have any questions.

A8

Thank you,

Jeremy

Responses

A1 As stated on page 27 of the EAW, protocol will be developed as necessary if any threatened, endangered, or species of importance are impacted. Any transplanting would follow the protocol as prescribed by MnDOT's Roadside Vegetative Management Unit.

A2 The comment is noted and will be considered in final design.

A3 The comment is noted and will be considered in final design.

A4 The comment is noted and will be considered in final design

A5 The comment is noted. The EAW should read "As part of the project a new trailhead and parking facility is proposed, located west of Hawick."

A6 The slope of the proposed trail does not exceed 5 a percent grade. Stop conditions, turning radii, and drainage considerations have been incorporated into the proposed design.

A7 The comment is noted and will be considered in final design.

A8 Correction noted.

Ryan Barney,

I was unable to attend the May 17th meeting but continue to watch the progress to this project closely being a homeowner affected by the project.

First of all thank-you for the time and effort you have put into this project. Secondly thank-you for taking time to read my past feedback and I do feel there has been a level of

receptiveness to feedback given. I was unhappy at the first meeting to see the proposal and was extremely unhappy with some of the staff's comments towards me (my intentions) during that first session. I have always found you specifically to be very approachable and open.

Thank you for the following detail in the proposal. Improving access at 212th street where we live and currently normally exit and enter. Improving safety when turning off the road when there is ongoing traffic. My husband was very fortunate to be relatively unhurt in a rear-end crash where the driver did not slow at all on highway 23 near our home. Finding a safe way for pedestrians/bikers/others that use the state trail to access it from our area.

This highway project affects the lives of residents more than you may realize even unfunded. Just in the our small part of 212th Avenue in the span of 9 homes, one neighbor left (their home is on the chopping block anyway) and two have their homes up for sale. That is a significant impact to our neighborhood!

Here is my feedback to the Environmental Assessment Worksheet that was presented and current plan:

Under section: 15. Visual I **highly disagree that no substantial impact on the ability of the affected population to view visual resources is anticipated**. You will be cutting down a tree line that currently blocks our view of the highway and makes our neighborhood more protected from the noise of the road (and that is with most of those trees currently dead)! While it is not a Mount Tom scenic overlook, **our view from our home IS SCENIC** and does not include highway for the most part currently. This will not only be affected during construction but also after. Building that frontage road only adds to the view of the highway that I do not consider scenic at all and a detriment to our scenic view. Prairie is scenic, woods are scenic, lakes are scenic. Please expand this narrow perception. Below I have included the section to which I am referring. **B1**

15. Visual Describe any scenic views or vistas on or near the project site. Describe any project related visual effects such as vapor plumes or glare from intense lights. Discuss the potential visual effects from the project. Identify any measures to avoid, minimize, or mitigate visual impacts. No substantial impact to the visual resources of the natural, cultural, and project environments are anticipated.

No substantial impact to the ability of the affected population to view visual resources is anticipated. Visual quality will, therefore, not be altered by the proposed project. The proposed project will have no substantial adverse impacts to visual quality nor will it create any opportunities to enhance visual quality in the project area. There are no existing scenic overlooks or views of note within the project area. The project will not create any vapor plumes or intense lighting. Therefore, no mitigation is required. Visual impacts associated with construction would include the introduction of heavy construction equipment and disruption of the landscape. These impacts would be noticeable to drivers traveling through the area. This may present an adverse visual

impact, however it is temporary and after construction will be removed.

Secondly under the MSAT analysis you can reliably quantify the air quality by doing pre- and post construction tests to air quality near residential development affected. If it is higher in certain "localized areas" than expected you can do something about it. Please do not use the reason of no data to do nothing. I am a resident with asthma, it matters! **B2**

MSAT Analysis
The roadway expansion will have the effect of moving some traffic closer to nearby residential development; therefore, under each alternative there may be localized areas where ambient concentrations of MSAT could be higher under the Preferred Alternative than the No Build Alternative. However, the magnitude and the duration of these potential increases compared to the No Build Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. In sum, when a highway is expanded, the localized level of MSAT emissions for the Preferred Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today. In summary, NAAQS for the criteria air pollutants are met, and this project will not adversely affect air quality with respect to MSATs.

Thirdly under the noise section. Please elaborate to me if you would about the noise barriers you evaluated. As I have noted in prior section I have found that pine trees have been successful in lowering noise levels in our area. I also noted that while traveling along the trail that areas that had even a 8 feet of land berm (hill) between the trail and the road had SIGNIFICANT reduction of noise. I am fairly certain that is why in the cities they put those walls between highways and residential areas. **B3**

Acoustic reasonableness and cost effectiveness were calculated for each noise barrier evaluated. The Traffic Noise Analysis Report found that no noise barrier was found to be both reasonable and feasible. As a result of this analysis, no noise barrier will be proposed as part of the TH 23 South Gap Project. Based on public feedback and comments received at open houses, several changes were made to the layout after the noise analysis was complete. It is anticipated that these modifications would not change the findings of the Traffic Noise Analysis Report. If there are any significant changes to the final design of the TH 23 South Gap Project, the noise analysis may need to be re-evaluated.

In conclusion I think it's pretty clear what I am asking for TREES. They improve air quality, are scenic in themselves (the redwoods have a whole national park) and will **B4**

allow maintaining our view as residents who will now live CLOSER to a busy 4 lane highway. As I have mentioned before if as residents we knew where utilities were going to be placed and finalization of plans had been made, there may even be a willingness to do it ourselves. As a side note when 23 was expanded prior along the Dunnick pits outside of Willmar, berms were placed and trees were planted that obstruct view of the gravel pit and maintain more scenic view. Was that the work of the MN-DOT or the landowner?

B5

As always, thank you for your attention to this and you may contact me with any questions or concerns

Kelly Rosendahl
13007 212th Ave NE
New London, MN 56273
320-905-0746
--

Responses

B1 The proposed project includes a plan to revegetate disturbed areas upon completion of construction, which will include some landscaping that includes trees. As the project progresses into later design and implementation phases, a landscape plan will be developed to guide any revegetation efforts. Areas adjacent to heavier residential areas such as the east connection of 212th Ave with Highway 23 will be considered for woody vegetation at these later stages of the project, if the appropriate space is available. Revegetation of disturbed soils should include native mixes in areas that are not proposed for mowed turf grass. As necessary, appropriate revegetation may also include woody vegetation, like trees and shrubs.

B2 In this area National Ambient Air Quality Standards are met for ozone, particulate matter, nitrogen dioxide, sulfur dioxide, lead, and carbon dioxide. The proposed project will not lead to an increase of these pollutants that exceed the air quality standards. With the proposed TH 23 expansion, there is potential for lower mobile source air toxins (MSAT) as traffic flow and speed will improve with the additional travel lanes.

B3 A noise analysis was conducted as part of the EAW process. The analysis indicates the construction of potential noise barriers would not meet feasibility and reasonability criteria outlined by MnDOT.

Feasibility of the noise barrier is determined by physical and/or engineering constraints (whether a noise barrier could feasibly be constructed on the site) and by acoustic feasibility (at least one receptor per proposed barrier must receive the minimum reduction of 5 dBA).

Reasonableness is based on a three factors that must be met for a noise abatement measure to be considered reasonable. The factors are as follows:

- A noise reduction goal of at least 7 dBA must be achieved at a minimum of one benefitted receptor for each proposed noise abatement measure to be considered reasonable.

- A cost effective (CE) threshold of $43,500 per individual benefitted receptor has been established, based on an estimated construction cost of $20 per square foot for noise barriers.

- The viewpoints of the property owners and residents of all benefitted receptors shall be solicited and considered in reaching a decision on the abatement measure to be provided.

When highway noise mitigation strategies were first being researched there was some thought that dense plantings of vegetation might provide effective blocking of sounds from the highway. However, to be effective at blocking sound there must be complete blockage of the line of sight from the receiver to all noise sources and a great enough

mass density to stop the transmission of sound. Studies have shown to effectively reduce traffic noise there needs to be room for at least 100 feet of dense evergreen trees that are 15 feet tall or more. Most vegetative plantings near highways have not been found to meet this criteria.

B4 The proposed project does include a plan to revegetate disturbed areas upon completion of construction. As necessary, appropriate revegetation may also include woody vegetation, like trees and shrubs, in addition to grasses and/or forbs.

B5 As part of the previous project on Highway 23 near the Duininck Pit, the Highway project impacted existing berming and landscaping that had been placed by Duininck to screen the commercial gravel mining operation. MnDOT did replace the portion of the berm and landscaping that was impacted by construction of Highway 23.

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

Minnesota Pollution Control Agency

520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300

800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us | Equal Opportunity Employer

June 1, 2016

Mr. Ryan Barney
Project Manager
Minnesota Department of Transportation
2505 Transportation Road
Willmar, MN 56201

Re: Trunk Highway (TH) 23 New London to Paynesville Environmental Assessment Worksheet

Dear Mr. Barney:

Thank you for the opportunity to review and comment on the Environmental Assessment Worksheet (EAW) for the TH 23 New London to Paynesville project (Project) located in Kandiyohi County, Minnesota. The Project consists of reconstruction of the highway from a 2-lane to a 4-lane configuration. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility and other interests, the MPCA staff has the following comments for your consideration.

Water Resources (Item 11)

- Specific in-water best management practices (BMPs), to reduce or eliminate total suspended solids for the culvert replacement and any other in-water work, should be included in the EAW. For questions about BMPs, please contact Bill Wilde at 651-757-2825. **G1**
- Please note that because this Project is greater than 300 acres, the Project proposer is required to submit their Storm Water Pollution Prevention Plan (SWPPP) to the MPCA for review. For questions about SWPPP review, please contact Scott Fox at 651-757-2368. **G2**

We appreciate the opportunity to review this Project. Please provide the 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 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 via email at Karen.kromar@state.mn.us or via telephone at 651-757-2508.

Sincerely,

Karen Kromar

Karen Kromar
Planner Principal
Environmental Review Unit
Resource Management and Assistance Division

KK:bt

cc: Dan Card, MPCA, St. Paul
Randy Hukriede, MPCA, Willmar
Bill Wilde, MPCA, St. Paul
Scott Fox, MPCA, St. Paul

Response

G1 The in-water best management practices would be required as part of the DNR Public Waters Work General Permit and NPDES Construction Stormwater General Permit and as such identified in the SWPPP. The project designers, construction engineers, project managers, or contractors will work in consultation with the DNR Hydrologist for selection and approval of the appropriate method of in-water construction to meet the DNR General Public Waters Work Permit in future project phases. Guidance of the Chapter 3: Methods of In-Water Construction within the document entitled "Best Practices for Meeting DNR General Public Waters Work Permit GP 2004-0001" issued to MnDOT for the repair or reconstruction of culverts, bridges, or stormwater outfalls impacting Public Waters will be followed.

G2 A Stormwater Pollution Prevention Plan (SWPPP) will be developed as part of the required National Pollutants Discharge Elimination System (NPDES). This requirement pertains to projects disturbing 50 acres or more and that have a discharge point on the project that is within one mile of, and flows to, a special water or waters listed as impaired under section 303(d) of the federal Clean Water Act. Long Lake (34-66 P) and Monongalia Lake (34-158 P) are both public waters and impaired waters according to the MPCA 303d Impaired Waters List, and located within one mile of the project area. However, both impairments are for aquatic consumption due to mercury in fish tissue. Mercury is a non-construction related parameter which will not require any additional BMPs for compliance with the MPCA NPDES Permit.

Appendix B2 – Other Comments Received

To: Ryan Barney
From: Wayne Adams

"Pray for me - I drive on HWY 23"
is in reference to a Bumper sticker
I observed many years ago.
HWY 23 has seen a dramatic increase
in residences, business and general population
over the past 50 years.
This traffic combined with higher speeds
has resulted in dangerous and sometimes
fatal situations. Currently, a left turn from
the single lane HWY can be an extremely
dangerous event.
Once this single lane HWY has transitioned
to four lanes with improved turnout lanes
and HWY accesses, drivers and passengers
are going to love the safety and
convenience of the improvements.
I am very thankfull for the MNDOT District 8 **C1**
proposals to address the needs
of the outdated HWY 23

Wayne Adams
21712 141 St NE
Hawick, MN 56273

Response

C1 Comment noted. No response necessary.

Comment Letter D: Cheryl Valdkemp (Page 1 of 1)
Comment Letter E: Thomas Quarfot (Page 1 of 1)

Highway 23 Gap - New London to Paynesville

COMMENTS & FEEDBACK

EAW Public Open House- May 17, 2016

Please leave your feedback in the comment box tonight or send in by mail by 4: 00 PM on June 1, 2016.
Check the box if you would like to be contacted.

* NAME Cheryl Valdkamp
* CONTACT INFORMATION cherylsapparel@msn.com
(indicates optional)*

COMMENTS: THANK YOU FOR LEVING 160th open access
MY LIFE WILL BE MUCH LESS COMPLICATED.

D1

Your feedback will be shared with project staff and substantive comments included in the project record. Find more information and sign up for email updates at the project website: **www.dot.state.mn.us/d8/projects/hwy23gapsnewlondonpaynesville**

Comments may also be directed to Ryan Barney, MnDOT Project Manager, by email at ryan.barney@state.mn.us or by phone at (320) 214-6324.

Highway 23 Gap - New London to Paynesville

COMMENTS & FEEDBACK

EAW Public Open House- May 17, 2016

Please leave your feedback in the comment box tonight or send in by mail by 4: 00 PM on June 1, 2016.
Check the box if you would like to be contacted.

* NAME THOMAS QUARFOT
* CONTACT INFORMATION HAWICK, MN.
(indicates optional)*

COMMENTS: GOOD JOB GET IT GOING SOON

E1

Your feedback will be shared with project staff and substantive comments will be included in the project record. Find more information and sign up for email updates at the project website: **www.dot.state.mn.us/d8/projects/hwy23gapsnewlondonpaynesville**

Comments may also be directed to Ryan Barney, MnDOT Project Manager, by email at ryan.barney@state.mn.us or by phone at (320) 214-6324.

Response

D1 Comment noted. No response necessary.

E1 Comment noted. No response necessary.

Highway 23 Gap - New London to Paynesville

COMMENTS & FEEDBACK

EAW Public Open House- May 17, 2016

Please leave your feedback in the comment box tonight or send in by mail by 4: 00 PM on June 1, 2016.
Check the box if you would like to be contacted.

* NAME Janice Peterson

* CONTACT INFORMATION 320-894-1748

(indicates optional)*

COMMENTS: I still need my field access in the SW corner of my land onto #160

Will I be reimbursed when I have to relocate my animals currently pastured next to Hwy 23? **F1**

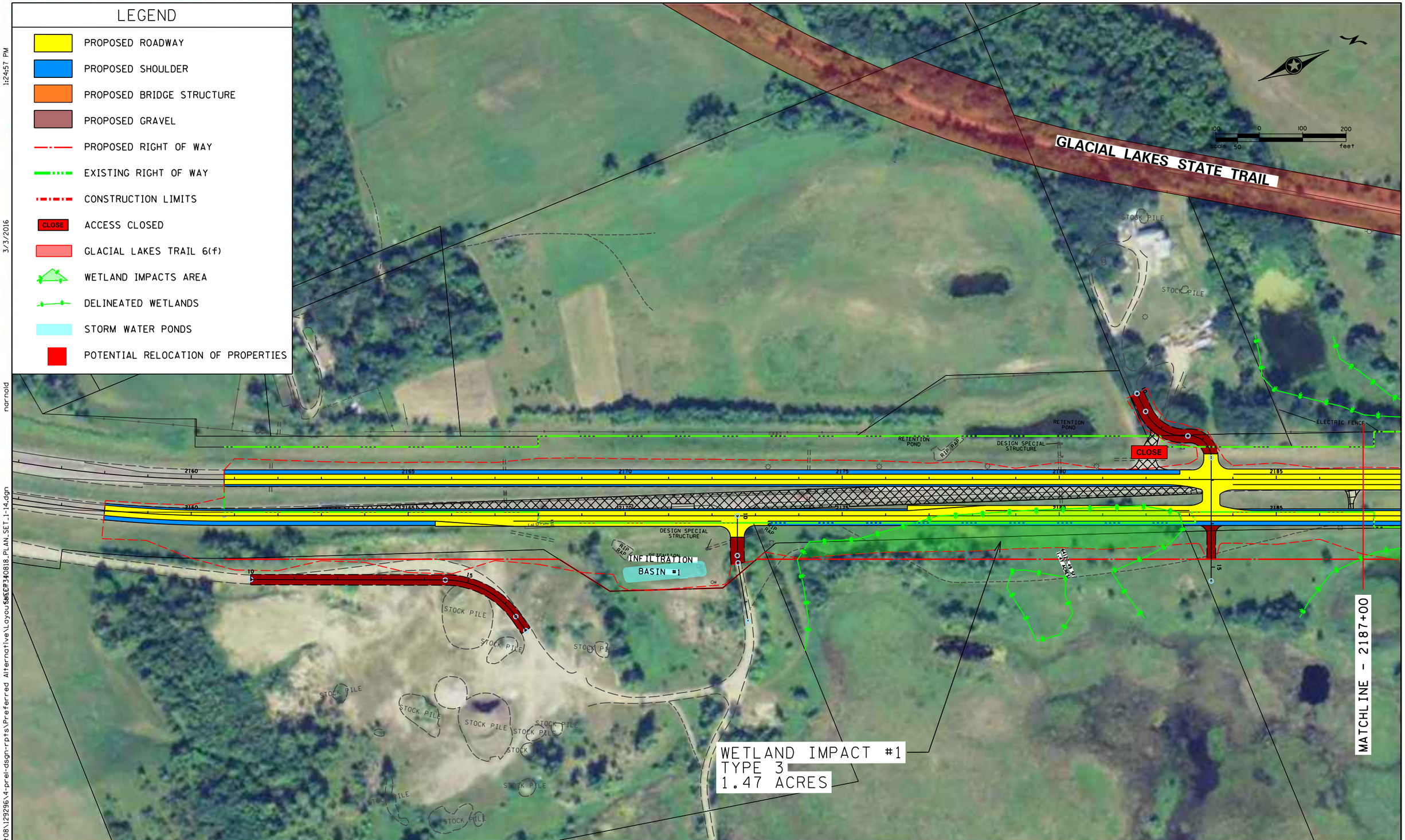
Your feedback will be shared with project staff and substantive comments will be included in the project record. Find more information and sign up for email updates at the project website: **www.dot.state.mn.us/d8/projects/hwy23gapsnewlondonpaynesville**

Comments may also be directed to Ryan Barney, MnDOT Project Manager, by email at ryan.barney@state.mn.us or by phone at (320) 214-6324.

Response

F1 Comment noted. Concerns will be addressed with individual property owner.

APPENDIX C - Figures



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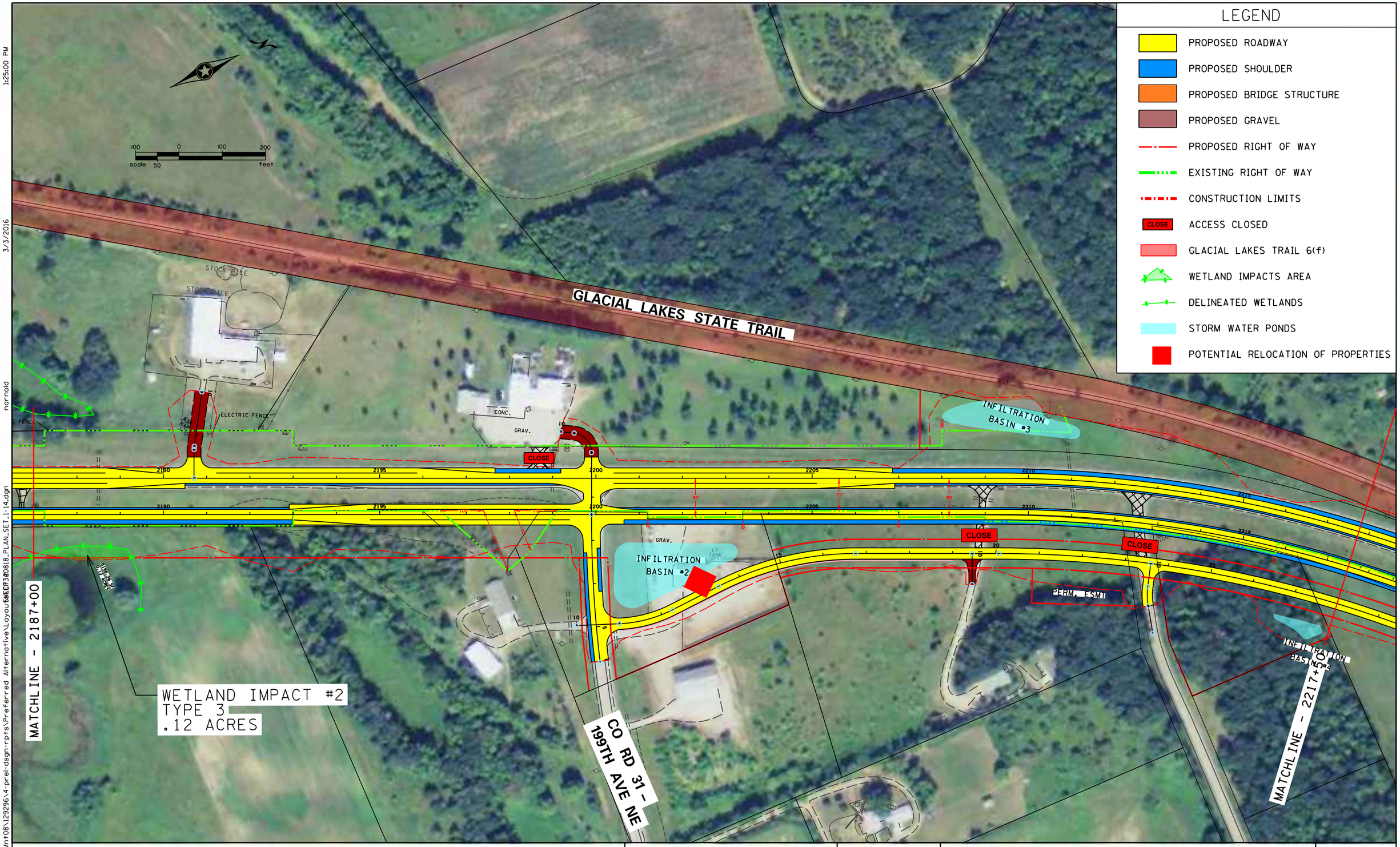
SEH
PHONE: (651)490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

S.P. 3408-18

DATE: 3/3/2016

T.H. 23 SOUTH GAP
NEW LONDON TO PAYNESVILLE
ENVIRONMENTAL ASSESSMENT WORKSHEET

SHEET No. 1



SEH
PHONE: (651)490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

S.P. 3408-18

DATE: 3/3/2016

T.H. 23 SOUTH GAP
NEW LONDON TO PAYNESVILLE
ENVIRONMENTAL ASSESSMENT WORKSHEET

SHEET No. 2

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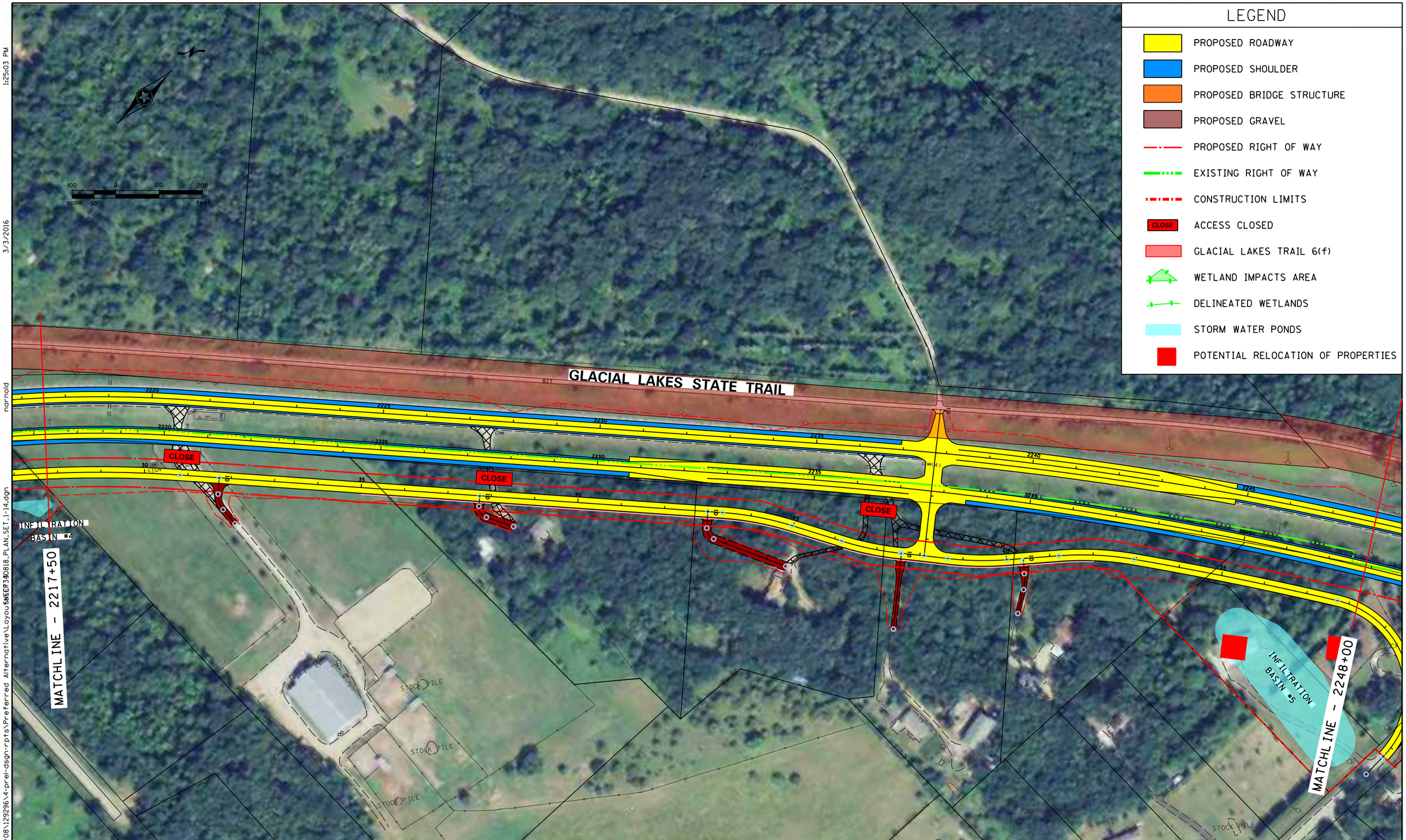

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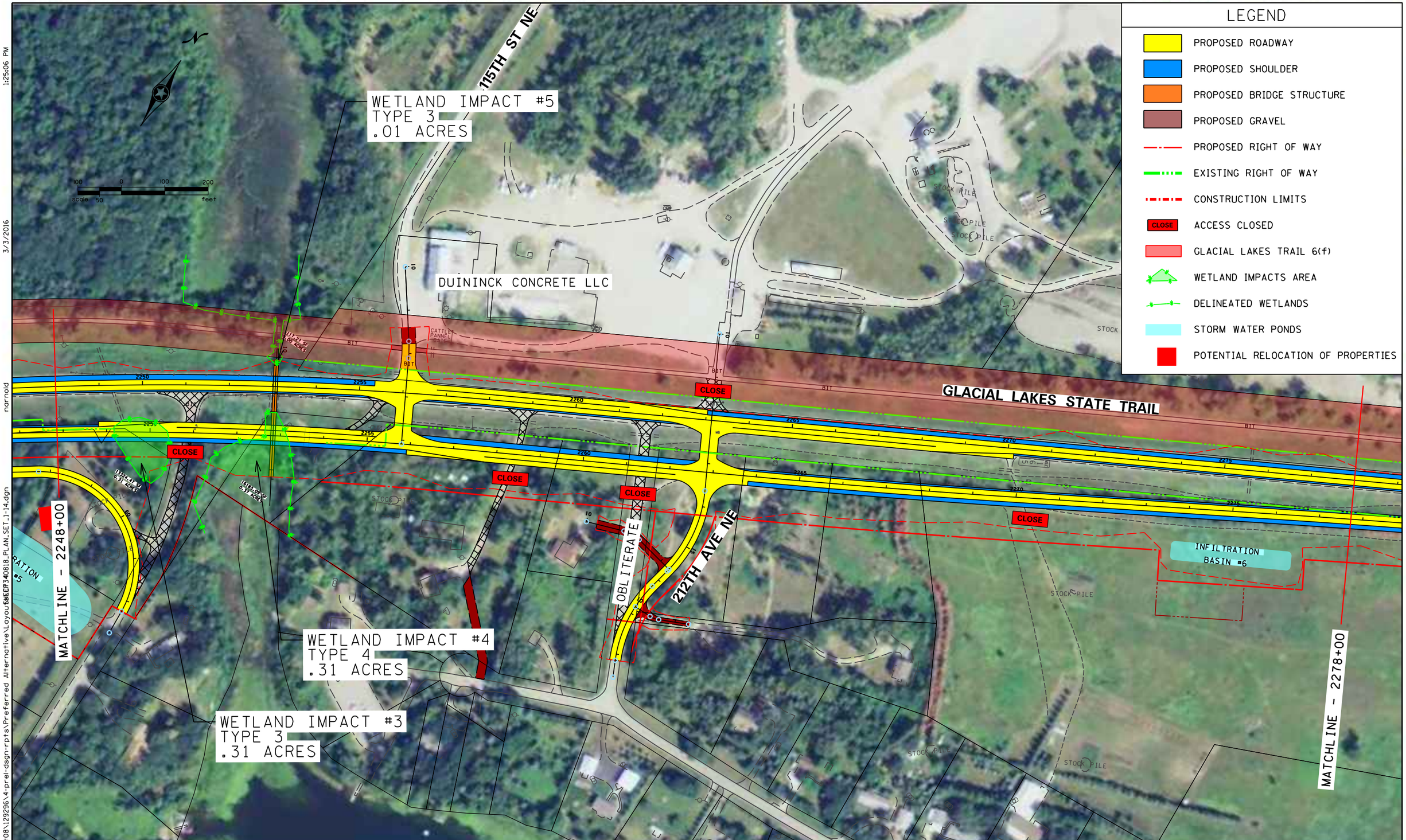
PHONE: (651)490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

S.P. 3408-18

DATE: 3/3/2016

T.H. 23 SOUTH GAP
NEW LONDON TO PAYNESVILLE
ENVIRONMENTAL ASSESSMENT WORKSHEET

SHEET No. 3



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PHONE: (651)490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

S.P. 3408-18

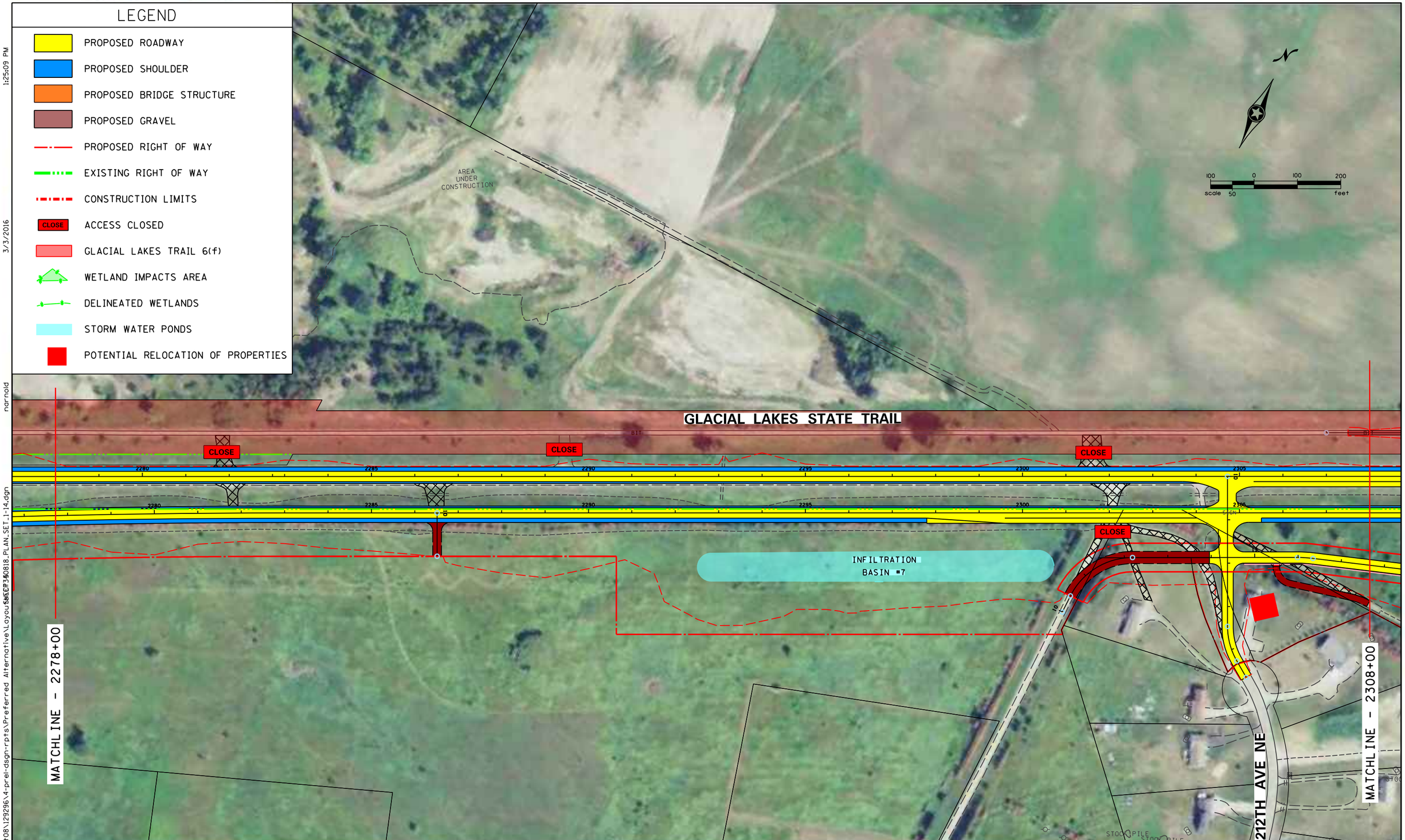
DATE: 3/3/2016

T.H. 23 SOUTH GAP
NEW LONDON TO PAYNESVILLE
ENVIRONMENTAL ASSESSMENT WORKSHEET

SHEET No. 4

LEGEND

- PROPOSED ROADWAY
- PROPOSED SHOULDER
- PROPOSED BRIDGE STRUCTURE
- PROPOSED GRAVEL
- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- CONSTRUCTION LIMITS
- CLOSE — ACCESS CLOSED
- GLACIAL LAKES TRAIL 6(f)
- WETLAND IMPACTS AREA
- DELINEATED WETLANDS
- STORM WATER PONDS
- POTENTIAL RELOCATION OF PROPERTIES



SEH
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3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

S.P. 3408-18

DATE: 3/3/2016

T.H. 23 SOUTH GAP
NEW LONDON TO PAYNESVILLE
ENVIRONMENTAL ASSESSMENT WORKSHEET

SHEET No. 5

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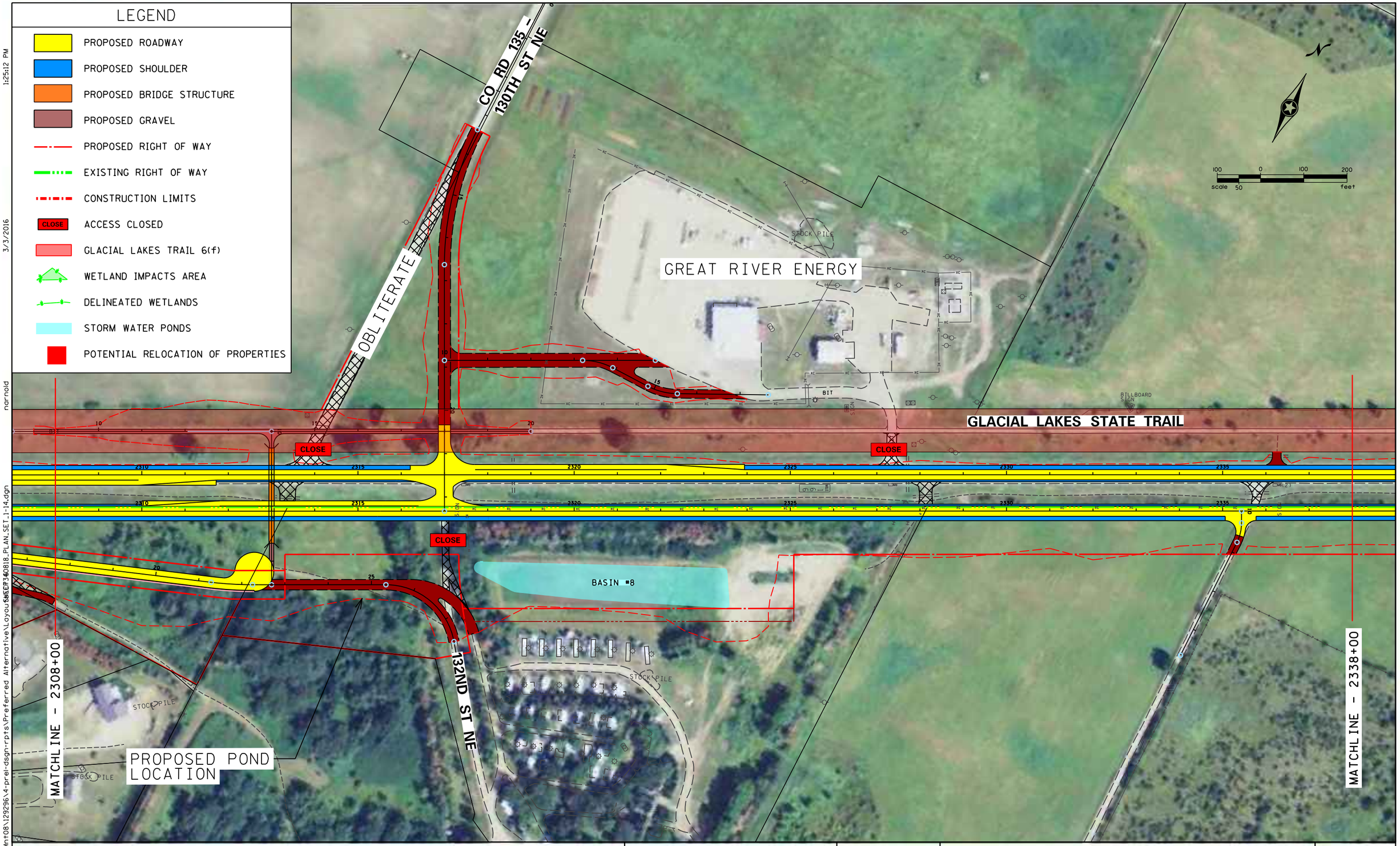

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SEH

PHONE: (651)490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

S.P. 3408-18

DATE: 3/3/2016

T.H. 23 SOUTH GAP
NEW LONDON TO PAYNESVILLE
ENVIRONMENTAL ASSESSMENT WORKSHEET

SHEET No. 6

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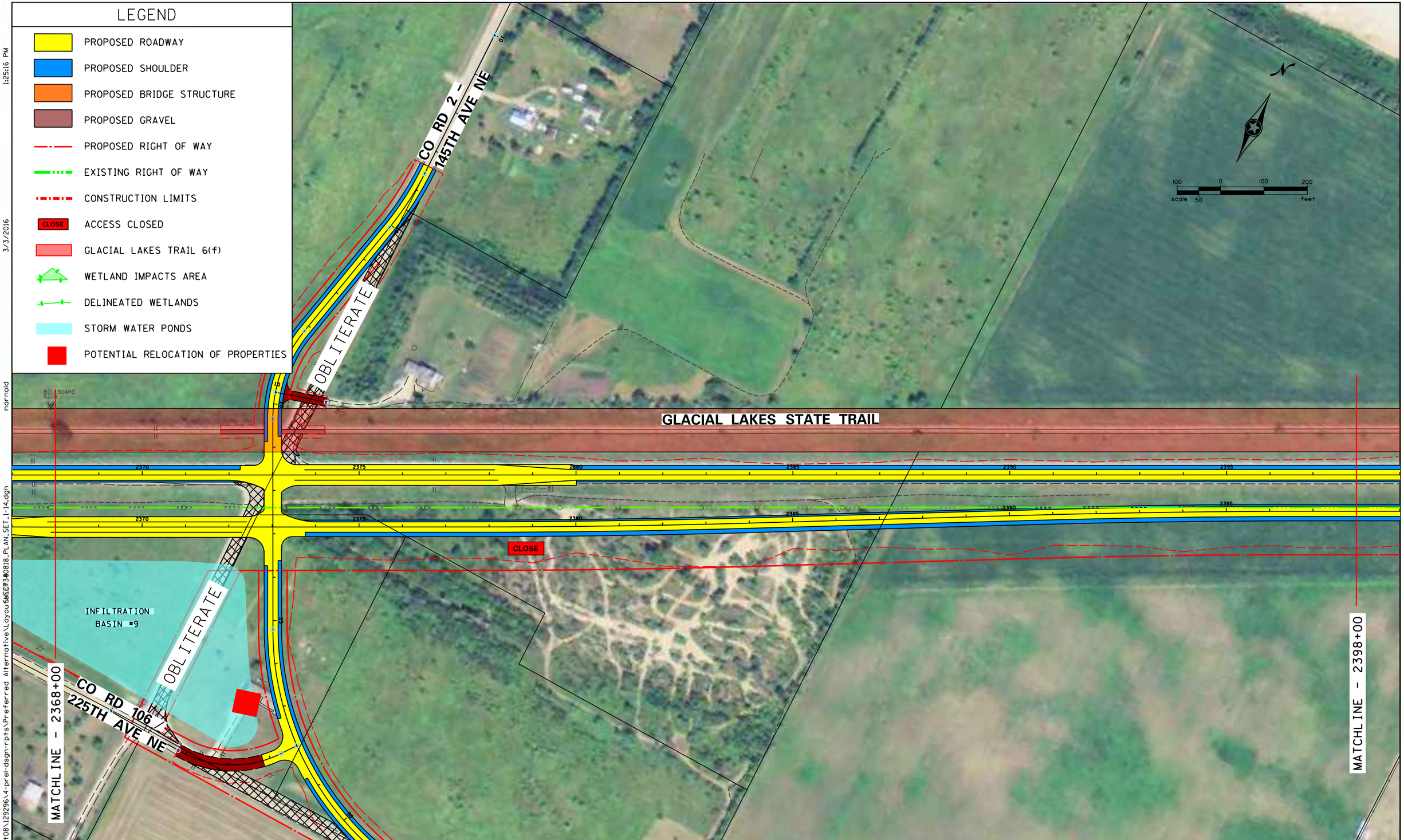
ST. PAUL, MN 55110

S.P. 3408-18

DATE: 3/3/2016

T.H. 23 SOUTH GAP
NEW LONDON TO PAYNESVILLE
ENVIRONMENTAL ASSESSMENT WORKSHEET

SHEET No. 7



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narnold

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ST. PAUL, MN 55110

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T.H. 23 SOUTH GAP
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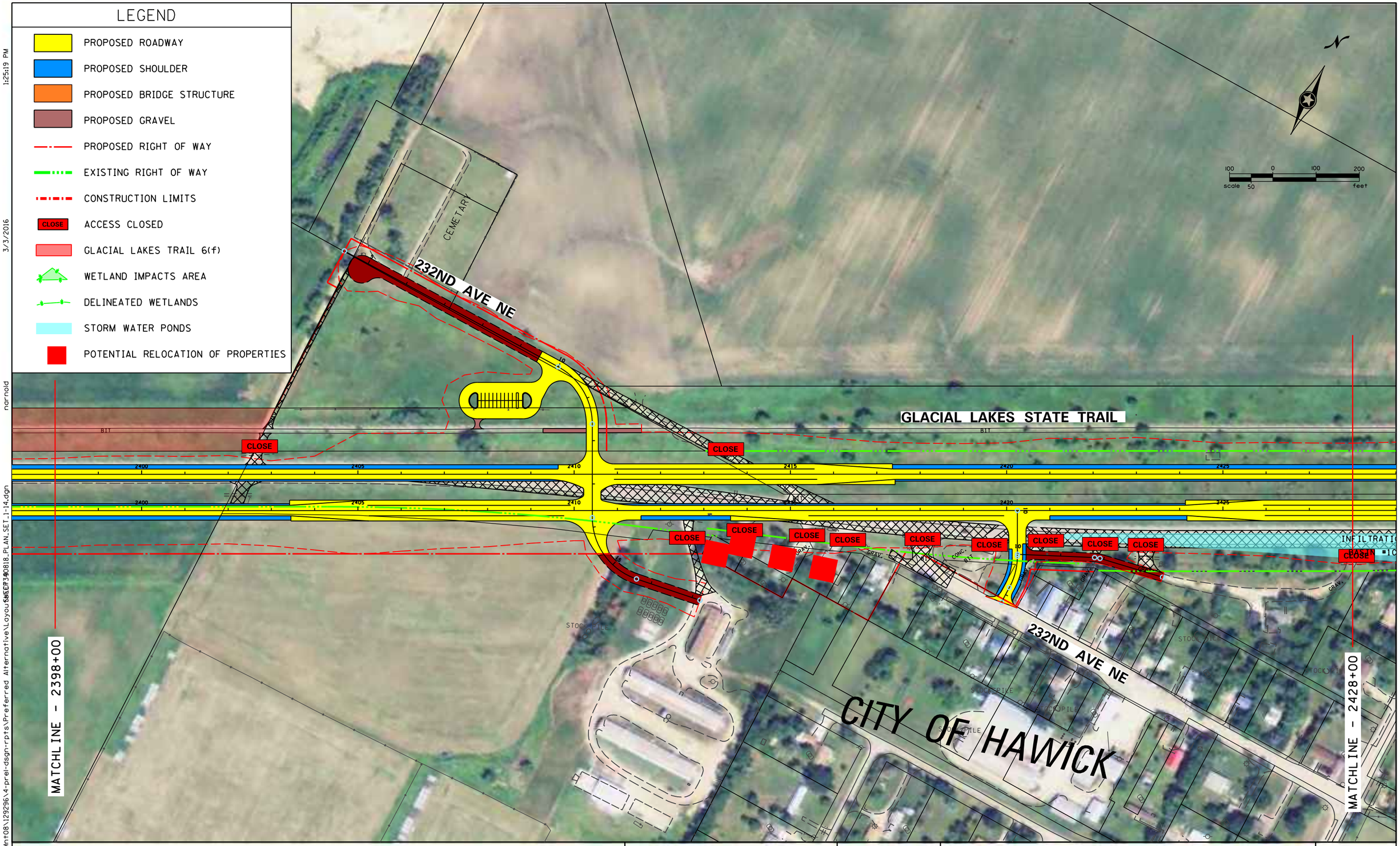
SHEET No. 8



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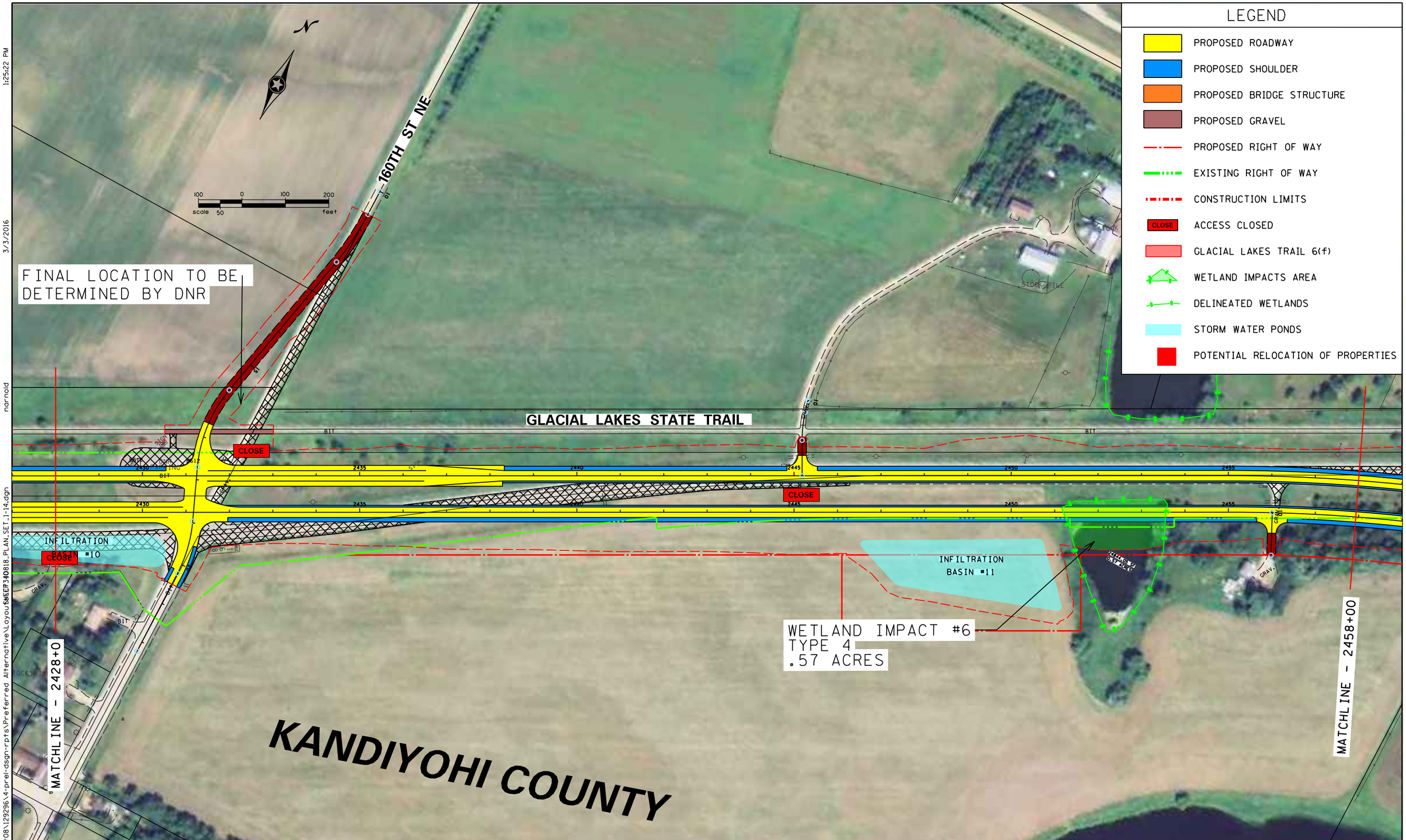
SHEET No. 9



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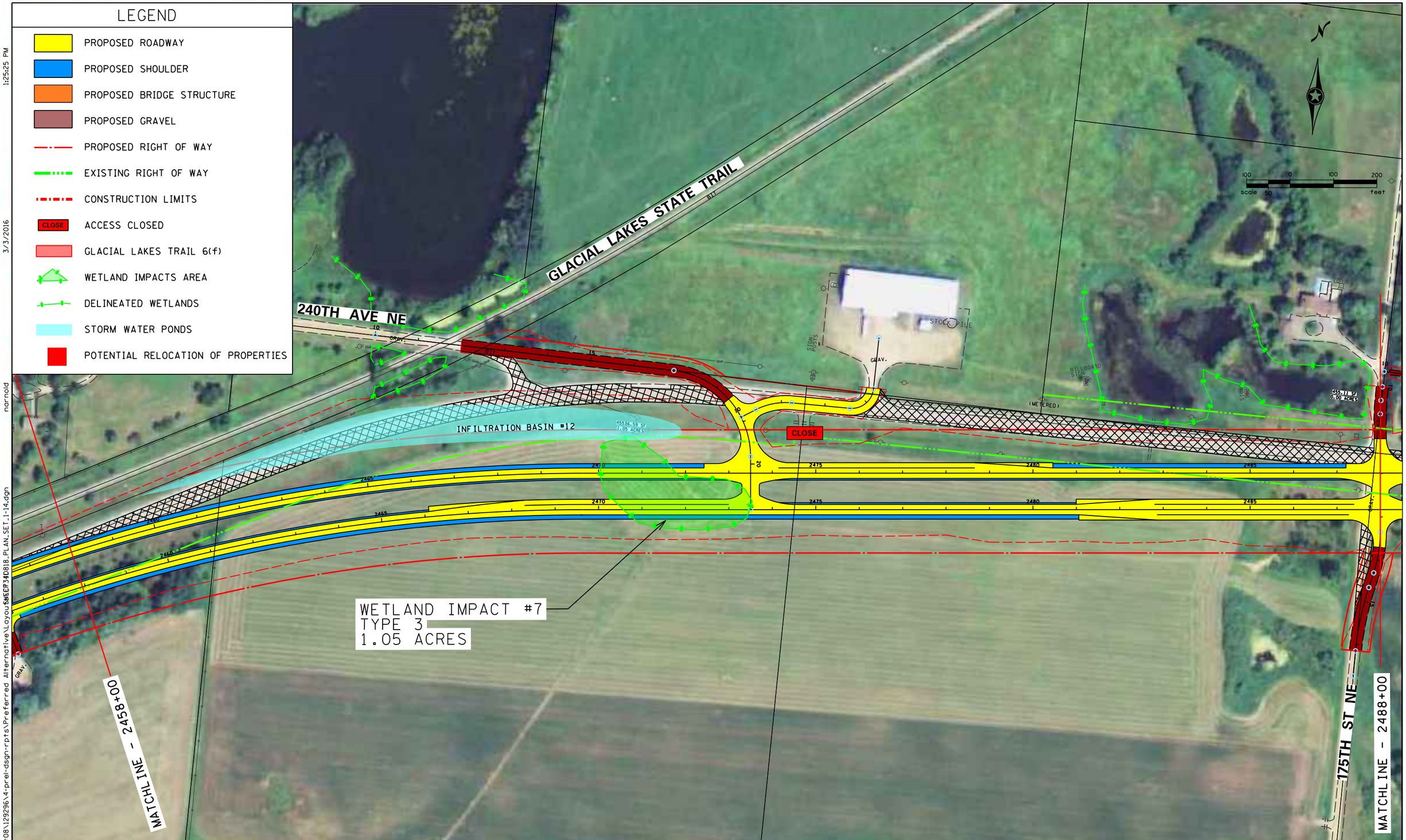
SHEET No. 10



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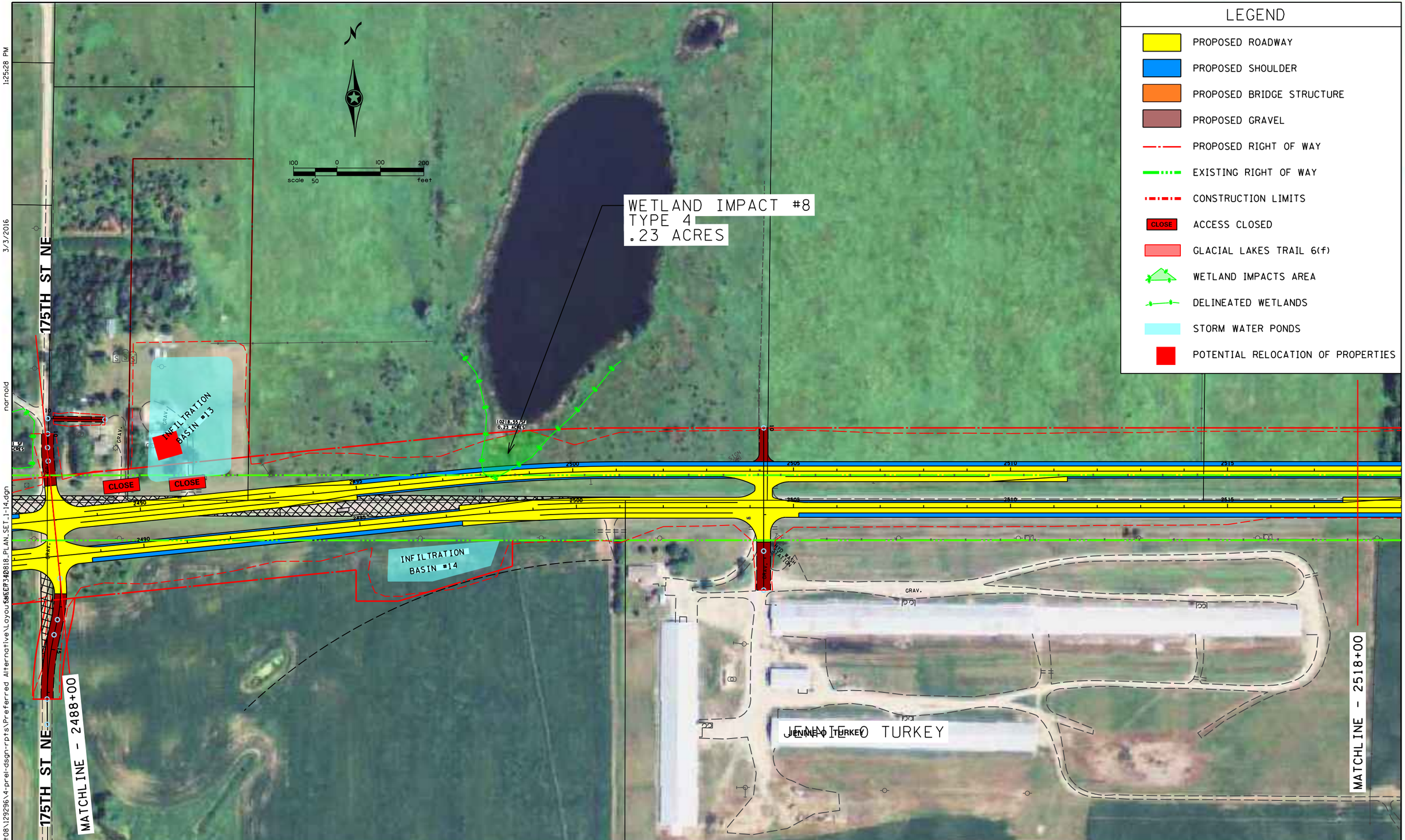
ENVIRONMENTAL ASSESSMENT WORKSHEET

SHEET No. 11



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ENVIRONMENTAL ASSESSMENT WORKSHEET

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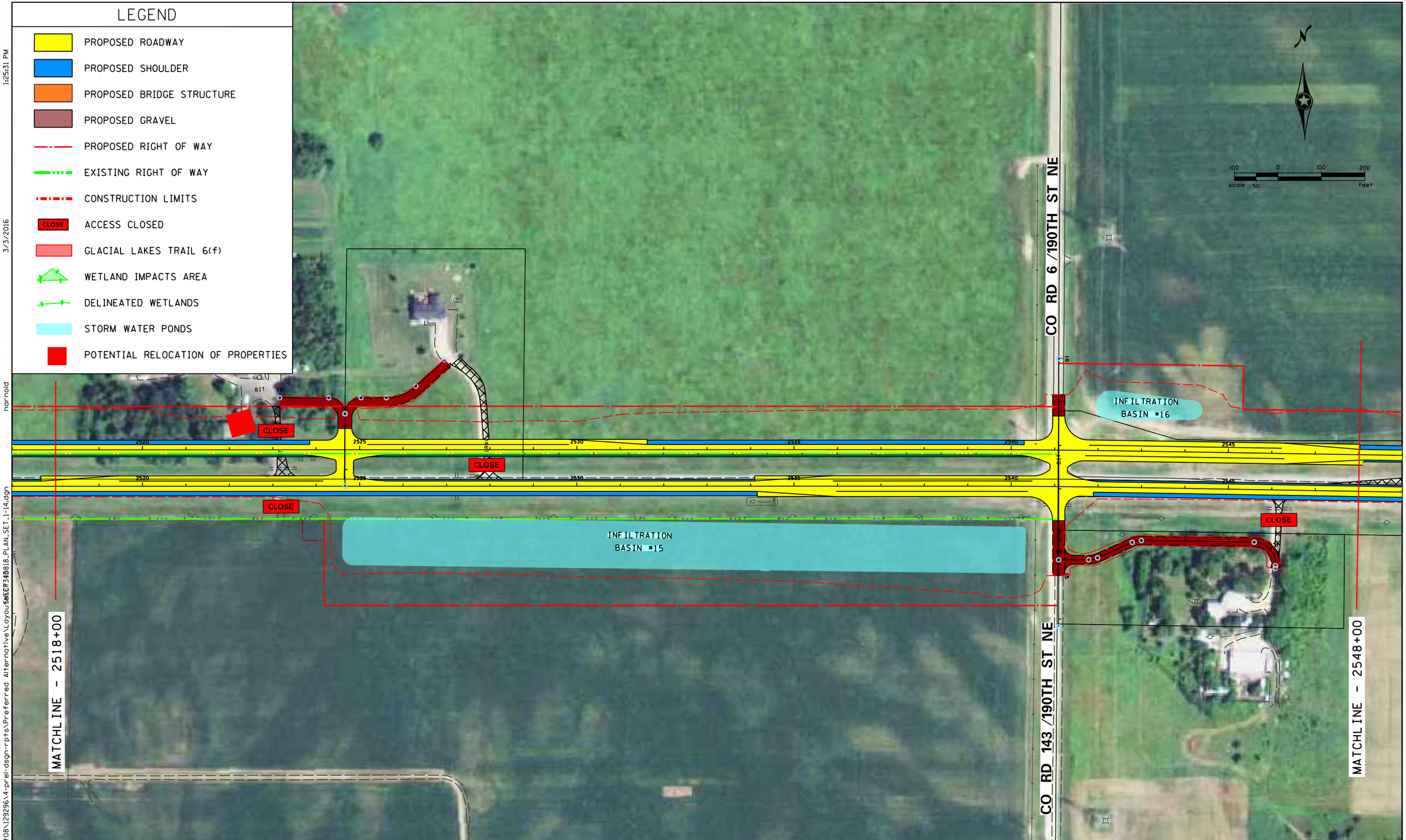

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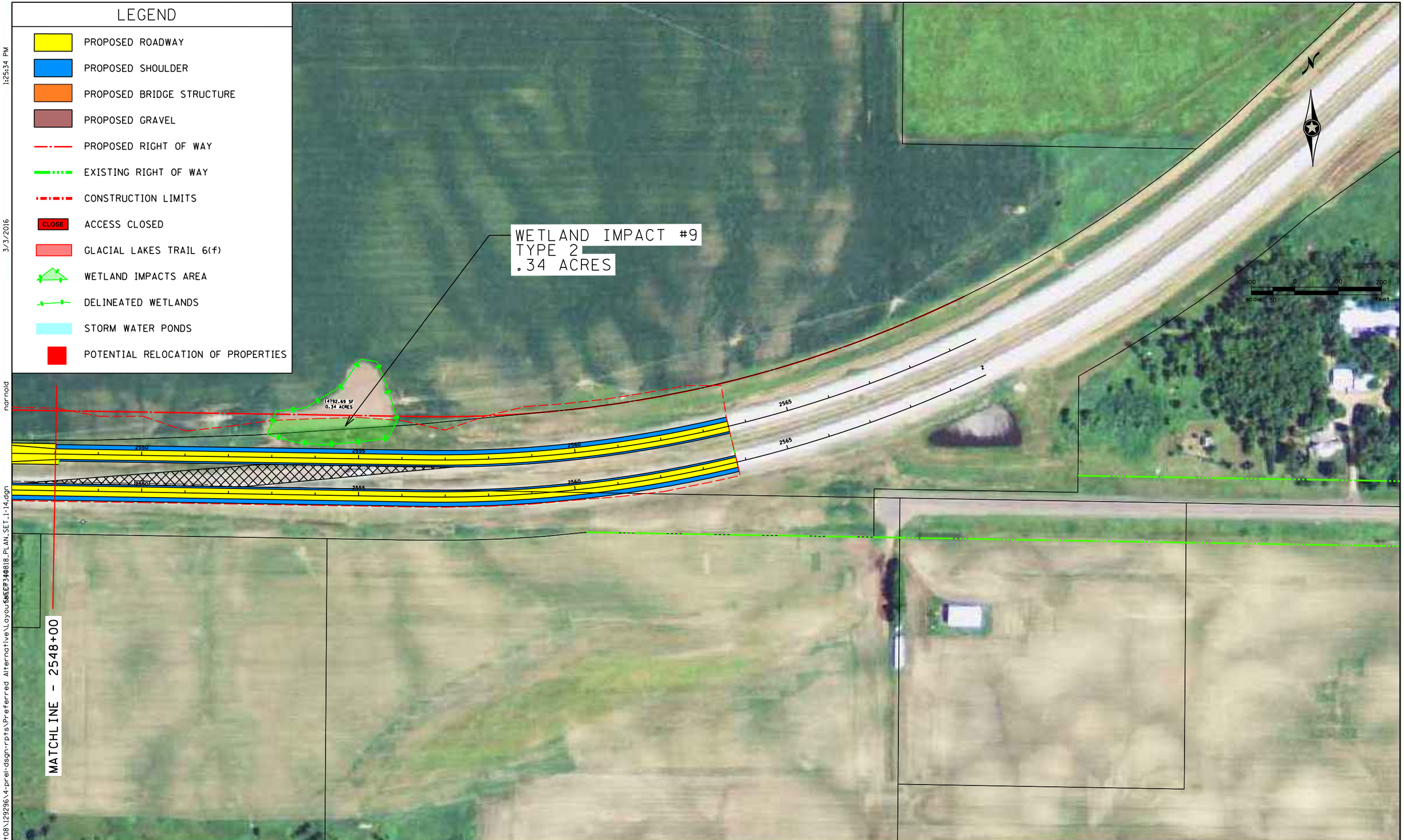
SHEET No. 13



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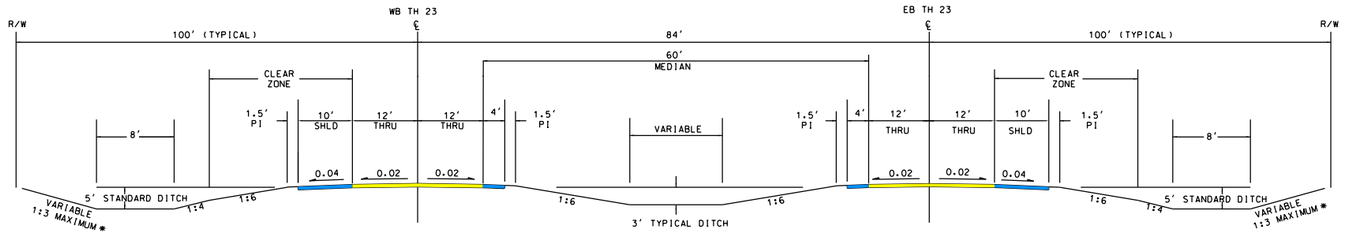
T.H. 23 SOUTH GAP
NEW LONDON TO PAYNESVILLE
ENVIRONMENTAL ASSESSMENT WORKSHEET

SHEET No. 14

TYPICAL SECTION A-A

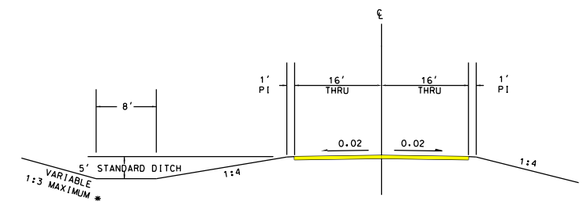
PROPOSED T.H. 23



* IN 1:3 BACKSLOPE AREAS A 10' DITCH WIDTH (MINIMUM) IS REQUIRED

TYPICAL SECTION B-B

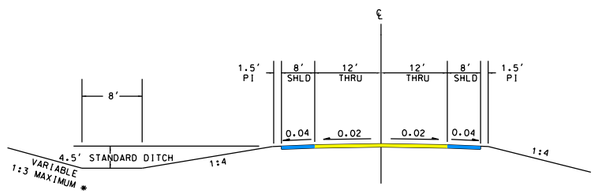
COMMERCIAL DRIVEWAYS



* IN 1:3 BACKSLOPE AREAS A 10' DITCH WIDTH (MINIMUM) IS REQUIRED

TYPICAL SECTION C-C

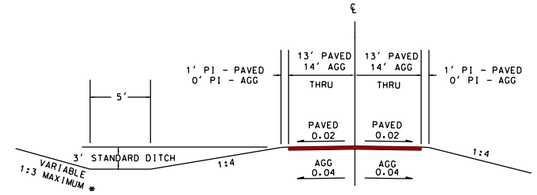
COUNTY ROADS (120' R/W)



* IN 1:3 BACKSLOPE AREAS A 10' DITCH WIDTH (MINIMUM) IS REQUIRED

TYPICAL SECTION D-D

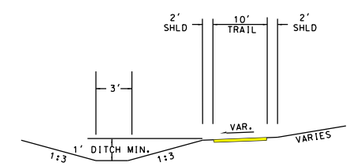
TOWNSHIP ROAD (66' R/W)



* IN 1:3 BACKSLOPE AREAS A 10' DITCH WIDTH (MINIMUM) IS REQUIRED

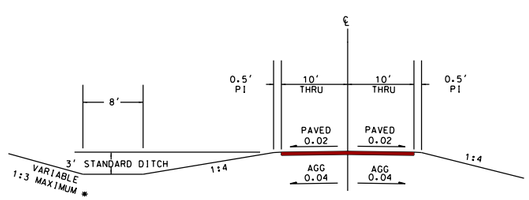
TYPICAL SECTION E-E

RECREATIONAL TRAIL
(100' R/W TYPICAL)



TYPICAL SECTION F-F

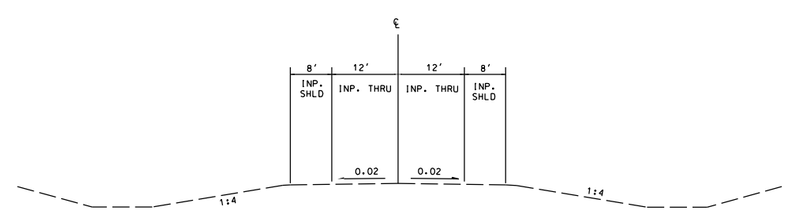
RESIDENTIAL/FARM ENTRANCE



* IN 1:3 BACKSLOPE AREAS A 10' DITCH WIDTH (MINIMUM) IS REQUIRED

INPLACE TYPICAL SECTION

EXISTING T.H. 23



FILE NO. 129296			TH 23 KANDIYOHI COUNTY, MINNESOTA		CONCEPT	FIGURE
DATE: 3/2/2016	SEH	MINNESOTA DEPARTMENT OF TRANSPORTATION				

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3/2/2016

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