



Findings of the Environmental Assessment - Continued from Page 3

**Pedestrian/Bicycle Access:** The project will perpetuate existing bicycle and pedestrian movements in the project area and will make several improvements, including providing a high quality connection between and the Midtown Greenway and 31st Street.



**28th Street Tot Lot:** The tot lot, which is located on MnDOT right-of-way, will be reduced in size but will be reestablished on the remaining parcel.

**Construction Impacts:** There will be noise during construction that is unavoidable. The use of pile drivers, jack hammers, and pavement sawing equipment will be prohibited during nighttime hours. There will be short-term access closures and traffic detours during construction. MnDOT will develop a Transportation Management Plan during final design to inform community facilities, emergency services, public service providers and others of local detours, access closures, and other project information that could affect the operations of these public services.



## Cost, Funding, Schedule, and Benefit/Cost Analysis

The estimated total project cost is \$294 million, including \$150 million for the Transit/Access project. The total will be paid for through a combination of federal (63.5%), state (7%), Metro Transit (14.75%), regional (1.25%), county (6.25%), and city (7.25%) funds. A benefit/cost (B/C) analysis resulted in a B/C ratio of 45.27. Projects are considered cost-effective if the B/C ratio is greater than 1.0.

Construction is expected to begin in fall 2017 and be substantially completed by fall 2021.

## How you can be involved?

Everyone is encouraged to be involved in the design as this project moves toward construction. You can participate by:

- ▶ Attending public meetings and open houses
- ▶ Sending comments: [james.grube@hennepin.us](mailto:james.grube@hennepin.us)
- ▶ Checking the project website: [www.35lake.com](http://www.35lake.com)
- ▶ Signing up to receive e-newsletters at: [www.35lake.com](http://www.35lake.com)
- ▶ Requesting a presentation: Contact Jim Grube at 612-596-0307 or [james.grube@hennepin.us](mailto:james.grube@hennepin.us)



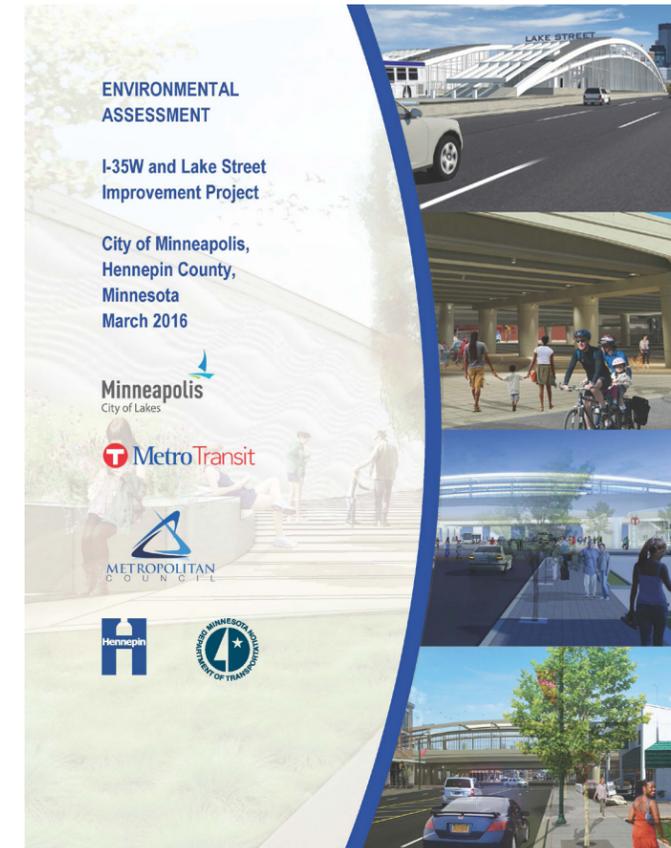
## ENVIRONMENTAL ASSESSMENT DOCUMENT RELEASED FOR PUBLIC REVIEW AND COMMENT

The Environmental Assessment (EA) document has been released by the Minnesota Department of Transportation (MnDOT) for public review and comment.

**Comments will be accepted through April 27, 2016**, and may be sent to Rick Dalton, MnDOT, at [Richard.dalton@state.mn.us](mailto:Richard.dalton@state.mn.us) or Rick Dalton, MnDOT, 1500 West County Road B2, Roseville, MN 55113.

The document is available at [www.35lake.com/ea](http://www.35lake.com/ea) or at any of the following locations.

- ▶ Hosmer Library, 347 E. 36th Street, Minneapolis
- ▶ Franklin Library, 1314 E. Franklin Avenue, Minneapolis
- ▶ Walker Library, 2880 Hennepin Avenue, Minneapolis
- ▶ Central Library, Technical & Science Division, Government Documents, 2nd Floor, 300 Nicollet Mall, Minneapolis
- ▶ Minneapolis Public Works, Room 203 City Hall, 350 South 5th Street, Minneapolis
- ▶ Hennepin County Law Library, C-2451 Government Center, 300 South 6th Street, Minneapolis
- ▶ MnDOT Library, 395 John Ireland Boulevard, St. Paul
- ▶ MnDOT Metro District Water's Edge Building Lobby, 1500 W. County Road B2, Roseville



## Purpose and Need

The purpose of this project is to improve the condition of highway infrastructure and improve travel mobility and reliability for all users.

The project is needed to address transportation deficiencies that currently exist or are reasonably expected to occur within the project area, including:

- ▶ Transit access and mobility (primary need)
- ▶ Condition of highway infrastructure (primary need)
- ▶ Regional access and mobility (secondary need)

**Attention:** If you have any questions regarding this material, please call 311

**Hmong:** Ceeb toom. Yog koj xav tau kev pab txhais cov xov no rau koj dawb, hu (612) 673-8200

**Spanish:** Atencion. Si desea recibir asistencia gratuita para traducir esta informacion, llama (612) 673-2700

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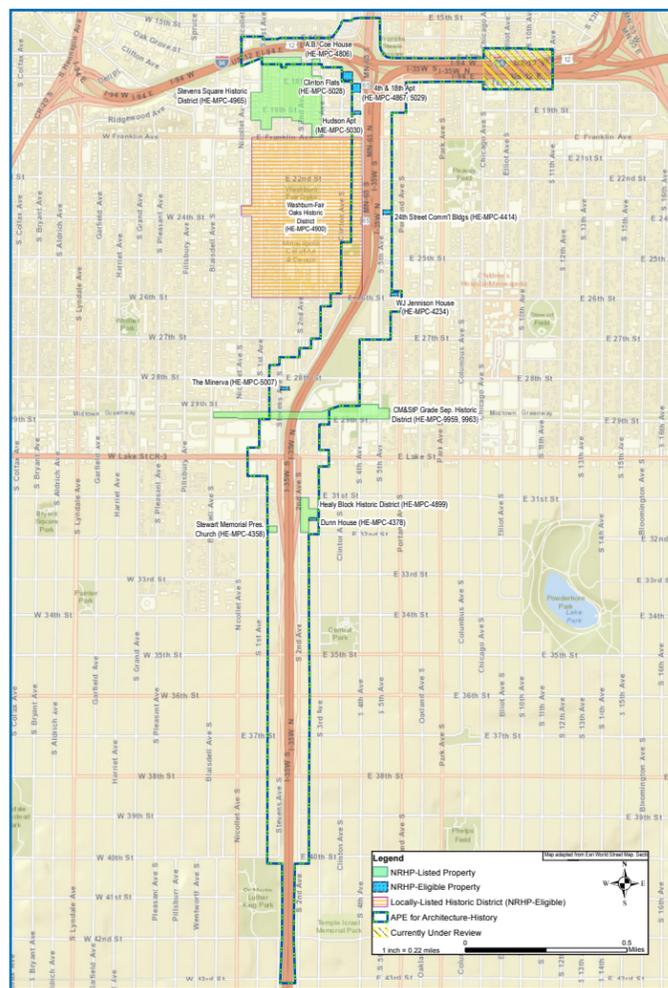
## Key Findings of the Environmental Assessment

Some, but not all, of the findings of the EA are summarized in this newsletter. For complete information, review the EA document at [www.35lake.com/ea](http://www.35lake.com/ea).

**Land Use:** The project is compatible with planned land uses in the project area.

**Stormwater Treatment:** Stormwater filtration basins are proposed as part of the project to offset the increase in runoff rates due to an increase in impervious surface. One would be located within the existing highway right-of-way on the west side of I-35W between East 22nd Street and East 24th Street. The other would be located within the existing highway right-of-way on the west side of I-35W within the vicinity of the 33rd Street. The stormwater treatment features are also designed to mitigate the project's impact on pollutant loading.

**Fish, Wildlife, Plant Communities and Sensitive Ecological Resources:** No migratory bird nests, such as swallow nests, are located on bridges along this section of I-35W. No impacts on fish, wildlife and ecologically sensitive resources are expected from this project. No birds protected under the Federal Migratory Bird Treaty Act will be destroyed or harassed by this project.



Historic properties (source: MnDOT CRU)

There is no effect on endangered species. Tree and vegetation removal within the construction limits and along proposed noise barriers will be unavoidable.

**Historic Properties:** The MnDOT Cultural Resources Unit (CRU) has determined, and the Minnesota Historic Preservation Office (MnHPO) has concurred, that there will be no adverse effects to 14 of the 15 historic properties. While MnDOT CRU has made a determination that the segment of the National Register of Historic Places-listed CM&StP Grade Separation District is non-contributing due to loss of historic integrity, the MnHPO has requested that the MnDOT CRU defer its final determination of eligibility and assessment of adverse effects for this historic property until the CRU completes a reevaluation of the entire district in conjunction with an unrelated project. A programmatic agreement is being prepared to outline the actions to be taken by the parties to complete the historic properties review for this project.

**Visual:** A Visual Quality Manual (Appendix G of the EA) has been developed in cooperation with the project partners ([www.35lake.com](http://www.35lake.com)) to ensure that the visual environment of the proposed project integrates with surrounding neighborhoods, both natural and cultural along I-35W.

**Air:** State of Minnesota air quality standards will be met throughout all segments of the project corridor.

**Noise:** The project includes the replacement of several existing noise walls along the I-35W corridor. Seven new noise barriers were found to be both cost and acoustically effective in the project's noise analysis. Benefited receptors were identified during the noise analysis as those who received a minimum 5 bDA reduction in traffic noise from a noise barrier. These seven noise barriers were voted on by the benefitted

receptors. The voting process began in January 2015 and will remain open through the public comment period for the EA document. The preliminary results of the voting process indicate that six of the seven walls will not be built. The preliminary vote for the remaining wall, located on the east side of I-35W between Lake Street and the Midtown Greenway, supports construction of the noise barrier. A final determination of which walls will be built will be made following the end of the EA comment period and will be based on the total votes received.



**Right-of-Way and Relocation:** There will be no residential relocations although there will be a partial acquisition of one residential parcel. One business and one non-profit, member operated grocery store will be acquired and relocated. There will be access changes at Wells Fargo and NICO Plating, and the billboard at 2835 Stevens will be relocated. All right-of-way acquisitions and relocations will be conducted in accordance with state and federal laws. In addition, there will be partial acquisitions of 15 other commercial parcels and temporary acquisition of one parcel. Relocation resources are available to all affected properties without discrimination.

**Environmental Justice:** The project will not have disproportionately high or adverse human health or environmental effects on any minority population or low-income population.

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