

**FINDINGS OF FACT AND CONCLUSIONS
REGARDING DECISION ON NEED FOR AN
ENVIRONMENTAL IMPACT STATEMENT**

**HENNEPIN COUNTY
COUNTY STATE AID HIGHWAY 81 ROADWAY RECONSTRUCTION PROJECT**

October 14, 2008

**Along 7.5 miles of County State Aid Highway (CSAH) 81, between 47th Avenue North in
Robbinsdale and CSAH 30 in Maple Grove
Hennepin County of Minnesota**

Cities: Robbinsdale, Crystal, Brooklyn Park, Osseo, Maple Grove

TABLE OF CONTENTS

I.	ADMINISTRATIVE BACKGROUND	1
II.	PROJECT DESCRIPTION.....	4
III.	DECISION REGARDING THE NEED FOR AN ENVIRONMENTAL IMPACT STATEMENT.....	6
A.	Type, Extent, and Reversibility of Impacts	6
B.	Cumulative Potential Effects of Related or Anticipated Future Projects	8
C.	Extent to Which the Environmental Effects Are Subject To Mitigation by Ongoing Public Regulatory Authority	8
D.	Extent to Which Environmental Effects Can Be Anticipated and Controlled As A Result of Other Environmental Studies.....	10
IV.	CONCLUSIONS.....	10

H:\Projects\5962\EP\Reports\FoFC\FOFC FINAL.doc

I. ADMINISTRATIVE BACKGROUND

Hennepin County proposes the reconstruction of a 7.5-mile segment of County State Aid Highway (CSAH 81), between 47th Avenue North in Robbinsdale and CSAH 30 in Maple Grove, from a four-lane divided roadway, ultimately, to a six-lane divided urban roadway. Improved access management and side street/frontage road connections will increase safety, and improved intersection capacity will reduce delay and congestion. Additional through lanes are proposed since intersection improvements alone are not possible due to intersection spacing. The roadway will improve water quality and stormwater conveyance systems with new curb, gutter, and sewer as well as new ponding locations.

An Environmental Assessment Worksheet (EAW) was prepared as a part of the state environmental review process to fulfill M.S. 116D. At the state level, the EAW is used to provide sufficient environmental documentation to determine the need for a state Environmental Impact Statement (EIS) or that a Negative Declaration is appropriate. An Environmental Assessment (EA) is also being prepared, separately, to fulfill the requirements of 42 U.S.C. 4332 as part of the National Environmental Policy Act process. At the federal level, the EA is used to provide sufficient environmental documentation to determine the need for an EIS or that a Finding of No Significant Impact (FONSI) is appropriate.

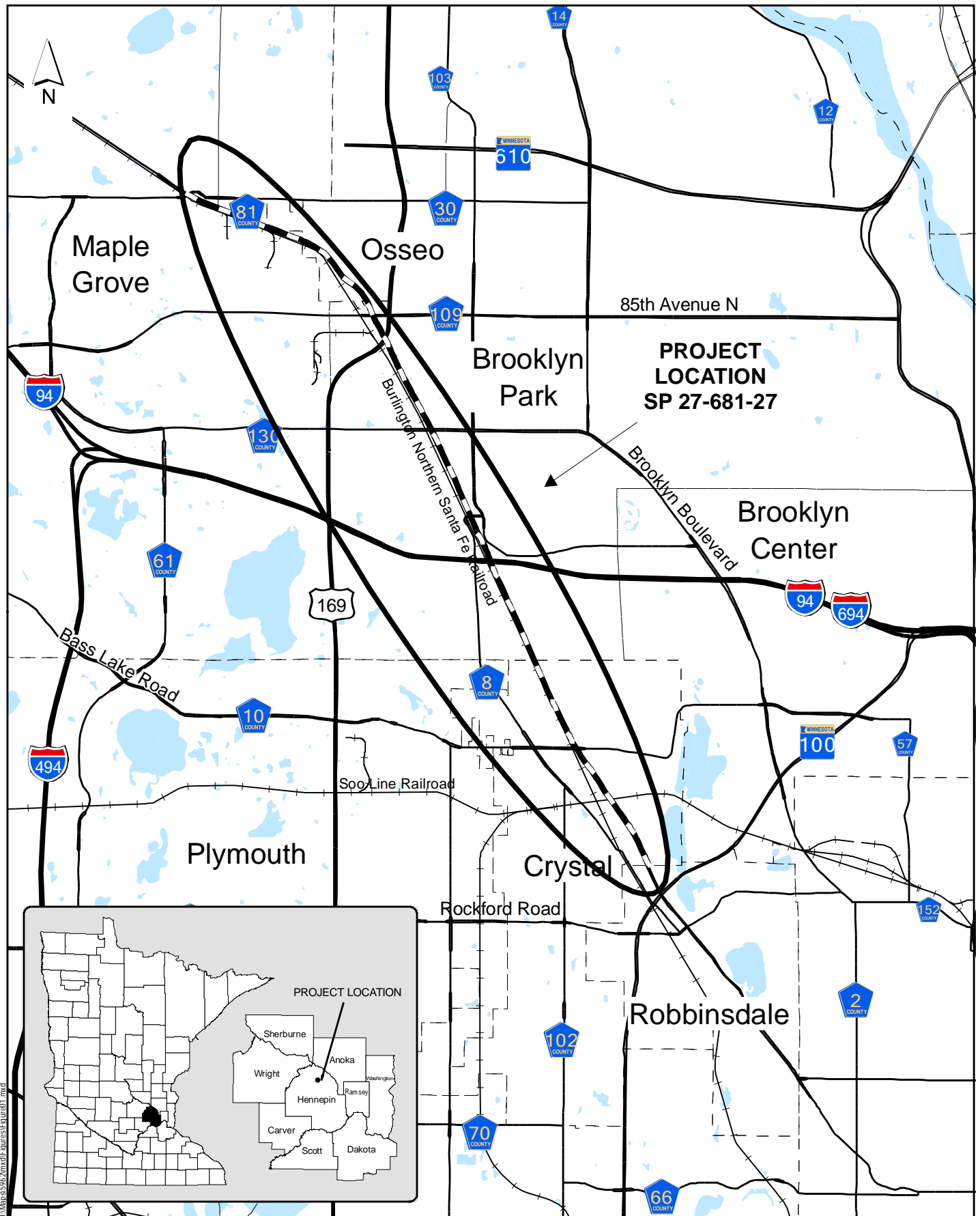
Hennepin County is the proposer and Responsible Governmental Unit (RGU) for this project.

In accordance with Minnesota Environmental Quality Board (EQB) rules, the EAW was filed with the EQB and circulated for review and comment to the EQB distribution list. A “Notice of Availability” was published in the EQB *Monitor* on July 28, 2008 and a press release was provided to the Sun Post-Brooklyn Park, Sun Post-Crystal/Robbinsdale, and the Osseo Maple Grove Press on July 21, 2008 for publication the week of July 28, 2008.

The EAW was made available for public review at the Hennepin County Library, Crystal Library, Brooklyn Park Library, Osseo Library, and Maple Grove Library as well as electronically on the project website at www.bottineauboulevard.com.

The comment period ran through August 27, 2008. All comments received were considered in determining the potential for substantial new environmental impacts. Seven written agency comments were received during the EAW comment period and are included in Appendix A. Responses to agency comments are included in Appendix B.

Based upon the information in the record, which is composed of the EAW for the proposed project, the issues raised during the public comment period, the responses to the comments, and other supporting documents, Hennepin County makes the following Findings of Fact and Conclusions:



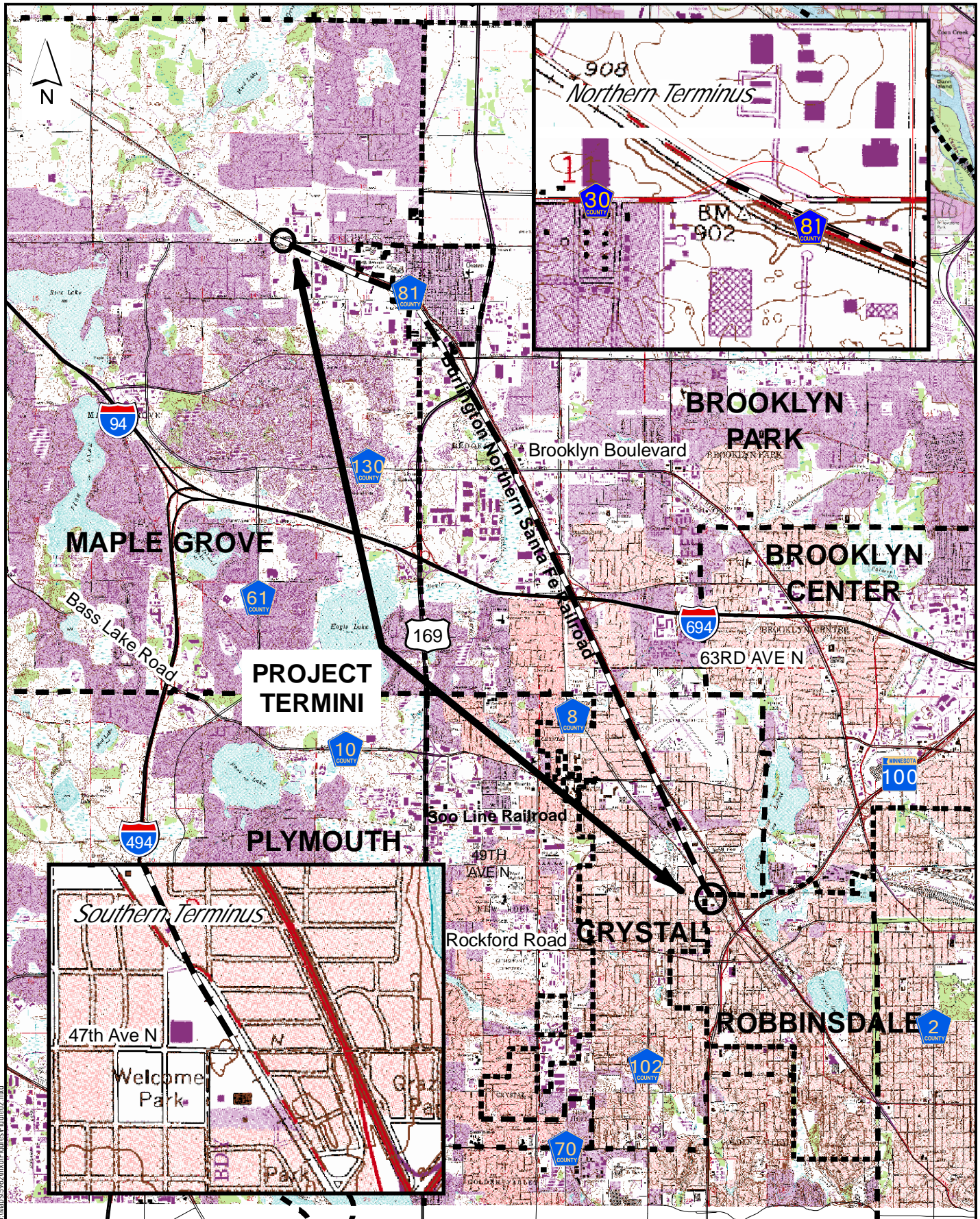
AREA LOCATION

COUNTY STATE AID HIGHWAY 81 (BOTTINEAU BOULEVARD)
ROADWAY RECONSTRUCTION

Hennepin County, Minnesota

S.P. 27-681-27

Figure 1



PROJECT LOCATION

COUNTY STATE AID HIGHWAY 81 (BOTTINEAU BOULEVARD)
ROADWAY RECONSTRUCTION

Hennepin County, Minnesota

Figure 2

S.P. 27-681-27

II. PROJECT DESCRIPTION

The proposed project involves the reconstruction of a 7.5-mile segment of CSAH 81, between 47th Avenue North in Robbinsdale and CSAH 30 in Maple Grove, from a four-lane divided roadway with at-grade signalized intersections to a six-lane divided urban roadway. The project takes place in the cities of Robbinsdale, Crystal, Brooklyn Park, Osseo, and Maple Grove.

The project is intended to provide additional capacity along an important component of the regional transportation system by converting the existing four-lane divided rural design roadway (using shoulders and ditches for stormwater conveyance) to, ultimately, a six-lane urban section facility (using curb, gutter, and storm sewer).

Intersection Improvements

The proposal includes improvements to existing intersections in order to correct level of service (LOS) deficiencies. Intersection improvements (e.g., realignments to accommodate additional turn lanes and roadway width, profile changes) are proposed for the following intersections along CSAH 81: 47th Avenue North, Corvallis Avenue North, Wilshire Boulevard, CSAH 10, 63rd Avenue North, eastbound ramp I-94/I-694, westbound ramp I-94/I-694, CSAH 8, 73rd Avenue North, CSAH 130/CSAH 152, 79th Avenue North, Green Haven Drive North, 4th Avenue SE, Jefferson Highway North, Future 89th Avenue North Extension, School Road, Zachary Lane North, and CSAH 30. The proposed project also includes intersection improvements at the intersection of Hampshire Avenue/63rd Avenue North. In addition, certain improvements are proposed for all major cross street intersections, including the addition of dedicated turn lanes, the inclusion of enhanced pedestrian safety features (e.g., crosswalk striping), and upgrading existing traffic signal systems.

Access

The proposal includes a number of improvements to access management to increase safety along the CSAH 81 corridor. The frontage road along the west side of CSAH 81 is proposed to be removed from 47th Avenue North to Corvallis Avenue North; access to side streets in this area is proposed to be limited to the parallel CSAH 8. Access from 49th Avenue North and Vera Cruz Avenue North to CSAH 81 is proposed to be closed. The frontage road from CSAH 10 (Bass Lake Road) to the Crystal Airport is proposed to be removed and replaced with a backage road, which is proposed to connect to CSAH 10 at Adair Avenue and follow Lakeland Avenue, Brunswick Avenue, and Colorado Avenue before resuming the frontage road alignment at the Crystal Airport. Airport Road is proposed to be realigned to intersect with the backage road.

Right-in/right-out access from 60th Avenue North, 62nd Avenue North and 64th Avenue North is proposed to be closed. The frontage road north of 63rd Avenue North is proposed to terminate with a cul de sac between 63rd Avenue North and 64th Avenue North; access to the frontage road is proposed to be maintained via Hampshire Avenue North.

Two private right-in/right-out driveway accesses to CSAH 81 are proposed to be closed in the vicinity of CSAH 130, but both properties would maintain full access to the local street system.

Full access to CSAH 81 is proposed to be removed at the intersections of 2nd Avenue Southeast, 1st Avenue Northeast, and Wellington Lane North. Both 2nd Avenue Southeast and Wellington Lane North are proposed to connect to reconstructed access points via frontage roads. First Avenue Northwest is proposed to be connected to Central Avenue via 1st Street Northwest. Right-in/right-out access is proposed to be removed at the intersection of CSAH 81 and 89th Avenue. The existing full access of 4th Street to CSAH 81 is proposed to be reconstructed as a right-in/right-out access.

Motorists will be able to access CSAH 81 at Jefferson Highway North. A frontage road is also proposed to be constructed on the east side of CSAH 81 from the Osseo/Maple Grove border to Wellington Lane.

Bicycle/Pedestrian Accommodations

The proposed project includes the construction of a number of pedestrian and bicycle facilities. A trail is proposed on the west side of CSAH 81 from 47th Avenue North to Corvallis Avenue North, as well as from 71st Avenue North/West Broadway to 85th Avenue North. On the east side of CSAH 81, a trail is proposed from 47th Avenue North to Airport Road. Trails are also proposed on the east side of CSAH 8 from I-94/I-694 to TH 169 and on both sides of CSAH 130, as well as on both sides of CSAH 81 from 85th Avenue North to CSAH 30; sidewalks are also proposed along other cross streets in this area to make connections from the proposed intersections to local sidewalks. Both trail and sidewalk segments are proposed on both sides of CSAH 10, along both the north and south sides of 63rd Avenue (near CSAH 81).

In addition to these facilities, pedestrian safety features (e.g., pedestrian refuges and crosswalk striping) are included in the design for most intersections. Existing traffic signal systems will be replaced with new state-of-the-art systems including pedestrian phase “count-down” timers, except as prohibited by the proximity to the railroad. Other pedestrian improvements (e.g., lighting, crossing timing, and connectivity to local systems) will be addressed during the design phase of the project.

Railroad Crossing Improvements

The proposal includes improved conditions at a number of existing railroad crossings. As part of the roadway construction, the provision of a new bridge over the Canadian Pacific/Soo Line Railroad is proposed. In addition, railroad safety improvements are proposed at the following locations: at the BNSF Railway Company crossings with CSAH 10/Bass Lake Road, 63rd Avenue North, 71st Avenue North, 73rd Avenue North, Brooklyn Boulevard, Green Haven Drive, 85th Avenue North, Jefferson Highway/Central Avenue, Zachary Lane, and 93rd Avenue/CSAH 30.

Stormwater Management Improvements

Changes to stormwater management are proposed in association with the project, primarily via the construction of stormwater ponds. Ponding areas are proposed at the following locations along the CSAH 81 corridor: on the west side of CSAH 81 between Byron Avenue North and

48th Avenue North, at the northwest quadrant of CSAH 81 and Corvallis Avenue North, on the east side of CSAH 81 south of Wilshire Boulevard, in the northeast quadrant of CSAH 81 and 63rd Avenue North, in the southwest quadrant of the intersection of the realigned frontage road and 63rd Avenue North, at the northeast quadrant of the CSAH 81 and I-94 intersection, just west of both the CSAH 8 and 79th Avenue North intersections with CSAH 81 (reconstruction of this segment of CSAH 81 will also require replacement of a box culvert crossing of Shingle Creek north of 79th Avenue North), and near TH 169 and CSAH 81 in Brooklyn Park. Additional ponding for the segment between TH 169 and CSAH 30 will be addressed in the Maple Grove Stormwater Management Plan as part of the City's comprehensive plan update; stormwater treatment areas will be identified and allocated as adjacent property develops or becomes available.

III. DECISION REGARDING THE NEED FOR AN ENVIRONMENTAL IMPACT STATEMENT

An EIS is not necessary for the proposed project based on the following criteria:

A. Type, Extent, and Reversibility of Impacts

The EAW described the type and extent of impacts to the natural environment anticipated to result from the proposed project. The proposed design for the project includes features to mitigate the identified impacts.

Following are the findings regarding potential environmental impacts of the proposed project and the design features included to avoid, minimize, and mitigate these impacts.

Erosion and Sediment Control

Erosion and sedimentation of all exposed soils within the project corridor will be minimized by utilizing the appropriate best management practices (BMPs) during construction. Implementation of BMPs during final construction greatly reduces the amount of construction-related sedimentation and helps to control erosion and runoff. Ditches, dikes, silt fences, bale checks, sedimentation basins, and temporary seeding will be utilized as temporary erosion control measures during construction grading. Temporary and permanent erosion control plans will be identified in the final site grading and construction plans for each stage as required by the National Pollutant Discharge Elimination System (NPDES) permitting for construction sites and in accordance with the Cities of Crystal, Brooklyn Park, Osseo and Maple Grove and the watershed regulators' erosion/sediment control standards. Erosion control measures will be in place and maintained throughout the entire construction period. Removal of erosion measures will not occur until all disturbed areas have been stabilized.

Wetlands

Based on preliminary design information, the project is likely to disturb about 1.7 acres of wetland: 1.0 acre will be permanently filled upon completion of the project and 0.7 acres will be restored after disturbance. The stormwater ditches within the roadway corridor will be converted

to underground storm sewer systems, and stormwater ponds will be modified to address the increased impervious surface. Mitigation for wetland impacts is anticipated to be provided through a combination of on-site wetland restoration at Wetland W-1, other off-site mitigation efforts, and purchase of credits from the Board of Soil and Water Resources (BWSR) Wetland Banking Program, as appropriate.

Environmental permits relating to wetland impacts will be received from the U.S. Army Corps of Engineers and the Minnesota Department of Natural Resources. The Cities of Crystal and Maple Grove are the Local Governmental Unit (LGU) under the Minnesota Wetland Conservation Act (WCA). The Shingle Creek Watershed Management Commission and the Elm Creek Watershed Management Commission regulate impacts to wetlands as the LGU for the other cities in the project corridor.

Water Quality and Quantity

The project will increase impervious surface along the CSAH 81 corridor that will result in increased stormwater runoff. To manage this increased runoff, a storm sewer network along the entire corridor will be designed to convey the water to stormwater treatment basins, proprietary stormwater quality treatment devices, and infiltration areas where feasible.

Floodplain

Construction of the project will create a 400-foot transverse impact to the Shingle Creek floodplain/floodway. The project will also fill a portion of an existing ditch that is tributary to Shingle Creek and runs roughly parallel to CSAH 81 along the roadway's west side up to 85th Avenue North. No significant floodplain impacts are anticipated as a result of the proposed project. The design of any necessary mitigation measures, including culvert sizing, will be coordinated with the appropriate agencies during the final design and permitting processes.

Traffic

A traffic operations analysis was completed for future No Build (year 2030) and future Build (year 2030) conditions. Based on the operations analysis, under Build conditions all intersections are expected to operate at an acceptable LOS D or better during the a.m. and p.m. peak hours, except the CSAH 130/CSAH 152 intersection during the p.m. peak hour. To improve the operations at the CSAH 130/152 intersection, a six-lane roadway would be needed on CSAH 130/152. No reasonable additional improvements are possible for CSAH 81, as the proposed geometrics already include dual left-turn lanes, three through lanes and right-turn lane. The design of this intersection should provide for expansion of CSAH 130/152 to six lanes in the future. It is expected that this intersection, with the proposed improvements, will operate at an acceptable LOS and capacity until sometime between 2020 and 2025.

Noise

Construction of the project would generally result in increases in noise levels due to increased traffic. The reasonableness (i.e., cost-effectiveness) of noise barriers was evaluated at four general areas (represented by five locations) along CSAH 81 where controlled access right of way remains in place and where modeled noise levels were predicted to exceed State daytime

and nighttime noise standards. None of the modeled walls at locations along CSAH 81 where access control right of way remains in place that met the minimum 5 dBA reduction threshold were found to be cost-effective. Noise barriers will not be constructed with the proposed project.

Archeological, Historical, and Architectural Resources

The Cultural Resources Unit reviewed the project under Section 106 of the National Historic Preservation Act of 1966 (as amended) as part of the federal review of the project and made a determination of no adverse effect on the eligible properties (Minneapolis & Pacific Railway Company Line and Minneapolis & Northwestern Railroad Company Line, commonly known as the Soo Line and BNSF Railroad respectively) in a letter to the State Historic Preservation Office (SHPO) dated May 12, 2008; the SHPO subsequently concurred with this determination in a letter dated June 9, 2008.

Parkland

Becker Park

The roadway widening along CSAH 10 will likely require a permanent easement, overlapping an existing City of Crystal drainage and utility easement, on park property. There are no recreational facilities located in the proposed easement area. The proposed project will not impact the function of Becker Park or park activities. Hennepin County and the City of Crystal have reviewed the impacts to Becker Park and have agreed that impacts have been minimized to the extent possible. Proposed mitigation calls for the area of disturbance to be restored after construction to an improved condition with additional trees.

Greenhaven Park

The CSAH 81 project proposes grading of approximately one acre of parkland adjacent to the BNSF Railway Company right of way to lower the elevation to match that of the surrounding area to accommodate anticipated overflow from the culvert proposed in replacement of the ditch along CSAH 81. Impacts to the park will be temporary and the area will be restored to an equal or improved condition after construction. Hennepin County and the City of Brooklyn Park have reviewed the impacts to Greenhaven Park and have agreed that impacts have been minimized to the extent possible.

B. Cumulative Potential Effects of Related or Anticipated Future Projects

Improvements along CSAH 81 are proposed to address safety and capacity concerns. As discussed in the EAW, the cumulative potential effect of related or anticipated future development has been considered and the proposed project has low potential for cumulative impacts to the resources directly or indirectly affected by the project.

C. 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 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 are identified in Table 1.

**TABLE 1
PERMITS AND APPROVALS**

Permit	Agency	Action Required
Federal		
EA	FHWA	Approval
EIS Need Decision/Finding of No Significant Impact (FONSI)	FHWA	Approval
Section 4(f) determination	FHWA	Approval
Section 106 (Historic/Archeological)	FHWA	Approval
Section 404 Permit – General Permit/Letter of Permission	U.S. Army Corp of Engineers	Approval
Section 404 Permit – General Permit #1 (permits associated with DNR Public Waters Permit)	U.S. Army Corp of Engineers	Approval
FAA 7460-1A Notice of Construction or Alternation Form	Federal Aviation Administration	Approval
State		
Geometric Layout at Mn/DOT Interchanges	Mn/DOT	Approval
Interstate Access Modification Request	Mn/DOT	Approval
Right of Way Permit	Mn/DOT	Permit
Construction Plans	Mn/DOT	Approval
DNR Protected Waters Permit	DNR	Permit
Temporary Water Appropriation Permit (if needed)	DNR	Permit
Section 401	MPCA	Certification
National Pollutant Discharge Elimination System (NPDES)	MPCA	Permit
Noise Exemption	Mn/DOT and MPCA	Approval
Asbestos and Regular Waste Assessment for Bridge Removal	MPCA	Approval
Section 106(Historic/Archeological)	SHPO	Concurrence
Section 106	Mn/DOT CRU	Determination of Effect
Regional		
Controlled Access	Metropolitan Council	Approval
Final Design Plans	Metropolitan Airports Commission	Approval
Airport Land Use and Right-of-Entry	Metropolitan Airports Commission	Agreement
Local		
EAW	Hennepin County	EIS Need Decision
Municipal Approval	Cities of: Robbinsdale, Crystal, Brooklyn Park, Osseo, Maple Grove	Approval
Wetland Conservation Act	Cities of Robbinsdale, Crystal, Brooklyn Park, Osseo, Maple Grove. Shingle Creek WMC, and Elm Creek WMC, with review by BWSR and MnDNR	Approval
Flood Plain Permit	Shingle Creek Watershed Management Commission	Permit
Watershed Management Organization	Watershed Management Organizations: Shingle Creek, West Mississippi, and Elm Creek	Consultation

D. Extent to Which Environmental Effects Can Be Anticipated and Controlled As A Result of Other Environmental Studies

The project involves environmental impacts that are typical of impacts that have been routinely encountered during construction from numerous other roadway projects that are reviewed by regulatory authorities. Hennepin County has experience in roadway design and construction in the project area. No problems are anticipated that County staff has not encountered and successfully solved many times in similar work in the area. County staff finds that the environmental effects of the project can be anticipated and controlled as a result of environmental review and experience gained on similar projects.

IV. CONCLUSIONS

1. All requirements for environmental review of the project have been met.
2. The EAW and the permit development processes related to the project have generated information that is adequate to determine whether the project has the potential for significant environmental effects.
3. Areas where potential environmental effects have been identified are being addressed during the detail design of the project. Mitigation will be provided where impacts are expected to result from project construction, operation, or maintenance. Mitigative measures are incorporated into project design, and have been or will be coordinated with the appropriate agencies during the permit process.
4. Based on the criteria in Minnesota Rules part 4410.1700, the project does not have the potential for significant environmental effects.
5. The EAW for the CSAH 81 Reconstruction Project is adequate and an Environmental Impact Statement is not required for the project.

James Grube



Director, Transportation Department and County Engineer

10/16/08

Date

APPENDIX A

Agency Comments Received

>>> <Craig.m.Twinem@co.hennepin.mn.us> 8/20/2008 2:36 pm >>>

Craig M. Twinem, P.E.

Design Division Manager

Hennepin County Transportation Department

1600 Prairie Drive, Medina, MN 55340-5421

Telephone: (612) 596-0360

Fax: (763) 478-4000

e-mail: craig.twinem@co.hennepin.mn.us

----- Forwarded by Craig Twinem/PW/Hennepin on 08/20/2008 02:35 PM -----

"Wayne Barstad" <Wayne.Barstad@dnr.state.mn.us>

08/20/2008 02:29 PM

To

<craig.m.twinem@co.hennepin.mn.us>

cc

Subject

CSAH 81 Reconstruction Project EAW

Craig, DNR staff have reviewed this EAW and have no substantive comments. From a natural resources perspective, the document appears to be complete and accurate. We will not be sending a formal comment letter. Thank you.

..wayne

| # |

Wayne Barstad

Regional Environmental Assessment Ecologist

Central Region

651 259-5738

wayne.barstad@dnr.state.mn.us

Nature bats last!

Disclaimer: Information in this message or an attachment may be government data and thereby subject to the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13, may be subject to attorney-client or work product privilege, may be confidential, privileged, proprietary, or otherwise protected, and the unauthorized review, copying, retransmission, or other use or disclosure of the information is strictly prohibited. If you are not the intended recipient of this message, please immediately notify the sender of the transmission error and then promptly delete this message from your computer system.



Protecting, maintaining and improving the health of all Minnesotans

August 4, 2008

Mr. Craig Twinem
Hennepin County - Design Division Engineer
1600 Prairie Drive
Medina, Minnesota 55340

Dear Mr. Twinem:

Subject: Environmental Impact Statement, CSAH 81, Hennepin County

The Environmental Impact Statement (EIS) for the proposed County State Aid Highway 81 (CSAH 81) reconstruction project was received by the Minnesota Department of Health on July 28, 2008. The location of this project is in the area of existing CSAH 81, between 47th Avenue in Robbinsdale and CSAH 30 in Maple Grove.

The Drinking Water Protection Section of the Minnesota Department of Health (MDH) offers the following comments:

- 1. The proposed project area includes portions of the wellhead protection areas (WHPAs) for the cities of Robbinsdale, Brooklyn Center, Brooklyn Park, and Maple Grove. Stormwater management within vulnerable portions of drinking water supply management areas (DWSMAs) associated with these WHPAs should avoid the use of infiltration, if possible, especially within a one-year time of travel to the municipal well. More information on stormwater infiltration in vulnerable wellhead protection areas is available in guidance obtainable from MDH. # 1
2. Other public water supply systems that appear to be in the general project area, but for which wellhead protection planning has not yet been completed, include the following: West Broadway Apartments, Osseo Pet Hospital, Joyner Diecasting and Plating Co., and County Prestress Corporation. Many of the wells used for these systems are vulnerable. Source water assessment (SWA) areas, which could give a rough idea of the recharge area for the wells, may be available for these systems. # 2
3. GIS files containing information on SWA areas for vulnerable wells, WHPAs, and DWSMAs are available for download at the following web site: http://www.health.state.mn.us/divs/eh/water/swp/maps/index.htm Additional SWA information, including non-vulnerable SWAs, is available at: http://www.health.state.mn.us/divs/eh/water/swp/swa/index.htm

Mr. Craig Twinem

Page 2

August 4, 2008

4. Stormwater infiltration should be avoided within 200 feet of vulnerable public water supply wells lacking delineated wellhead protection areas. Information on well locations is available from MDH, if necessary.

#3

If you have any questions or concerns about these comments, please call me at 651/201-4577.

Sincerely,



Amal M. Djerrari, Hydrogeologist
Drinking Water Protection Section
Environmental Health Division
P.O. Box 64975
St. Paul, Minnesota 55164-0975

cc: Terry Bovee, MDH Planner, Mankato District Office
Doug Benson, MDH Planner, Metro Office



Minnesota Department of Transportation

Metropolitan District

Waters Edge
1500 West County Road B-2
Roseville, MN 55113-3174

August 28, 2008

Mr. Craig Twinem
Hennepin County Public Works
Transportation Department – Public Works Facility
1600 Prairie Drive
Medina, MN 55340-5421

Subject: **Hennepin County CSAH 81 Reconstruction Environmental Assessment Worksheet (EAW)**
Minnesota Department of Transportation (Mn/DOT) Review # **EAW08-013**
CSAH 81, Between CR 30 and TH 100
Hennepin County
Mn/DOT Control Section # 2755

Dear Mr. Twinem:

Thank you for the opportunity to review the Hennepin County CSAH 81 Reconstruction EAW. Please note that Mn/DOT's review of this EAW does not constitute approval of a regional traffic analysis and is not a specific approval for access or new roadway improvements. As plans are refined, we would like the opportunity to meet with Hennepin County to review the updated information. Mn/DOT's staff has reviewed the document and offers the following comments:

Traffic:

The following are Mn/DOT Traffic Section comments concerning the CSAH 81 @ I-94 INTERCHANGE:

1. Mn/DOT needs to evaluate the proposed modifications at this interchange, including lane configurations and signal locations. For instance, Mn/DOT does not agree with the proposed elimination of the westbound to northbound ramp.
2. Please provide the existing and proposed year 2030 traffic counts, including turning movements. Please indicate the program that was used for the traffic analysis. Provide SYNCHRO files if applicable.
3. The regional road system should be addressed. A detailed analysis of I-94 in the immediate area should be included. Please provide existing/proposed I-94 volumes, including peak hours.
4. This interchange modification may require Federal Highway Administration (FHWA) approval via the Interstate Access Request (IAR) process.
5. Please indicate how the proposed transit corridor will affect interchange operations. The transit corridor adjacent to CSAH 81 at this interchange may involve complications that have not been evaluated. For instance, it appears that the south transit exit onto CSAH 81 will add a phase to the signal operation at that location.

#1

#2

6. With the significant reconstruction work on this interchange, please detail the process that has been followed to get to this point. Identify other interchange concepts that were proposed and indicate whether the interchange included in the plan was indeed the preferred alternative.

#3

For questions concerning these comments please contact Gayle F. Gedstad, Mn/DOT Metro District, at (651) 234-7815.

Water Resources:

The proposed reconstruction project must maintain existing drainage patterns and rates of runoff at or near Mn/DOT right-of-way. Any impact to Mn/DOT right-of-way drainage will require further review and permits. For questions concerning these comments, please contact Brian Kelly, Mn/DOT Water Resources Section, at (651) 234-7536.

#4

Design:

Mn/DOT will need to review the layouts and plans as they are developed, especially the plans for the intersections with Mn/DOT highways. For questions concerning these comments, please contact Richard Scarrow, Mn/DOT Design Section, at (651) 234-7660.

#5

Permits:

As stated, a drainage permit may be required. Further, any additional use of or work within or affecting Mn/DOT right of way requires a permit. Permit forms are available from MnDOT's utility website at www.dot.state.mn.us/tecsup/utility. Please include one 11 x 17 plan set and one full size plan set with each permit application. Please direct any questions regarding permit requirements to Buck Craig, MnDOT's Metro Permits Section, at (651) 234-7911.

#6

This letter represents only the transportation concerns of Mn/DOT Metro District. Other environmental issues raised by a wider Mn/DOT review may be forwarded to you in a separate letter.

As a reminder, please address all initial future correspondence for development activity such as plats and site plans to:

Development Review Coordinator
Mn/DOT - Metro Division
Waters Edge
1500 West County Road B-2
Roseville, Minnesota 55113

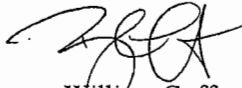
Mn/DOT document submittal guidelines require either:

1. One (1) electronic pdf. version of the plans (the electronic version of the plan needs to be developed for 11" x 17" printable format with sufficient detail so that all features are legible);
2. Seven (7) sets of full size plans.

If submitting the plans electronically, please use the pdf. format. Mn/DOT can accept the plans via e-mail at metrodevreviews@dot.state.mn.us provided that each separate e-mail is less than 20 megabytes. Otherwise, the plans can be submitted on a compact disk.

If you have any questions, please feel free to contact me at (651) 234-7797.

Sincerely,



William Goff
Senior Planner

cc: Bob Byers, Hennepin County Transportation Planning Section , Medina, MN

Copy via Groupwise:

Tod Sherman
Wayne Lemaniark
Brian Kelly
Buck Craig
Ramankutty Kannankutty
Ann Braden, Metropolitan Council

File copy to:

Mn/DOT LGL file: Hennepin County
Mn/DOT District file: CS: 2755

Bob Byers, P.E.
Hennepin County Public Works
1600 Prairie Drive
Medina, MN 55340-5421

Hennepin County 81 Layout Review
Layout #0118-A
From Robbinsdale Transit Center to North of Bass Lake Road

The Office of Aeronautics recommends that the Environmental Assessment Worksheet be submitted to the Federal Aviation Administration and Metropolitan Airports Commission (MAC) for their review and comment.

| #1

Easement

The cover letter states that an easement can be acquired from the airport. The airport must have superior property control over the easement. All maintenance and construction must be coordinated with MAC.

| #2

Ponds

Ponds are incompatible in close proximity with airports because they attract waterfowl. Ponds on each side of the airport encourage waterfowl movement across Runway 6 and increase the likelihood of a collision with aircraft. As a reference, FAA Advisory Circular 150/5200-33 provides guidance on wildlife attractants.

| #3

Are these wet or dry ponds? If dry what is the design retention time? What is the design storm?

Pond Locations

NE quadrant of Airport Road and CSAH 81 contains a pond.
SE quadrant of 63rd Ave N and the extension of Hampshire Ave (frontage road) contains a pond.
NE quadrant of CSAH 81 and 63rd Ave contains a pond.

Busway and Trail

Busway puts more roadways in the Runway Protection Zone (RPZ).
Busway will not encroach further than roadway.

| #4

Trail

It is undesirable to have a trail across airport property. If it is allowed it must be fenced adjacent to the trail on the airport side of the trail. Work with Metropolitan Airports Commission (MAC) on design details.

| #5

Lighting

Any lighting due to the proximity to the runway approaches will require a Form 7460 Notification of Proposed Construction or Alteration to be filed with the FAA. No lighting should be constructed in the approach to Runway 6.

| #6

Airport Zoning

The City of Crystal administers an Airport Zoning Ordinance for the Crystal Airport which should be referenced for compatibility and compliance.

| #7

If you have any questions on this response, please respond to me.

Thank you.

Debra Sorenson
Principal Planner
222 East Plato Blvd
St Paul MN 55107-1618
651-234-7191 - Office Phone/651-234-7261 Fax
www.mndot.gov then click on the plane

METROPOLITAN AIRPORTS COMMISSION



Minneapolis-Saint Paul International Airport
6040 - 28th Avenue South • Minneapolis, MN 55450-2799
Phone (612) 726-8100

August 27, 2008

Mr. Craig Twinem
Design Division Engineer
Hennepin County
1600 Prairie Drive
Medina, MN 55340

Re: County State Aid Highway 81 Reconstruction Project
EAW Comments

Dear Mr. Twinem:

The Metropolitan Airports Commission (MAC) has reviewed the Environmental Assessment Worksheet for the CSAH 81 Reconstruction project. A portion of the roadway corridor lies adjacent to the Crystal Airport. We thank you and appreciate the opportunity to review the document. MAC offers the following comments on the EAW.

Permits and Approvals

Table 6 on page 22 of the EAW fails to list the MAC and the Federal Aviation Administration (FAA) as agencies having required actions as part of the project. For the Segment 2 portion of the project, as identified in the EAW between Bass Lake Road and 63rd Avenue North, the County will need to submit final design plans to the MAC for review and approval. The County will also need to enter into an agreement with MAC to address right-of-entry and the release of airport land from aviation uses for any right-of-way (ROW) impacts to MAC property. In addition to a formal land release action, the FAA must also review and approve a FAA 7460-1A Notice of Construction or Alteration form, to be submitted by Hennepin County, for any construction equipment taller than 20-feet within Segment 2. Please note that MAC cannot allow any impacts to airport operations as a result of this project. #1

Storm Water Management

As noted in the EAW, the rate of runoff in the proposed condition shall not exceed the current rate of runoff onto airport property. This will be a requirement that the County must meet in order for MAC to consider granting ROW property. MAC also requests that all storm water ponds within Segment 2 of the corridor be constructed as dry ponds, so as not to attract waterfowl or wildlife that can be hazardous to aircraft. MAC can provide design standards for the County on this matter if necessary. #2

Construction Impacts

A portion of the existing roadway corridor lies within the airport runway protection zones (RPZs), runway approach zones and runway departure surfaces for two runways at the Crystal Airport. It will be important for MAC and the County to work cooperatively during the design stages for this project to address construction impacts and potential restrictions related to the approach zones and RPZs so as not to endanger construction crews or aircraft. Should construction within these zones require runway closures, night time roadway work may be required. The boundaries of the RPZs and other flight zones can be provided by MAC, as well as any height restrictions that will need to be adhered to during construction.

#3

Other construction aspects will also require coordination, including airfield security (fencing integrity must be maintained at all times), airport access, and the number of frontage road connections to airport property. For example, it may or may not be necessary to directly connect the airport business to the frontage road; this will need to be determined at the time of final design.

Archaeological, Historical or Architectural Resources

It appears from Figure 12A that the Crystal Airport was included in the Area of Potential Effect (APE) for archaeological, historic or architectural structures. If this is indeed the case, MAC would be interested in receiving a copy of both the Phase I and Phase II reports.

#4

Airport Long Term Comprehensive Plan

MAC has recently completed its Long Term Comprehensive Plan Update for the Crystal Airport and has submitted the document to the Metropolitan Council for review. The recommendation in the plan includes the removal of one primary runway and one crosswind runway at some point in the future. Neither of these actions will benefit or decrease the amount of coordination needed between MAC and the County for the roadway reconstruction project, or acquisition of ROW property. In addition, the LTCP for the airport specifically studied the impact of closing the Crystal Airport on the rest of the MAC-owned aviation system. The report concluded that the Crystal Airport affords precious landside capacity for the system, and recommended against closure.

It should also be noted that the LTCP for the Crystal Airport recommends further study of non-aeronautical development on parcels owned by MAC. Two potential areas lie adjacent to the proposed east frontage road. The proposed roadway design must facilitate access to these parcels. The final number and location of direct access points to the frontage road should be resolved during Segment 2 roadway design effort.

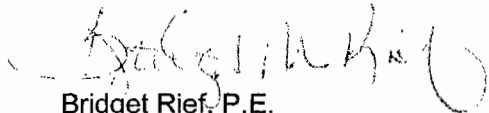
#5

Mr. Craig Twinem
August 27, 2008
Page 3

In closing, we want to comment that it is imperative that MAC and the County work together on this project, similar to the CSAH 1 project in Eden Prairie, so this important roadway project is not impaired and the airport safety and security is maintained at all times. We appreciate your sensitivity to our concerns, and look forward to continuing our discussions regarding this project.

Should you have any questions, please contact me at 612-725-8371, or via e-mail (please note the change) at bridget.rief@mspmacc.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Bridget Rief", is written over a horizontal line.

Bridget Rief, P.E.
Assistant Director – Airside Development

cc: Jeff Nawrocki, Crystal Airport Manager



Metropolitan Council

August 25, 2008

Craig Twinem
Design Division Engineer
Hennepin County
1600 Prairie Drive
Medina, MN 55340

RE: CSAH 81 Roadway Reconstruction. Review File No. 20290
Metropolitan Council Districts 1, 2, and 6

Dear Mr. Twinem:

This project will reconstruct 7.5 miles of CSAH 81 between 47th Avenue North in Robbinsdale and CSAH 30 in Maple Grove, resulting ultimately in a six-lane divided urban roadway. Metropolitan Council staff has reviewed the Environmental Assessment Worksheet (EAW) on the project to determine its adequacy and accuracy in addressing regional concerns, its potential for significant environmental impact and its consistency with regional plans and policies. Based on this review, the EAW appears complete, but staff includes the following minor technical comments for your consideration:

Transportation and Transit (Cyndi Harper, 612-349-7723)

- The 6-lane roadway section appears to preclude the ability to provide bus-only shoulders on the roadway under BRT implementation. This should be acknowledged in the Bottineau Alternatives Analysis. | #1
- The Bottineau Alternatives Analysis (AA) is being studied by Hennepin County Regional Rail Authority, not Metro Transit as indicated on Page 3. | #2
- Page 4 of the EAW states that all of the existing traffic signal systems will be replaced with modern equipment. Because the Bottineau AA has not settled on a mode or alignment, nor has it been determined that substantial capital investment is even warranted, plans for an elaborate transit signal priority system for buses are still being considered. Will the new traffic signal equipment be able to incorporate a transit signal priority system for buses? | #3

Environmental Services (Roger Janzig, 651-602-1119)

- The project itself does not reflect any potential for increased flow demands to the Regional Disposal System. However, spin-off development resulting from improvements in transportation access may have some positive impact on development in the area. However, it is not expected that this will be more than that expressed in the Cities current comprehensive plans. | #4
- MCES interceptor 7015 A&B is located along the western alignment of the Burlington Northern Santa Fe (BNSF) railroad which is west of and parallel to CSAH81. MCES interceptor, 7015 D is located on the north side of 85th Avenue between the BNSF RR and east to CASH 81. Another MCES interceptor, 4-OS-457 is located along the eastern alignment of CASH 81. Most of these interceptor pipes were built in the early to mid-1970's and provide regional service to the City of Osseo and portions of Maple Grove and Brooklyn Park. To assess the potential impacts to our interceptor system, prior to initiating this project, preliminary plans should be sent to Scott Dentz, | #5


www.metrocouncil.org

Craig Twinem
August 25, 2008
Page 2

Interceptor Engineering Manager (651-602-4503) at the Metropolitan Council Environmental Services for review and comment.

The Metropolitan Council will take no formal action on the EAW. If you have any questions or need further information, please contact Ann Braden, at 651-602-1705.

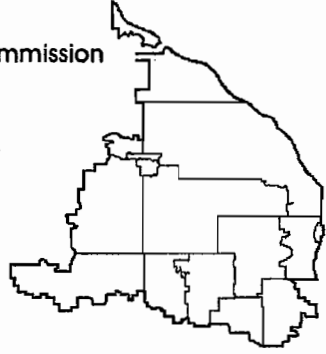
Sincerely,

A handwritten signature in black ink, appearing to read "Phyllis Hanson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Phyllis Hanson, Manager
Local Planning Assistance

Cc: Roger Scherer, Metropolitan Council District 1
Tony Pistilli, Metropolitan Council District 2
Peggy Leppik, Metropolitan Council District 6

N:\CommDev\LPA\Counties\Hennepin\Letters\Hennepin Cnty CSAH 81 Roadway Reconstruction.doc



3235 Fernbrook Lane N • Plymouth, MN 55447
Tel: 763.553.1144 • Fax: 763.553.9326
Email: judie@iass.biz • Website: www.shinglecreek.org

August 25, 2008

Craig Twinem
Design Center
Hennepin County
1600 Prairie Drive
Medina, MN 55340

Re: Review of CSAH 81 Reconstruction Project
Environmental Assessment Worksheet

Dear Mr. Twinem:

The Shingle Creek and West Mississippi Watershed Management Commissions have considered the Environmental Assessment Worksheet submitted by Hennepin County for the CSAH 81 Reconstruction Project. Review comments were provided by Commission Staff in their memo dated August 7, 2008, attached herewith, and approved by both Commissions at their August 14, 2008 meetings.

Thank you for the opportunity to review this Environmental Assessment Worksheet. Questions may be directed to Diane Spector, Wenck Associates, 763.479.4280 or dspector@wenck.com.

Very truly yours,

Judie A. Anderson
Administrator

JAA:tim

Encls: August 7, 2008 memo

Cc: Diane Spector, Wenck Associates/via email.

Z:\Shingle Creek\Project Reviews\Projects 2008\L_Review_CSAH81 EAW.doc

Memorandum

1800 Pioneer Creek Center, Maple Plain, MN 55359
Phone: 763-479-4200 Fax: 763-479-4242



To: Shingle Creek/West Mississippi WMO Commissioners

From: Ed Matthiesen, P.E.
Diane Spector

Date: August 7, 2009

Subject: Comments on CSAH 81 Reconstruction Project
Environmental Assessment Worksheet

Hennepin County proposes to reconstruct approximately 7.5 miles of County State Aid Highway (CSAH) 81 (Bottineau Boulevard), from just north of TH 100 in Robbinsdale to CSAH 30 (93rd Avenue) in Maple Grove (see Figure 1). This roadway passes through both the Shingle Creek and West Mississippi watersheds as well as a small part of the Elm Creek watershed. This project has potential stormwater, wetland, floodplain, and stream crossing impacts. Hennepin County prepared an Environmental Assessment Worksheet for this project, and has submitted it for agency comment. Comments are due August 27, 2008.

The purpose of an Environmental Assessment Worksheet (EAW) is to identify potential impacts, assess their magnitude, and identify potential mitigation measures. The EAW is not required to present detailed solutions to each potential impact. In fact, EAWs and other environmental reviews are conducted in the early stages of a project, and usually have only conceptual designs available to estimate impacts. Final mitigation measures are most often developed as part of the final project design and must be submitted for review and approval by the appropriate permitting or review agencies such as the Commissions as part of the final project approval.

The proposed project would reconstruct CSAH 81 as a six lane highway with intersection improvements and an urban section (curb, gutter, and storm sewer). The project includes reconstruction of the bridge over the Soo Line railroad with two bridges separating the northbound and southbound traffic. Bicycle/pedestrian trails and railroad crossing safety improvements will be made as well.

Commission Action Requested

Review the comments below and direct staff to forward comments to Hennepin County.

Water Resources Impacts

Shingle Creek Crossing. Shingle Creek passes under CSAH 81 north of 79th Avenue (near Wal-Mart). The County expects to have to replace that culvert crossing with a new crossing. The EAW notes that any new crossing must conform to regulatory requirements.

Recommended Comment. Respond to Hennepin County that the proposed revised crossing must be submitted to the Shingle Creek WMC for review, and must conform to Rule H requiring the retention of hydraulic capacity and protection of water quality. #

Wetlands. The EAW inventoried three wetlands, three constructed stormwater ponds, and eight constructed ditches, all with wetland characteristics, that are located in the project area. Not all these resources would be impacted by the final project design.

The EAW performs a preliminary sequencing analysis for potential wetland impacts. Minimization of impacts is proposed through steeper side slopes, completing work in winter when the surface is frozen to minimize compaction, and by restoring temporary wetland impacts to an equal or improved condition after grading.

The EAW estimates 1.7 acres of wetland impacts: 1.0 acres of permanent fill and 0.7 acres of temporary impacts. The EAW notes that one wetland, W-1 north of Corvallis Avenue in Crystal, will be considered for restoration as partial mitigation, as well as other off-site mitigation and purchase of wetland credits.

Recommended Comment. Respond to Hennepin County:

- Within this corridor the cities of Crystal and Maple Grove are the Local Government Unit (LGU) for Wetland Conservation Act (WCA) activities in their jurisdictions, and within the cities of Robbinsdale and Brooklyn Park the respective Commissions are LGU for WCA. | #2
- The Commissions' Rules and Standards require a minimum 20 foot wide, average 30 foot wide buffer adjacent to wetlands and watercourses. | #3
- Hennepin County is requested to mitigate wetland impacts as much as possible within or near the CSAH 81 corridor. | #4

Floodplain Impacts

The EAW notes that proposed project may encroach upon the 100-year floodplain at the Shingle Creek crossing in Brooklyn Park near 79th Avenue. In addition the project proposes to fill ditches on the west side of CSAH 81 and replace them with stormsewer. These ditches are not identified as floodplain, but they provide significant flood storage. Compensating storage is proposed to provided as part of the overall stormwater management plan.

Recommended Comment. Respond to Hennepin County that floodplain impacts must be mitigated with compensating storage in the same hydraulic reach. In addition, flood storage fill must be mitigated with compensating storage in the same drainage area. Hennepin County should coordinate design efforts early with the affected cities and the Commissions to assure this critical issue is adequately addressed. | #5

Erosion Control

The EAW identifies areas highly susceptible to erosion and notes that the final plans will comply with National Pollution Discharge elimination System (NPDES) permitting, local city requirements, and watershed requirements.

Recommended Comment. Respond to Hennepin County that Watershed Management Commission project reviews include review of the proposed erosion control plan for this project. | #6

Stormwater

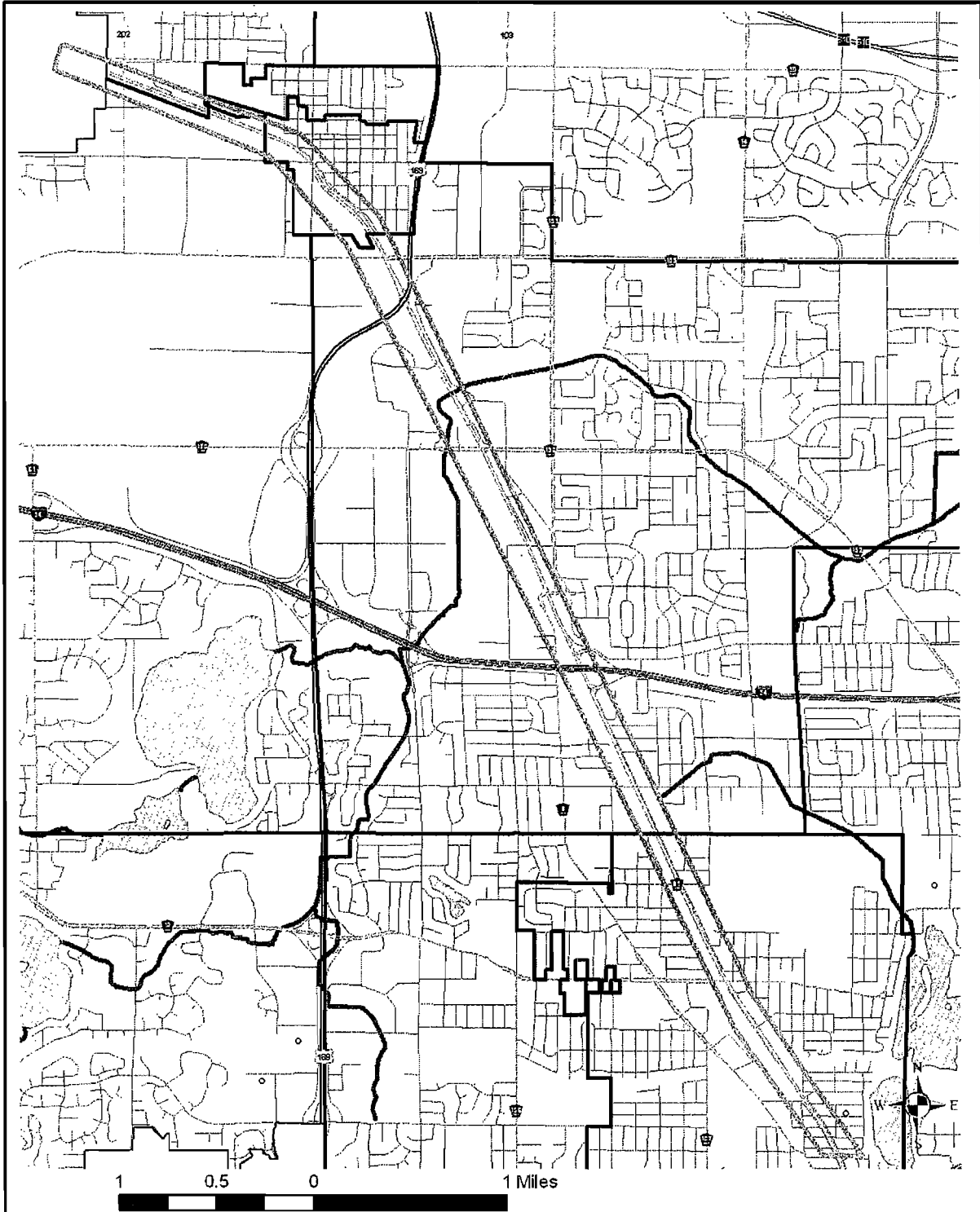
The project would increase impervious area from about 126 acres to about 145 acres. The EAW notes that stormwater from this project would be discharged to Impaired Waters Twin Lake and Shingle Creek. The EAW identifies a preliminary stormwater management plan that includes new ponds, revisions to

existing ponds, and underground treatment devices (grit chambers). No stormwater quantity or quality analysis is available at this stage of project design to assess the adequacy of these new proposed BMPs. The portion of the corridor that ultimately drains through the Crystal Airport and is discharged to Wetland 639W is expected to increase in imperviousness and runoff. To minimize new open water near the airport, the County is considering diverting stormwater to other drainage areas. This would minimize new stormwater being discharged into wetland 639W from the west through the MAC property, but it is unknown whether this would divert additional flow down 63rd Avenue to Twin Creek to be discharged into Wetland 639W for the north.

Recommended Comments:

Respond to Hennepin County:

- Project reviews by both the Shingle Creek and West Mississippi WMCs would be required for this project. Applicants are required to meet Commission water quality and volume management requirements on new impervious surface or new impervious surface equivalent area, and to make an attempt to bring the rest of the site up to Commission requirements. Post-construction stormwater discharge rate for the 2-, 10-, and 100-year event must not exceed pre-construction rates. | #7
- The Commissions request that Hennepin County prepare a total basin stormwater model to evaluate hydrologic, hydraulic, and water quality impacts of this 7.5 mile project. | #8
- Hennepin County is one of eight MS4s assigned a Total Phosphorus categorical wasteload allocation in the approved Twin and Ryan Lake Nutrient TMDL. These eight MS4s have agreed to collectively reduce external phosphorus loading to Upper Twin Lake by 71 percent and to Middle Twin Lake by 67 percent. For that part of the project area that discharges to Twin Lake, Hennepin County should in the design of BMPs achieve at a minimum no net increase in phosphorus load discharged to the lakes, and provide additional treatment where possible to make progress toward achieving that TMDL wasteload allocation. | #9
- Hennepin County is one of 11 MS4s assigned a chloride categorical wasteload allocation in the approved Shingle Creek chloride TMDL. These 11 MS4s have agreed to collectively reduce chloride loading to Shingle Creek by 81 percent. How is Hennepin County proposing to achieve a reduction in the application of road salt given the significant increase in pavement to be constructed by this project? | #10
- As discussed above in the floodplain comments, the County proposes to fill several ditches and replace them with storm sewer. These ditches provide flood storage and rate attenuation as well as some infiltration and treatment. The County should continue to consult with the Commissions and the affected cities as this project moves forward to assure that this does not adversely impact downstream conditions. | #11
- The project review applications for this project should review the corridor for flood-prone areas and discuss how the project would address those problem areas, if any. | #12
- The Shingle Creek WMC is currently preparing a feasibility analysis for the restoration of Wetland 639W, which is a significant phosphorus source to impaired Upper Twin Lake. It is important for the Commission to fully understand any change in local drainage that might impact the hydrology and hydraulics of Twin Creek and Wetland 639W. The Commission requests Hennepin County to analyze potential changes in runoff volumes and rates routed through stormsewer or other conveyances to Wetland 639W or to Twin Creek and to provide this information to the Commission for use in the feasibility study. | #13



Shingle Creek/West Mississippi WMC
 CSAH 81 Reconstruction Project


Wenck
 Environmental Engineers 1800 Pioneer Creek Center
 Maple Plain, MN 55359-0429

Figure 1

APPENDIX B

Responses to Agency Comments

COMMENTS AND RESPONSES ON THE CSAH 81 ROADWAY RECONSTRUCTION EAW

Agencies and the public had the opportunity to submit comments during the public comment period. The public review period ended on August 27, 2008.

Seven agencies commented during the comment period. Copies of the correspondence containing the following comments are located in Appendix A. The following comments have been summarized.

1. Minnesota Department of Natural Resources (MnDNR)

Comment #1: MnDNR staff has reviewed this EAW and has no substantive comments. From a natural resources perspective, the document appears to be complete and accurate.

Response: Comment noted. No response required.

2. Minnesota Department of Health

Comment #1: The proposed project area includes portions of the wellhead protection areas (WHPAs) for the cities of Robbinsdale, Brooklyn Center, Brooklyn Park, and Maple Grove. Stormwater management within vulnerable portions of drinking water supply management areas (DWSMAs) associated with these WHPAs should avoid the use of infiltration, if possible, especially within a one-year travel time to the municipal well.

Response: There are no moderate or high vulnerability areas in Segment One (47th Avenue North to CSAH 10) of the project. The subsequent segments of the roadway reconstruction project have not yet been reviewed for vulnerable areas. These reviews will occur during final design of the individual segments. If moderate or high vulnerability areas are found in subsequent segments, infiltration best management practices (BMPs) will be avoided.

Comment #2: Other public water supply systems that appear to be in the general area, but for which wellhead protection planning has not yet been completed, include the following: West Broadway Apartments, Osseo Pet Hospital, Joyner Diecasting and Plating Co., and County Prestress Corporation. Many of the wells used for these systems are vulnerable. Source water assessment (SWA) areas, which could give a rough idea of the recharge area for the wells, may be available for these systems.

Response: The public water supply systems identified in the comment are beyond Segment One (47th Avenue North to CSAH 10) of the project. The subsequent segments of the roadway reconstruction project have not yet been reviewed for vulnerable areas. As subsequent segments of the project move into final design, the public water supply systems for which wellhead protection planning has not been completed, as applicable in the individual segments, will be investigated and verified. If vulnerable areas are found in subsequent segments, infiltration BMPs will be avoided.

Comment #3: Stormwater infiltration should be avoided within 200 feet of vulnerable public water supply wells lacking delineated wellhead protection areas.

Response: There are no vulnerable public water supply wells lacking delineated wellhead protection areas in Segment One (47th Avenue North to CSAH 10) of the project. The subsequent segments of the roadway reconstruction project have not yet been reviewed for vulnerable public water supply wells lacking wellhead protection. These reviews will occur during final design of the individual segments. If vulnerable public water supply wells lacking wellhead protection are found in subsequent segments, infiltration BMPs will be avoided.

3. Minnesota Department of Transportation (Mn/DOT) Metropolitan District

Comment #1: Mn/DOT does not agree with the proposed elimination of the westbound to northbound ramp. Provide existing and proposed year 2030 traffic counts and supporting documentation. The regional road system should be addressed and include a detailed analysis of I-94 in the immediate area along with I-94 volumes. The interchange modification may require Federal Highway Administration approval via the Interstate Access Request process.

Response: Hennepin County has met with Mn/DOT staff regarding the proposed changes to the I-94 interchange ramp and will continue to work with them through detailed design. The proposed modification of existing geometrics is designed to create a safer alternative than existing conditions. Hennepin County is aware that an interchange modification may require approval via the Interstate Access Request process.

Comment #2: Indicate how the proposed transit corridor will affect interchange operations.

Response: The proposed roadway reconstruction project does not include a transit component. Transit alternatives for the CSAH 81 corridor are being evaluated in the Bottineau Alternatives Analysis, which is currently underway.

Comment #3: With the significant reconstruction work on this interchange, please detail the process that was followed, identifying other interchange concepts that were proposed and indicate whether the interchange included in the plan was the preferred alternative.

Response: Hennepin County would not classify the proposed design as a significant change to the interchange. The design does not change the type of interchange nor would the construction extend to the freeway mainline. The ramp intersections are proposed to be modified to accommodate future traffic and remove weaving movements.

- The east ramp northbound to eastbound merge right-turn is proposed to be converted to dual right-turn lanes. This is being proposed to remove the weave across three through lanes on CSAH 81 to the eastbound left-turn lane at West Broadway/ 71st Avenue. The northbound right-turn phase can be over-lapped with the westbound left-turn phase to provide additional opportunities to turn.
- The design shows the existing eastbound weave between the ramps to be removed and replaced with a northbound channelized yield right-turn condition (west ramp) and eastbound right-turn lane (east ramp). The proposed design removes the weave and the higher turning speed movements across the trail.
- Additional dual left-turn lanes are provided in the westbound direction on CSAH 81 at both ramps and northbound from both ramps. This is to provide additional capacity at the intersections.
- A synchro/sim-traffic was prepared to model the interchange. These models were provided to Mn/DOT and comments were received in May 2007. The models were updated and submitted. From the modeling, the intersections, as proposed, will operate at acceptable levels. The additional changes will reduce conflict with the wider roadway section and maintain a safe roadway environment.

Comment #4: The project must maintain existing drainage patterns and rate of runoff at or near Mn/DOT right of way. Any impact to Mn/DOT right of way drainage will require further review and permits.

Response: Hennepin County will coordinate with Mn/DOT as needed and provide Mn/DOT with an opportunity to review plans and will acquire all necessary permits.

Comment #5: Mn/DOT will need to review the layout and plans as they are developed, especially plans for the intersections with Mn/DOT highways.

Response: Hennepin County will coordinate with Mn/DOT as needed and provide Mn/DOT with an opportunity to review layouts and final designs.

Comment #9: A drainage permit may be required and any use of or work within or affecting Mn/DOT right of way requires a permit.

Response: All required permits will be acquired for the project.

4. Minnesota Department of Transportation (Mn/DOT) Office of Aeronautics

Comment #1: The Mn/DOT Office of Aeronautics recommends that the EAW be submitted to the Federal Aviation Administration and Metropolitan Airports Commission for their review and comment.

Response: The EAW was sent to the Metropolitan Airports Commission (MAC) on July 22, 2008 and to the Federal Aviation Administration on August 22, 2008.

Comment #2: The airport must have superior property control over any easements. All maintenance and construction must be coordinated with MAC.

Response: Any easement concerning Crystal Airport will be coordinated with MAC as will all maintenance and construction.

Comment #3: Ponds are incompatible in close proximity with airports because they attract waterfowl. Ponds on each side of the airport encourage waterfowl movement across Runway 6 and increase the likelihood of a collision with aircraft. Are the proposed ponds wet or dry ponds? If dry what is the design retention time? What is the design storm?

Response: The storm sewer system is designed for a 10-year storm. The pond proposed to be located in the northeast quadrant of Airport Road and CSAH 81 is a dry detention pond which drains down to less than six inches within the first hour after the design year storm event, and will completely drain within 24 hours of the conclusion of the storm event. The ponds in the vicinity of 63rd Avenue North are currently identified as wet ponds. These ponds are sized to meet the current stormwater quality design standards. These ponds will be evaluated during final design for other design options.

The close proximity of existing ponds, streams and wetlands suggests that there will be minimal attraction to new wildlife in this area.

Comment #4: The busway puts more roadways in the Runway Protection Zone (RPZ). The busway will not encroach further than roadway.

Response: No transit facilities are proposed as part of the CSAH 81 reconstruction project. The potential busway identified on the layout represents the transit corridor being evaluated outside of the current project.

Comment #5: It is undesirable to have a trail across airport property.

Response: The location of the proposed trail has been identified as no closer than eight feet on the exterior of the existing Crystal Airport perimeter fence.

Comment #6: Due to the proximity of the project to the runway approaches, any lighting will require a Form 7460 Notification of Proposed Construction or Alteration to be filed with the FAA. No lighting should be constructed in the approach to Runway 6.

Response: No lighting is proposed along the frontage of the airport, or the approach to Runway 6.

Comment #7: The City of Crystal administers an Airport Zoning Ordinance for the Crystal Airport which should be referenced for compatibility and compliance.

Response: The City of Crystal Zoning Code has an Airport Overlay District (AP zone). The purpose of the overlay district is to accommodate the current operations of the Crystal Airport on a temporary basis as a lawful nonconforming use. The Zoning Code serves to limit and control the construction of improvements on airport property until such time as the airport use is terminated. In the interim, the Crystal Airport may continue to operate but shall not be expanded. Expansion, extension or enlargement of runways or taxiways is expressly prohibited by the code. The proposed roadway reconstruction project is compatible with the airport use. The project will be coordinated with the City of Crystal for compatibility and compliance.

5. Metropolitan Airports Commission (MAC)

Comment #1: The Permits and Approvals table does not list the MAC and Federal Aviation Administration as agencies having required actions as part of the project.

Response: The Permits and Approval table has been updated in the Findings of Fact and Conclusions document to include required actions by MAC and the Federal Aviation Administration. Hennepin County will coordinate with MAC and the Federal Aviation Administration on all required actions.

Comment #2: The rate of runoff in the proposed conditions shall not exceed the current rate of runoff onto airport property; this will be a requirement for the County to meet in order for MAC to grant right of way property. MAC requests that all stormwater ponds within Segment Two be constructed as dry ponds.

Response: The rate of runoff in the Build condition will not exceed the current rate of runoff onto airport property. The storm sewer system is proposed to be designed for a 10-year storm. The pond located in the northeast quadrant of Airport Road and CSAH 81 is a dry detention pond which drains down to less than six inches within the first hour after the design year storm event, and will completely drain within 24 hours of the conclusion of the storm event. The ponds in the vicinity of 63rd Avenue North are currently identified as wet ponds. These ponds are sized to meet the current storm water quality design standards. These ponds will be evaluated during final design for other design options.

Comment #3: It will be important for MAC and the County to work cooperatively during the design stages for this project to address construction impacts and potential restrictions related to the approach zones and the airport runway protection zones so as not to

endanger construction crews or aircraft. Other construction aspects will also require coordination to ensure that airport safety and security is maintained at all times. These include airfield security, airport access, and the number of frontage road connections to the airport.

Response: Coordination between MAC and Hennepin County will occur as needed throughout the project.

Comment #4: Please provide a copy of the Phase I and II reports prepared for archeological, historic, and architectural structures if the Crystal Airport was included in the Area of Potential Effect (APE).

Response: The Crystal Airport is included in the APE. A copy of the Phase I and Phase II report was sent to MAC on September 19, 2008.

Comment #5: The Long Term Comprehensive Plan Update for the Crystal Airport, which has been submitted to the Metropolitan Council for review, recommends further study of non-aeronautical development on parcels owned by MAC. Two potential areas lie adjacent to the proposed east frontage road. The proposed roadway design must facilitate access to these parcels. The final number and location of direct access points to the frontage road should be resolved during the design phase for Segment 2.

Response: Hennepin County will coordinate with MAC as needed throughout the design and construction of Segment Two of the CSAH 81 reconstruction project.

6. Metropolitan Council

Comment #1: The 6-lane section appears to preclude the ability to provide bus-only shoulders on the roadway under bus rapid transit (BRT) implementation.

Response: The future of BRT in the corridor is being considered in the Bottineau Alternatives Analysis currently underway.

Comment #2: The Bottineau Alternatives Analysis is being studied by Hennepin County Regional Rail Authority, not Metro Transit as the EAW indicates.

Response: Comment noted.

Comment #3: Will the new traffic signal equipment installed as part of the roadway reconstruction project be able to incorporate a transit signal priority system?

Response: Yes, if it is identified as needed in the Bottineau Alternatives Analysis.

Comment #4: While the project itself does not reflect any potential for increased flow demands to the Regional Disposal system, spin-off development resulting from improvements in transportation access may have a positive impact on development in the area. However, it is not expected that this will be more than that expressed in the cities current comprehensive plans.

Response: Comment noted.

Comment #5: To assess potential impacts to the Metropolitan Council Environmental Services (MCES) interceptor system, prior to initiating the project, preliminary plans should be sent to the Interceptor Engineer at the MCES for review and comment.

Response: Comment noted. Preliminary plans will be submitted to the Metropolitan Council Environmental Services for review and comment.

7. Shingle Creek/West Mississippi Watershed Management Organization (WMO)

Comment #1: The new crossing of Shingle Creek under CSAH 81 north of 79th Avenue North must be submitted to the Shingle Creek Watershed Management Commission (WMC) for review and must conform to Rule H requiring the retention of hydraulic capacity and protection of water quality.

Response: Comment noted. Plans for the new crossing will be submitted to the Shingle Creek WMC for review; plans will conform to Rule H.

Comment #2: The Cities of Crystal and Maple Grove are the Local Government Unit (LGU) for Wetland Conservation Act (WCA) activities in their jurisdictions. Within the cities of Robbinsdale and Brooklyn Park the respective Commissions are LGU for WCA.

Response: Comment noted.

Comment #3: The Commission's Rules and Standards require a minimum 20-foot wide, average 30-foot wide buffer adjacent to wetlands and watercourses.

Response: A buffer will be provided where practical and feasible and where it will not create additional impacts or maintenance burdens.

Comment #4: Shingle Creek/West Mississippi WMO requests that mitigation of wetland impacts occur as much as possible within or near the CSAH 81 corridor.

Response: Efforts will be made to mitigate as much as practicable and feasible along the project corridor.

Comment #5: Floodplain impacts must be mitigated with compensating storage in the same hydraulic reach and flood storage fill must be mitigated with compensating storage in the same drainage area. The County should coordinate design efforts early to ensure this critical issue is adequately addressed.

Response: Floodplain impacts are proposed to be mitigated at Greenhaven Park. Further coordination with Mn/DOT will occur in final design for utilization of Mn/DOT ponds as an alternative location for flood storage.

Comment #6: The WMC project reviews include review of the proposed erosion control plan for this project.

Response: Comment noted.

Comment #7: Project reviews by both the Shingle Creek and West Mississippi River WMCs would be required for the project. Applicants are required to meet Commission water quality and volume management requirements on new impervious surface equivalent area, and to make and attempt to bring the rest of the site up to Commission requirements. Post-construction stormwater discharge rate for the 2-, 10-, and 100-year event must not exceed pre-construction rates.

Response: Comment noted. Preliminary plans will be submitted to both the Shingle Creek and West Mississippi River WMCs for review and comment; water quality and volume management requirements will be met.

Comment #8: The Commissions request that the County prepare a total basin stormwater model to evaluate hydrologic, hydraulic, and water quality impacts of the project.

Response: Calculations required for WMO review will be done on a segment-by-segment basis during final design of each segment.

Comment #9: The County is one of eight MS4s assigned to a Total Phosphorous categorical wasteload allocation in the approved Twin and Ryan Lake Nutrient TMDL. These eight MS4s have agreed to collectively reduce external phosphorous loading to Upper Twin Lake by 71 percent and to Middle Twin Lake by 67 percent. For that part of the project area that discharges to Twin Lake, the County should in the design of BMPs achieve at a minimum no net increase in phosphorous load discharges to the lakes, and provide additional treatment where possible to make progress toward achieving that TMDL wasteload allocation.

Response: Comment noted. Hennepin County will design BMPs to achieve, at a minimum, no net increase in phosphorous load discharges to Twin Lake and provide additional treatment where possible to make progress toward achieving TMDL wasteload allocation.

Comment #10: The County is one of 11 MS4s assigned a chloride categorical wasteload allocation in the approved Shingle Creek chloride TMDL. These 11 MS4s have agreed to collectively reduce chloride loading to Shingle Creek by 81 percent. How is the County proposing to achieve a reduction in the application of road salt given the significant increase in pavement to be constructed by the project?

Response: The Shingle Creek Chloride TMDL and its Implementation Plan, included in the Stormwater Pollution Prevention Plan (SWPPP) Addendum, were developed as a cooperative effort between the MS4s in the watershed, the Shingle Creek WMC, and the

Minnesota Pollution Control Agency. The Implementation Plan sets forth the specific responsibilities and activities for each of those partners. Hennepin County will undertake specific implementation activities as detailed in the SWPPP Addendum and repeated below:

Hennepin County is committed to minimizing the use of chloride in snow and ice removal operations with no compromise to public safety. To accomplish this, we are already implementing the following BMPs:

- *Storage facilities have been provided at all of our shops for de-icing materials. Facilities are inspected annually.*
- *AVL has been installed on the fleet of plow trucks. This system will allow us to track location and quantity of de-icing material used.*
- *Plow operators receive training on proper loading, storage and use of de-icing materials on an every other year basis.*
- *Participate in Watershed Commission Technical Advisory Committee meetings and workshops.*
- *Annually review and distribute Hennepin County's Snow and Ice Control Manual to operators, foremen and supervisors in October.*
- *Material handling practices are under constant review for methods that are more efficient and have less impact.*

In addition, we plan to undertake the following new or expanded BMPs over the next five years.

- *Purchase 2 – 2,500 to 3,000 gallon tanker trucks for pre-wetting technology or the latest technology available for anti-icing application.*
- *Track chloride application and submit monthly reports to the Shingle Creek Watershed Management Commission.*
- *The fleet of plow trucks is scheduled for replacement within the next 10 years. Thought will be given to new technologies that could reduce chloride use at that time.*
- *Begin anti-icing program for bridges and select roadway areas.*

Hennepin County will rely on the Shingle Creek WMC to monitor and evaluate progress toward meeting the watershed load reduction goals and the gross wasteload allocation. Hennepin County will evaluate progress in implementing BMPs as part of its NPDES permit annual report. The Commission will evaluate progress in 2012, and the Technical Advisory Committee may determine that adjustments to the Implementation Plan may be necessary. Revisions to the Implementation Plan may require revisions to the BMPs in the SWPPP.

Comment #11: The County proposes to fill several ditches and replace them with storm sewer. These ditches provide flood storage and rate attenuation as well as some infiltration and treatment. The County should continue to consult with the Commissions and the affected cities as the project moves forward to ensure that this does not adversely impact downstream conditions.

Response: Comment noted. Hennepin County will continue to meet with the WMCs and the affected cities to ensure that the replacement of ditches with storm sewer does not adversely impact downstream conditions.

Comment #12: The project review application for this project should review the corridor for flood-prone areas and discuss how the project would address those problem areas, if any.

Response: Comment noted. The project review application will review the corridor for flood-prone areas and discuss how the project would address problem areas, if any.

Comment #13: The Single Creek WMC is currently preparing a feasibility analysis for the restoration of Wetland 639W, which is a significant phosphorous source to impaired Upper Twin Lake. It is important for the Commission to fully understand any change in local drainage that might impact the hydrology and hydraulics of Twin Creek and Wetland 639W. The Commission requests Hennepin County to analyze potential changes in runoff volumes and rates routed through storm sewer or other conveyances to Wetland 639W or to Twin Creek and to provide this information to the Commission for use in the feasibility study.

Response: The *Water Resources Preliminary Design Report*, December, 2006, is available upon request.