

I-35W New Access

Overview of Preliminary Environmental Assessment Findings for Preferred Build Alternative

EA Category	Adverse Impacts?	Mitigation & Enhancement
Social and Cultural Environment		
Land Use	<ul style="list-style-type: none"> The proposed project is consistent with the City of Minneapolis Plan - Guidance for I-35W Access Project. The proposed project is consistent the Metropolitan Council and policies set forth in the "Regional Blueprint". The proposed project is consistent with Mn/DOT's Transportation System Plan (TSP). 	<ul style="list-style-type: none"> Consistent with local, regional and State plans; no proposed mitigation. The project will also receive greater recognition in future planning processes and projects when it is approved at the local, regional, state, and federal levels.
Social Issues	<ul style="list-style-type: none"> Temporary inconveniences associated with construction activities will occur; however, no significant long-term changes in community activities, use of facilities, or neighborhood cohesion are expected. The project's mitigation and enhancement features are expected to strengthen community identity and social integration. Traffic Impacts: <i>(Refer to Special Study in process)</i> 	<ul style="list-style-type: none"> Mitigation and Enhancement Sub-Committee recommendations include enhancing community cohesion and community identity <i>(see Sub-Committee report for details)</i>. A new and improved transit station at Lake Street, combined with transit corridor improvements along I-35W, will result in safer, more convenient transit service in the area. Traffic impacts: <i>(Refer to Special Study in process)</i>
Visual Quality	<ul style="list-style-type: none"> The proposed project will modify the visual environment in many areas. A visual impact assessment is being performed to inventory existing conditions and assess the level of change that will occur with the construction of the preferred build alternative. 	<ul style="list-style-type: none"> The development of comprehensive aesthetic and landscape design themes will be used throughout the project area. Mitigation and Enhancement Sub-Committee recommendations include enhancements to streetscapes, community gateways, noise walls, retaining walls, and vegetated areas <i>(see Sub-Committee report for details)</i>.
Environmental Justice	<ul style="list-style-type: none"> There are sizable and readily identifiable low income and minority groups that will be affected by the proposed project. There are also direct impacts on residential and business properties that will receive special attention to comply with Executive Order 12898 and ensure that all practicable alternatives have been evaluated to avoid or reduce impacts on low income and minority groups. There are no impacts to public housing owned and managed by the Minneapolis Public Housing Authority. 	<ul style="list-style-type: none"> Improved access resulting from project improvements are expected to enhance the business climate for proposed and existing small businesses that may be owned, operated, and/or patronized by low-income and minority groups. Major project area employers will benefit from transit opportunities, which will better serve the area population with job opportunities. To address Environmental Justice, the project sponsors, neighborhood organizations, and public/private partnerships will be engaged in studying and implementing outreach efforts (implementation programs) to address indirect and direct impacts for the project's dislocated residential and business populations who are also determined to qualify as low-income and/or minority groups.

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Impact on Infrastructure and Public Services	<ul style="list-style-type: none"> Currently, adequate infrastructure (sanitary sewer, storm sewer and water main) is in place to service the proposed project. The preferred build alternative will not limit neighborhood infrastructure redevelopment planning and improvement opportunities. 	<ul style="list-style-type: none"> There will be no new or expanded public services (fire protection, police protection, schools) necessary to serve the proposed project and accessibility through infrastructure modification is expected to enable improvements in emergency response services.
Bicyclists and Pedestrians	<ul style="list-style-type: none"> No adverse impacts to bicyclists and pedestrians are anticipated as a result of proposed improvements to I-35W and associated roadways. 	<ul style="list-style-type: none"> The project's Mitigation and Enhancement Sub-Committee recommendations include a comprehensive enhancement to the pedestrian and bicycle (active) transportation network. Sidewalks have been widened, traffic calmed, and amenities added (<i>see Sub-Committee report</i>).
Historical, Archaeological and Cultural Resources	<ul style="list-style-type: none"> Potential adverse effects to properties in 3 areas: The Healy Block, the Minerva Apts., and the CM & SP Grade Separation District (the Greenway). 	<ul style="list-style-type: none"> If SHPO concurs with the recommendation of adverse effects, mitigation will be determined in consultation with FHWA, Hennepin County, Mn/DOT, and other interested parties.

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Economic Environment Right of Way and Relocation	<ul style="list-style-type: none"> Potential direct project effects would occur to 8 single-family residences, and 2 four-plex apartments. An estimated 40 - 60 residents and 70 employees could be affected. Partial takings for right-of-way and easements will also occur (quantities depend on final design of project). Changes to private property accessibility will also occur with the proposed project. <p><i>6A Impacts</i></p> <ul style="list-style-type: none"> Ten single-family and multi-family units removed along 2nd Avenue S. Five businesses removed along the north side of Lake Street. <p><i>6B Impacts</i></p> <ul style="list-style-type: none"> Ten single-family and multi-family units removed along 2nd Avenue S. Five businesses removed along the north side of Lake Street. 2 adjacent properties at 2829 and 2827 Stevens Ave Properties adjacent to the Greenway, between Stevens and 1st Ave including Oscar Auto Body, Western Waterproofing, storage buildings, etc.) Properties adjacent to the Greenway between 1st and Nicollet (2 commercial buildings) 	<ul style="list-style-type: none"> Design measures will be used to the extent possible to minimize right-of-way impacts. The project's final design will determine specific changes in private property access and confirm partial and total takings for right-of-way and easement purposes. The project sponsors in cooperation with existing public/private partnerships will aggressively seek and prepare opportunities to relocate affected residents and businesses in appropriately suitable safe, decent, and comparable replacements. All right-of-way and relocation impacts will be conducted in accordance with federal regulations without discrimination.
Economics	<ul style="list-style-type: none"> Five businesses will be impacted by the preferred build alternative. A planning-level benefit-cost analysis is being conducted to help determine how to prioritize the implementation of project improvements. <p><i>6A Impacts</i></p> <ul style="list-style-type: none"> Less than 6B <p><i>6B Impacts</i></p> <ul style="list-style-type: none"> Greater than 6A (remnant parcels along Greenway and vacated Cecil Newman Lane) 	<ul style="list-style-type: none"> Impacted businesses will be assisted in relocating in their respective neighborhoods or provided options for alternative site relocations. The proposed project will be designed to improve business accessibility for the economic enhancements for neighborhood businesses (particularly along the City's Commercial Corridors.)
Construction Activities	<ul style="list-style-type: none"> Dust will be generated during construction activities. Construction activities will disturb existing vegetative ground cover and allow soil material to become airborne. This will be a temporary impact associated with grading activities. Odor may be generated by exhaust from engines engaged 	<ul style="list-style-type: none"> All construction machinery will be properly equipped to control odor emissions. Construction equipment will be properly muffled and construction noise will be regulated by the MPCA and by standards regulated by the EPA.

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	<ul style="list-style-type: none"> in construction activities. In addition to traffic noise from the surrounding roadway systems, there will be noise generated during construction of the roadway improvements. 	<ul style="list-style-type: none"> Traffic control plans will be prepared and designed to control impacts and minimize disruption for neighborhood residents and community businesses and institutions.
Natural Environment		
Fish, Wildlife & Ecologically Sensitive Resources	<ul style="list-style-type: none"> MnDNR Natural Heritage and Nongame Research Program identified 11 records of rare features in the project area. The MnDNR indicated that no impacts to such resources are expected in the project area. The MnDNR Division of Waters indicated no concerns with the proposed project. 	<ul style="list-style-type: none"> No mitigation or enhancements are anticipated.
Endangered Species	<ul style="list-style-type: none"> State-endangered, threatened or special concern species have been identified as residing within the City of Minneapolis; however, due the nature and location of the proposed project, no adverse effects to these species are anticipated. The project is within the breeding range of the bald eagle, a Federally-listed Threatened species. It has been determined the project's location and design is such that it will not likely have any adverse effects on this species. 	<ul style="list-style-type: none"> No mitigation or enhancements are anticipated.
Natural Environment		
Physical Impacts on Water Resources	<ul style="list-style-type: none"> There will be no adverse impacts to water bodies such as rivers, creeks, lakes and wetlands. There will be no adverse impacts to a delineated 100-year floodplain, or state or federally designated wild or scenic river land use district. 	<ul style="list-style-type: none"> No mitigation or enhancements are anticipated.
Water Use	<ul style="list-style-type: none"> No wells will be installed for the proposed project. No dewatering is anticipated during the construction process. No wells on or near the project area will be used as water resources. 	<ul style="list-style-type: none"> Wells have been identified in close proximity of the proposed project. If the proposed project encounters wells, the well(s) will be properly sealed following all applicable Minnesota Department of Health regulations.
Erosion and Sedimentation	<ul style="list-style-type: none"> Existing ground cover adjacent to I-35W and slope embankments on I-35W will be temporarily disturbed during construction. 	<ul style="list-style-type: none"> A National Pollutant Discharge Elimination (NPDES) permit, which includes and erosion control plan will be required for the proposed project.
Water Quality and Storm Water Runoff	<ul style="list-style-type: none"> The volume of runoff will increase as a result of the proposed project. However, the peak discharge rate in the 12-foot diameter storm sewer tunnel will not be increased. No changes in normal pressure surges that occur in the project area will result from the proposed project. The peak discharge rate added by the project will have passed through the storm sewer system prior to the peak rate in the 	<ul style="list-style-type: none"> Because of the developed urban setting, underground best management practices (BMPs) will be provided to treat runoff for the additional impervious surface and existing highway right-of-way.

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	<p>storm sewer tunnel (i.e., the system will not be overloaded).</p> <ul style="list-style-type: none"> The pollutant encountered with the proposed project will be the same as the existing conditions. Currently, water quality treatment is not provided under the current drainage system. 	
<p>Geologic Hazards and Soil Conditions</p>	<ul style="list-style-type: none"> No adverse impacts to geologic sensitive resources such as karsts, fault lines or other geologic hazards are known to occur in the proposed project area. Soils in the project area are highly disturbed as a result of historic urban development. Soils in the project area consist of glacial outwash, which contributes to higher sensitivity to groundwater. However, no additional disturbances to groundwater or contamination is likely with the proposed project. 	<ul style="list-style-type: none"> No mitigation or enhancements are anticipated.
<p>Air Quality</p>	<ul style="list-style-type: none"> The Twin Cities Metropolitan Area was previously designated as a carbon monoxide (CO) non-attainment area as a result of violations of the National Ambient Air Quality Standards (NAAQs). However, as a result of the vehicle inspection and maintenance program and improved emission controls on motor vehicles, no violations have occurred recently. As a result of the reduction of CO concentrations, the Twin Cities Metropolitan Area has been re-designated as a CO maintenance area. Since CO violations have not occurred in the Twin Cities recently at even the highest volume intersections, it is anticipated that no violations of the NAAQs or the State air quality standards will occur. It is anticipated that project impacts will result in reasonably small changes in CO concentrations due to the improved capacity construction of project alternatives. 	<ul style="list-style-type: none"> No mitigation or enhancements are anticipated.
<p>Noise</p>	<ul style="list-style-type: none"> Existing conditions exceed Federal and State Noise Standards. Proposed improvements will likely continue to exceed State Noise Standards. 	<ul style="list-style-type: none"> Noise will likely continue to exceed Federal and State Noise Standards. Mitigation will not reduce impacts to acceptable standards. Noise attenuation measures (barriers) will need to be replaced in many project segments. Barrier aesthetics will be enhanced and coordinated with the City of Minneapolis.

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Designated Parks, Recreation Areas, and Trails	<ul style="list-style-type: none"> The 28th Street Totlot will be reduced in size as a result of the preferred build alternative. The Mitigation and Enhancements Sub-Committee recognizes that an adequate totlot can be reestablished on Mn/DOT right-of-way, which requires _ acre (the remnant parcel is approximately _ acre.) The totlot property is owned by Mn/DOT and leased to the City of Minneapolis. There is no Section 4(f) involvement of this property; the lease is subject to cancellation by Mn/DOT if the property is needed for highway purposes. 28th Street Totlot Potential 6(f) Impacts: The proposed project will not cause the conversion of any land acquired, planned or developed using LAWCON funds. Midtown Greenway Corridor Potential Section 4(f) Impacts: No adverse impacts are expected to occur as a result of roadway improvements and a Section 4(f) Evaluation is not anticipated. Midtown Greenway Potential Section 6(f) Impacts: The proposed project will not cause the conversion of any land acquired, planned or developed using LAWCON funds. 	<ul style="list-style-type: none"> The 28th Street Totlot will be reestablished on the remaining parcel. Sloping as a result of an exit ramp addition may encroach into the Greenway ROW, in which case a temporary easement will be necessary. Section 4(f) does not apply to a temporary occupancy of publicly owned parks, recreation areas, wildlife or waterfowl refuges, or any historic site where there is documentation that the officials having jurisdiction over the protected resource. Therefore, Section (f) does not apply as a recreation impact. Section 4(f) will apply to a potentially historic bridge that would be taken for the proposed project that currently spans the Greenway. Section 4(f) applies to non-renewable NRHP resources that warrant preservation in place. A separate evaluation will be completed for this purpose and coordinated with the findings of the cultural resources investigation and its mitigation commitments. The aesthetics of a proposed replacement bridge near this location will be designed and coordinated with recommendations from trail advocates, neighborhood organizations, Mn/DOT's Cultural Resources staff and the SHPO.
Hazardous Waste Sites/Contaminated Properties	<ul style="list-style-type: none"> 77 known or potentially contaminated properties have been identified in the project study area 8 sites identified in close proximity of the project limits have the potential to be impacted. <p><i>6A Impacts</i></p> <ul style="list-style-type: none"> <i>No contaminated properties anticipated to be impacted.</i> <p><i>6B Impacts</i></p> <ul style="list-style-type: none"> <i>Western Waterproofing. Identified in Phase I ESA completed in June 2001.</i> 	<ul style="list-style-type: none"> Prior to construction activities, any known or potentially contaminated properties suspected to be impacted by the project would be investigated to determine the extent and magnitude of contaminated soil or groundwater in the area of concern. Results of any investigation will be used to determine if the contaminated areas can be avoided, or the project's impacts to the contaminated properties can be minimized. A contaminated property with the potential to incur cleanup cost or expose the purchaser to unacceptable conditions may need to be avoided if possible.