

COMMENT SHEET

I-94/TH 10 INTERREGIONAL CONNECTION

SP 8823-01

Public Information Meeting – Thursday, March 4th, 2004
Clear Lake, Minnesota

Name:	GARY OLSON	PRODUCT RECOVERY INC.
Address:	2605 EAST CLIFF ROAD	11680 HIGHWAY 10 SE
Phone:	BURNSVILLE 55337	BECKER 55308
Comments:	612-986-7306	763-261-2458

MY BUSINESS IS LOCATED ON HIGHWAY 10 AND WILL
BE DIRECTLY AFFECTED BY THE ALT. D INTERCHANGE -
HOWEVER, IT IS NOT NOTED IN THE ENVIRONMENTAL
IMPACT STATEMENT (5 ACRE BUSINESS SITE IN USE FOR
APPROXIMATELY 8 YEARS)

ALSO, IN TABLE 6.4.2 (PAGE 6-33) IT APPEARS THAT
"SITE NO. 13" IS MY PROPERTY AND IS NOTED AS "OLD DUMP".
WHAT INFORMATION SUPPORTS THIS? NO ONE SEEMS
TO KNOW ANY HISTORY ON IT.

NOTE: Deadline for mailed comments is Tuesday, March 23, 2004.



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**I-94/TH 10 INTERREGIONAL CONNECTION
SP 8823-01**

Public Information Meeting – Thursday, March 4th, 2004
Clear Lake, Minnesota

Name: Bud Stimmler
Address: _____
Phone: 320-761-5793
Comments: _____

Location: Just south of Jct. of Sherburne
Co. 8 and Clear Lake Township 70th Ave.
There is possibly a pioneer family
buried under the clump of Lilacs
that still grow there.

1

NOTE: Deadline for mailed comments is Tuesday, March 23, 2004.



To: Chad Casey
From: Ron & Deb Schabel

Feb 22, 2004

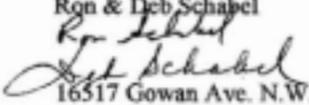
Subject: I94 - H10 Option C System Interchange on ramp to I94 safety.

My name is Ron Schabel. I am a land owner adjacent to the Option C proposed Highway 10 - I94 system interchange on-ramp onto I94 in the south easterly direction (see attached picture). My wife and I have lived next to I94 since 1976. We feel we understand the nature of the traffic on I94, in this area, quite well. I94 descends from elevation 970, starting several thousand feet to the northwest of the proposed system interchange on-ramp to I94 and continues to descend to slightly above the back waters / flood plain of the Mississippi River, elevation 915, approximately 1/2 mile to the southeast. At this point the river is very close to I94 to the northeast and Fish Lake to the southwest of I94. This area, understandably, can get very icy in minutes when weather conditions change. We assume this was the reason MNDOT installed the weather station and road condition warning sign at this location.

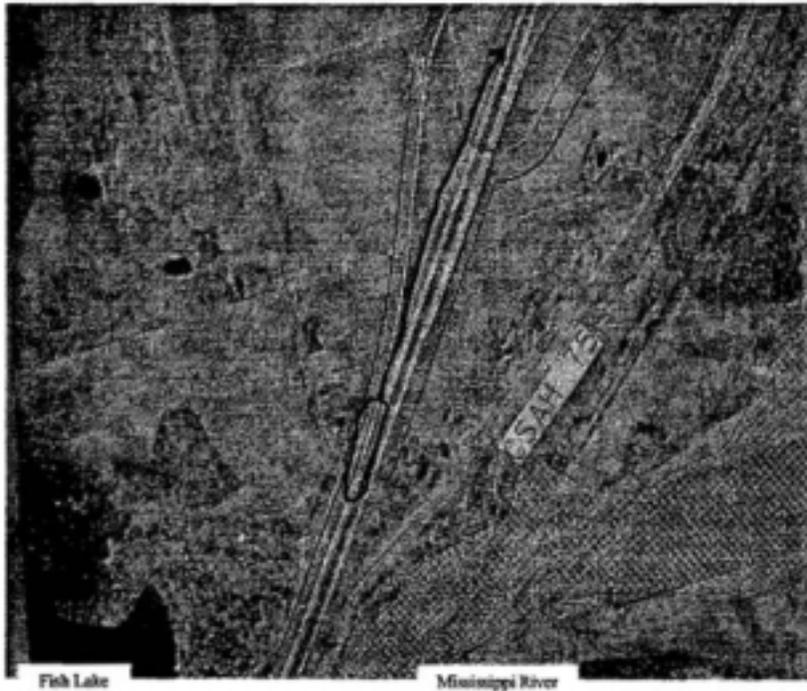
On February 19, 2004 we had the opportunity to speak to MNDOT representatives and SRF consultant at a recent System Interchange briefing in Clearwater, Mn. We were quite surprised that studies of the traffic patterns and accident rates of the proposed interchange accesses have not been done, as part of the evaluation.

In that lite, I believe the proposed on-ramp adjacent to our property will be placed in a dangerous and very unsafe place. In the last 2 years, there have been three traffic deaths in the above referenced area. In fact, the same night of the meeting there was 2 inches of fresh snow and 3 cars went into the I94 ditch, straight out from our house. I believe it is not safe to have a high speed entrance onto I94 1/4 of the distance from the top of the descend in the roadway. Approaching traffic to the area from both I94 and the system interchange would have no chance to prepare for icy conditions. It is highly probable that traffic coming from the system interchange would be accelerating upon entry onto I94. This could be disastrous .

If Option C is chosen, I believe that relocating the southeast entrance to I94 3/4 or 1 mile to the northwest of the proposed location would be a much safer location (see attached picture). I also suggest that the MN Highway Patrol records for this area be checked. Please take this into advisement.

Ron & Deb Schabel

16517 Gowan Ave. N.W.
Clearwater, MN 55320
e-mail: RonDeb_71@netzero.com





COMMENT SHEET

I-94/TH 10 INTERREGIONAL CONNECTION

SP 8823-01

Public Information Meeting – Thursday, March 4th, 2004

Clear Lake, Minnesota

Name: Lowell Schrupp

Address: 3400 - 142nd Ave n.w. Monticello

Phone: 878-4525

Comments: We live on S.W. corner of
Loche Lake - very interested in crossing
of river at Infield, will there be
an on or off ramp anywhere in that area?
maybe Hasty on + off will still be
access? Will we still be able
to use ~~the~~ crossing over 94 to road 95
and east + west to Hasty + Monticello?

Thanks for the good
maps + display
Shrupp

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COMMENT SHEET

**I-94/TH 10 INTERREGIONAL CONNECTION
SP 8823-01**

Public Information Meeting - Thursday, March 4th, 2004
Clear Lake, Minnesota

Name: Greg Goerner
Address: 8333-72nd St. Clear Lake
Phone: 320-743-3364
Comments: I have a complaint about the preparation of the meeting in how Clear Lake would be impacted if plan D would be considered. All other plans have nice drawings on how traffic would be flowing and into entrances onto and off of the highway. As a business owner and along Highway 10 and a homeowner in the township of Clear Lake I am very concerned about entrances to Highway 10 should plan D be chosen. Again it seems as if Clear Lake is being forgotten in this process. I really can't believe at the last meeting you completely forgot about

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SP 8823-01

Public Information Meeting – Thursday, March 4th, 2004

Clear Lake, Minnesota

Name: Emergency vehicles crossing Highway
Address: 10 ~~Highway~~ to the majority of Sherburne
Phone: County with the Cul-de-sac.
Comments: idea.

Plan A seems to be the best option
as far as people concerns being met & and
staying away from towns. Unless we
we ~~can~~ consider that we need better
places for animals to live than people.

Plan B idimrates Clearwater and
impacts Clear Lake.

Plan C. I think has most things
considered for people except sending all that
traffi past our elementary school in
- Clear Lake -

Plan D ~~is~~ interrupts all
business flow to highway 10 from neighboring

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COMMENT SHEET

I-94/TH 10 INTERREGIONAL CONNECTION

SP 8823-01

Public Information Meeting - Thursday, March 4th, 2004

Clear Lake, Minnesota

Name: businesses and actually land
 Address: looks a lot of property owners along
 Phone: highway 10 - and as I mentioned
 Comments: earlier, its very apparent Clear Lake
may have to live with not really knowing
what is planned because there isnt much
showing on your maps.

P.S. Plan D may have some
 safety issues with highway traffic
 that close to Egel energy where
 winter time travel could become very
 hazardous from ice forming in the
 winter from their cooling towers where
 storm blankets acres of land ~~and~~ in the
 winter time, and could blanket freeway
 roads.

2

NOTE: Deadline for mailed comments is Tuesday, March 23, 2004.



RR 1
Clear Lake, MN 55302

March 18, 2004

Chad Casey
Minnesota Department of Transportation
3725-12th St. N.
St. Cloud, MN 56303

Reference: Draft environmental impact statement I-94/TH 10 interregional connection
From St. Cloud to Becker, Minnesota
Minnesota Department of Transportation – District 3

To Whom It May Concern:

Following are my comments with respect to the subject environmental impact statement:

First, I appreciate the complexity involved in your efforts to provide society with modes of transportation that satisfy a bewildering array of regulations and concerns. One of the things that we as a society take for granted is efficient transportation, and in the past you have provided for us well. I sincerely believe that the suggestions I am making here would not only make your job easier, and result in a better and more efficient transportation system, but have profound positive long-range consequences.

We all know that development follows transportation rather than vice versa. The Mississippi and steamboats came before St. Paul. The Great Northern Railroad before the boom in growth in Minneapolis. I-494 before big Bloomington. Freeways and intersections bring gas stations, fast food, and people who will work and live there. The EIS mostly assumes that growth is an independent variable. It is on its way regardless. The contention that the build alternatives would cause development "to occur in a slightly different configuration than currently identified" (10.1.2. environmental consequences), is preposterous in light of this reality.

Let me suggest the following:

- 1) Accept that road building encourages development. Quantify these benefits from the point of view of communities that want development. | 1
- 2) Recognize that restricted access is a disincentive to development. Quantify the value of the conservation effects to the communities that do not want development. | 2

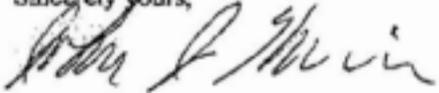


Northern Sherburne County and the Townships of Clear Lake, Haven, Palmer and others have acted to discourage development by zoning entire townships into agricultural, essentially precluding development. They also favor the pending alternative to the automobile, commuter rail service. This puts Northern Sherburne County into a unique status compared to all other areas of the state in terms of political consensus and future alternative means of transportation. I think I can speak for the residents; development that a freeway would bring has high negative value. This should be quantified.

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On the other hand, many communities, perhaps most rural communities, are growth advocates. Chambers of Commerce welcome newcomers. Units of government offer incentives for new residents and businesses. The City of St. Cloud is one of these entities. I have suggested on prior occasions that the close-to-the-city limits alternative A, is preferable for this reason and, a route through downtown St. Cloud should at a very minimum be included in a benefit cost analysis. I contend that the definitive urban success of downtown Minneapolis can be largely attributed to the well-designed construction of two interstate freeways through the very heart of the city. The more recent through-Duluth I-35E solution is a brilliant design. To fail to analyze and quantify the value of this proven alternative in the case of connecting I-94 to Highway 10 seems to me to be ignoring the most important environmental impact of all.

Sincerely yours,



John Kerwin

Cc: John Derus
St. Cloud Downtown Council, Peg Gustafson
St. Cloud APO
Sherburne County, Brian Benson

My Document/John/Dumbert Ross Environ Impact Stmt 031704



**I-94/TH 10 INTERREGIONAL CONNECTION
RESPONSES TO
DRAFT ENVIRONMENTAL IMPACT STATEMENT COMMENTS**

Refer to Appendix D (preceding) for comments and associated response designator.

United States Department of Transportation, Federal Aviation Administration, Airports District Office

Comment 1 (page 2) – Coordination may be necessary with the FAA.

Response 1 – With the Preferred Alternative, further FAA coordination, reviews or approval is not necessary.

Minnesota Department of Natural Resources

Comment 1 (page 3) – The issues of cumulative and secondary impacts are inadequately addressed in the DEIS.

Response 1 – Sections 10 and 11 of this FEIS provide more information on local controls that are available to protect resources. It is important to note that because the primary purpose of the Preferred Alternative is to serve as an interregional connection (and it therefore does not increase local access), it is not expected to contribute to such cumulative impacts substantially. A meeting was held with MnDNR staff to discuss their concerns, including the potential for cumulative impacts on areas further out than the study area, such as the Brainerd Lakes area, due to the increased mobility provided by the proposed interregional connection. It was noted that the new river crossing is expected to have an approximate 3- to 5-minute time savings for a trip between the Twin Cities and the Brainerd Lakes area, which is not a very substantial travel time savings for a three-plus-hour trip. The group discussed a variety of studies, including the Mississippi Scenic Riverway Cumulative Impacts Study, and recognized that there are many factors that have contributed to increased growth in the Brainerd area (e.g., demographic changes (retirees), more full-time residences, attractiveness of Lakes area and amenities that are provided such as recreation, shopping). Travel-times to this area may be a factor, but it is only one of the many; growth has certainly occurred in rapid fashion without substantial roadway expansion. It was acknowledged by the group that there is some relationship between growth pressures and increased accessibility, even though they cannot be quantified.

Comment 2 (page 4) – Of the Build alternatives, Alternative C could have the least environmental impact while still satisfying the purpose of the proposal. MnDNR will work with MnDOT to address the potential impacts to the Mississippi Wild and Scenic River during the permitting process.

Response 2 – Considered as part of the Preferred Alternative selection process and noted for the record. Mn/DOT has and will continue to coordinate with the MnDNR regarding potential impacts to the Mississippi Wild and Scenic River.

Comment 3 (page 5) – Page 3-3, Section 3.1.2, paragraph two should include a discussion of the Mississippi Wild and Scenic River that is an important state recreation and natural resource protection program.

Response 3 – So noted for the record and incorporated in the FEIS.

Minnesota Pollution Control Agency

Comment 1 (page 6) – In Section 3.2.2, information about the B/C elements and analytical uncertainty used in the evaluation should have been provided.

Response 1 – A I-94/TH 10 Benefit-Cost Analysis Memorandum was prepared for the project. This memorandum details the assumptions and analytical uncertainty in the analysis and states results. The June 6, 2003 memorandum is available from Mn/DOT District 3.

Comment 2 (page 6) – In Section 3.2.2, a brief summary of the land disturbances associated with each option should have been provided.

Response 2 – In Table 1.3 of Chapter 1 of the DEIS, this information is introduced to the reader. The same information is expanded on throughout the DEIS text.

Comment 3 (page 7) – Some discussion of mosquito control should be provided in the FEIS.

Response 3 – The nature of wet detention ponds is conducive to the propagation of mosquito populations. As such, the proposed wet detention ponds should be included as part of any local/regional mosquito control plans.

Comment 4 (page 7) – The use of rural drainage systems as a means of stormwater treatment through settlement, infiltration, and plant uptake is highly speculative in light of the existing agricultural pollutant load already carried by most agricultural drainage systems. Additionally, the use of rural drainage systems for this purpose would likely not meet the NPDES permitting standards under the MPCA Stormwater Program.

Response 4 – The Preferred Alternative incorporates a rural stormwater drainage system with wet detention ponds for the conveyance and treatment of stormwater runoff before discharging to the ultimate receiving water, i.e. the Mississippi River. The components of the rural drainage system, i.e., vegetated ditches, culverts and filter strips, used in combination with the existing soil characteristics present within the project corridor will likely fulfill the requirements of the NPDES Permit in most instances. However, these features will be utilized to augment the treatment provided by several proposed wet detention ponds located throughout the project corridor. The wet detention ponds are designed to treat, at a minimum, all added impervious areas from the Preferred Alternative, in addition to the adjacent right of way. Existing drainage patterns have been largely maintained; therefore, there will be only few additions of runoff generated from adjacent (off-site) drainage areas. As a result, there will be little influence of the adjacent agricultural land on the water quality of stormwater runoff generated from the proposed project corridor.

Comment 5 (page 7) – Mention is made of possibly using an underground detention system as a means of holding and treating stormwater. Significant water quality improvements should not be expected from their use.

Response 5 – No underground detention systems are planned for the Preferred Alternative.

Comment 6 (page 8) – The DEIS indicates that the Mississippi Scenic Riverway CIS describes the methodology used to develop the 2040 population and employment projections for the area. A brief narrative should be provided.

Response 6 – So noted for the record. Section 11.1.4 of the FEIS provides a brief explanation of the methodology followed in the Mississippi Scenic Riverway CIS.

Comment 7 (page 8) – The FEIS should provide information about wetland mitigation.

Response 7 – Chapter 7 of the FEIS provides a thorough discussion of the wetland impacts and potential mitigation plans.

Comment 8 (page 9) – It would be appropriate in the EIS to state that the proposed project enables future development through increased mobility and therefore, has greater environmental impact potential.

Response 8 – While the project will improve mobility, local access is not increased, so the project is not expected to substantially impact the level of development in the project area. See Chapter 11 for additional discussion.

Comment 9 (page 9) – The need for a contingency plan in the event that cultural resources are unearthed in areas outside of the predictions of the Mn/Model should be discussed.

Response 9 – So noted for the record and incorporated in the FEIS. Chapter 8 of the FEIS states that coordination with the Minnesota State Archaeologist will be reinitiated at the time of project right of way acquisition to confirm that no cultural resources will be impacted. If any subsequent eligible or listed sites are identified within the project area prior to or during construction, coordination with the appropriate agencies will be initiated in accordance with state and federal regulations.

Comment 10 (page 9) – It is important to note that the NPDES Permit does not regulate stormwater discharge flow rate increase in any way. This permit requires some detention time for water quality improvements during smaller storm events but this does little to reduce flooding.

Response 10 – So noted for the record. Chapter 7 of the FEIS expands on the DEIS stormwater and water quality information, particular to the Preferred Alternative.

Comment 11 (page 9) – Every effort should be made to coordinate with existing and future monitoring projects in an effort to tier a post-EIS monitoring presence. The monitoring could include groundwater quality and supply impacts from development as a result of the bridge crossing; surface water quality; aquatic, and terrestrial biodiversity, as well as the effectiveness of various stormwater mitigation efforts.

Response 11 – So noted for the record. The need for monitoring will be coordinated for the proposed project as part of the permitting processes.

United States Environmental Protection Agency

Comment 1 (pages 12, 13) – The DEIS identifies and evaluates direct and indirect impacts, including secondary and cumulative impacts. A variety of potential mitigation/compensation measures are identified. However, the specific mitigation and compensation measures that will be undertaken are not identified or committed to in the DEIS.

Response 1 – One purpose of the FEIS is to further define the mitigation and compensation measures planned in response to the potential impacts of the project. The attached FEIS provides this additional information accordingly for the Preferred Alternative.

Comment 2 (pages 12, 13) – The DEIS is deficient in that it does not adequately disclose/identify and evaluate existing local policies, plans, zoning ordinances and regulations, and compliance and enforcement records, to determine whether these measures adequately protect resources of concern throughout the study area.

Response 2 – Section 5.2 of the FEIS provides updated information on the existing controls to protect resources.

Comment 3 (page 14) – The FEIS should identify and evaluate the feasibility of using noise-reducing roadway pavements and energy-efficient, low-impact lighting.

Response 3 – Section 6.2 of the FEIS examines the project's noise impacts. As stated in that section, noise-reducing pavement options will be evaluated at the time of final design and construction.

Comment 4 (page 14) – FEIS should acknowledge that if additional information comes to light prior to project construction, additional NEPA documentation may be necessary and additional mitigation measures may need to be identified and implemented.

Response 4 – So noted for the record. The FEIS recognizes a number of times that additional information regarding resources in the project area may become available as the project progresses and that in such cases, appropriate coordination and regulations will be followed.

I-94/TH10 Regional Connection Coalition-March 22, 2004 Letter

Comment 1 (page 15) – Total cost of Alternative D should not include TH 25 realignment costs?

Response 1 - Comment noted. Footnote (2) to Tables 1.1 and 4.5 of the DEIS defines the additional cost of the TH 25 improvements. Also, in Section 4.1.2.2 of the Transportation Impacts Chapter 4.1.2.2, the DEIS recognizes the substantial additional cost to the I-94/TH 10 interregional connection project for the TH 25 improvements – identifying that acceptable operations can be maintained for Alternative D without the TH 25 improvements until approximately 2028. The analysis also includes benefits of this connection (see response to comment #2 and #3 below).

Comment 2 (page 15) – No discussion of transportation benefits unique to Alternative D by providing alternative routing to TH 25 puts in question the reliability of the benefit/cost analysis.

Response 2 – The I-94/TH 10 Benefit-Cost Analysis did include the TH 25 connection in the analysis for Alternative D. Therefore, the delay, operations, safety and other benefits in trips between TH 25 and the other system linkages were captured.

Comment 3 (page 15) – There is no discussion of potential for phasing construction of the connection to TH 25 as an alternative to a Build-No-Build choice with respect to Alternative D.

Response 3 – Given the limited spacing between the Preferred Alternative system interchange at TH 10 and the current at-grade intersection of TH25/TH 10, the best scenario was to provide the TH 25 connection to the river crossing. Removing this connection would negatively affect the operational, delay and safety benefits of the alternative, and due to spacing issues most likely require relocation of the TH 25/TH 10 at-grade intersection further east. Staging was not considered for any of the alternative in the DEIS.

Comment 4a (page 15) – There is a colony of great blue herons within the proximity of the proposed bridge span for Alternative C.

Response 4a – In response to this comment, a field visit was completed and the heron rookery has been identified on the preliminary design layouts. Chapter 6 of the FEIS provides further analysis of potential for impacts to the rookery. All practicable measures will be taken to avoid impacts to the rookery.

Comment 4b (page 15) – A bald eagle nest site is located near Alternative C.

Response 4b – In response to this comment, a field visit was completed and no eagle nest site was found in the vicinity of Alternative C.

Comment 4c (page 16) – A bald eagle staging area is located near Alternative C.

Response 4c – In response to this comment, a field visit was completed and there was no evidence of an eagle staging area in the vicinity of Alternative C.

Comment 4d (page 16) – The DEIS does not provide enough discussion of the habitat fragmentation in the Big Woods forest remnant on the north side of the river.

Response 4d – The DEIS identifies the potential impacts to the oak woodland atop the east bluff, and includes measures to minimize direct impacts and to leave as large a contiguous forest as possible. Mitigation measures such as provision for wildlife crossings under the river crossing bridge, revegetation of disturbed areas with native plants, and management of right of way areas with diverse grassy vegetation and trees and shrubs outside of the clear zone are discussed in the FEIS.

Comment 5 (page 16) – The number of persons displaced by right of way acquisition for Alternative D compared to the number for the other alternatives is striking.

Response 5 – The purpose of a DEIS is to provide a comparison of potential environmental impacts associated with each of the proposed alternatives. Many factors are taken into consideration in choosing the Preferred Alternative that is carried forward for further study in the FEIS. The number of persons anticipated to be displaced by each alternative was used as one of several ways to compare each alternative’s impacts, relative to other alternatives.

Comment 6 (page 16) – Without the TH 25 improvements as part of Alternative D, what are the right of way acquisition needs?

Response 6 – The DEIS recognizes that the improvements to TH 25 would not have been necessary until 2028 for implementation of Alternative D; however, to compare the potential impacts of each alternative, it was essential to include the right of way needs for TH 25 in the Alternative D information.

Comment 7 (page 16) – Other economic losses than lost real estate tax revenue such as job losses should have been included in the DEIS. Alternative D is best economically because it displaces zero commercial businesses.

Response 7 – Business and jobs impacts are addressed in Section 5.3.2.1 of the DEIS. The DEIS provides the following estimates of jobs that would be displaced as the result of business property acquisitions (this does not count farm businesses): Alternative A: 230; Alternative B: 380; Alternative C: 40; Alternative D: 0 (later corrected to 1). The DEIS also provides context for those job losses, noting that job losses in and near smaller communities would likely have more substantial impacts than would job losses within the St. Cloud Metropolitan Area. Additional analysis for the FEIS concluded that only one business property acquisition will occur, with the potential for loss of less than five part time employment positions and no full time employment positions.

Comment 8 (page 16) – The interchange at existing TH 24 and Alternative C will promote sprawl and therefore, Alternative C has the greatest potential for encouraging sprawl.

Response 8 – As studied and documented in the DEIS, the proposed project will not induce growth in the study area, as overall growth in the study area is anticipated to remain the same whether or not the proposed project is implemented (See Section 10.1.1 of the DEIS). It is recognized that the proposed project could result in a change in the location of new development, thus creating a localized change in land use patterns with resulting effect on local natural resources. However, access is not provided for development.

Comment 9 (page 16) – Local government support for Alternative D was not reflected in the DEIS.

Response 9 – The DEIS (Chapter 13) documents local government involvement in the DEIS process. The DEIS Public Comment Package, completed following the DEIS comment period, and available for public review, documents the formal positions taken by the local governments during the DEIS comment period. The Cities of Becker, Foley and Maple Lake were all on record as supporting Alternative D. The City of Clear Lake was on record as opposing Alternative D.

Comment 10 (page 16) – The cumulative environmental impact resulting from Alternative C on the oak forest, floodplain and floodplain forest and floodplain habitat, and migratory flyway has a greater combined effect on wildlife and vegetation than Alternative D.

Response 10 – The purpose of a DEIS is to provide a comparison of potential environmental impacts associated with each of the proposed alternatives. Many factors are taken into consideration in identifying the Preferred Alternative that is carried forward for further study in the FEIS.

Comment 11 (page 16) – Alternative D would be better than Alternative C because this area is more likely to experience population pressure and therefore would not be as feasible for wildlife habitat preservation as the Alternative C area.

Response 11 – The purpose of a DEIS is to provide a comparison of potential environmental impacts associated with each of the proposed alternatives. Many factors are taken into consideration in identifying the Preferred Alternative that is carried forward for further study in the FEIS.

Comment 12 (page 17) – The Alternative C river crossing bridge is 300 feet longer than Alternative D and would therefore have a greater visual impact.

Response 12 – The purpose of a DEIS is to provide a comparison of potential environmental impacts associated with each of the proposed alternatives. Many factors are taken into consideration in identifying the Preferred Alternative that is carried forward for further study in the FEIS.

Comment 13 (page 17) – Given that Alternative D has the greatest safety benefit, was this factored into the Benefit/Cost Analysis?

Response 13 – This was factored into the benefit-cost analysis.

Comment 14 (page 17) – If TH 10 improvements are contemplated in the future, why not contemplate those improvements with this project?

Response 14 – Given the current funding constraints, Mn/DOT cannot make all of the needed improvements it would like to at a given time. The identified project limits were determined to be the most feasible for this project. Furthermore, the project as identified in this FEIS has utility independent from improvements that may be made to TH 10 in the future.

Jack R. Gallagher, Chairman, Clear Lake Township Board (March 22, 2005 Email)

Comment 1 (page 18) – The entire route through Clear Lake Township runs through irrigated farmland affecting 1,418 acres. It either makes it impossible to irrigate the land or on some of the fields it requires shortening up the irrigation systems to the extent that they are not practical or economically feasible. It also would create a hardship for the farmers in attempting to get from one farm field to another due to the separation by this interstate crossing.

Response 1 – The Post-DEIS design modifications shift the proposed roadway approximately 42 feet west from a point 2,500 feet south of the TH 24 interchange to a point 1,000 feet north of County Road 57. This will reduce the number of parcels and irrigation systems impacted. Access to farm fields was also closely reviewed. In Chapter 5 of the FEIS, access is addressed in more detail.

Izaak Walton League of America, Central Minnesota Chapter

Comment 1 (page 19) – We would like to know if MnDOT has assessed the possibility of a rebuilt crossing at this site that is not an expressway, which could therefore impact less the communities of Clearwater and Clear Lake.

Response 1 – Alternative B, as studied in the DEIS, is a freeway and not an expressway.

Comment 2 (page 19) – We would like to know if the current bridge (TH 24) would be maintained if Alternative A, C or D are constructed, and if so, if those costs have been calculated as part of those alternatives.

Response 2 – In Table 1.1 of Chapter 1 of the DEIS, the cost estimates for Alternatives A, C and D are described as including the replacement of the existing TH 24 bridge.

Comment 3 (page 19) – We are concerned about the visual impact of a new or expanded bridge on the Wild and Scenic portion of the River, and also ask how runoff (including road chemicals), noise, and air pollution would be mitigated.

Response 3 – Mitigation of impacts to the Wild and Scenic portion of the Mississippi River has been considered throughout this FEIS. Mn/DOT has and will continue to coordinate with the MnDNR regarding these potential impacts, including bridge design (discussed in more detail in Section 6.7 of this FEIS). Chapter 7 of this FEIS addresses runoff; Section 6.1 addresses air quality impacts, Section 6.2 addresses noise, and Section 6.10 addresses impacts in general to the Wild and Scenic portion of the River.

Gary Olson, Product Recovery, Inc. (Comment Card from DEIS public meeting)

Comment 1 (page 20) – Product Recovery, Inc. is located along TH 10 and would have been directly affected by Alternative D, however it is not identified in the DEIS.

Response/Correction 1 – Product Recovery, Inc. should have been identified in the DEIS bringing the potential commercial/industrial total acquisitions from zero total takes to one total take.

Comment 2 (page 20) – In Table 6.4.2, it appears that Contaminated Site No. 13 (Old Dump) is at the location of Product Recovery, Inc.

Response 2 – Site No. 13 was identified during the completion of the Phase I Environmental Site Assessment (ESA) for the DEIS; its identification was based on 1977 aerial photos. No further study was completed because Alternative C was identified as the Preferred Alternative.

Bud Stimmler (Comment Card from DEIS public meeting)

Comment 1 (page 21) – There is possibly a pioneer family burial along Alternative C.

Response 1 - After additional coordination with the Minnesota State Archaeologist, avoidance of the potential site was recommended. The revised alignment of the Preferred Alternative does avoid this potential site; no further review is anticipated until the right of way acquisition process.

Ron and Deb Schabel (February 22, 2004 Letter)

Comment 1 (page 22) – Relocating the southwest entrance to I-94 (3/4 or 1 mile to the northwest of the proposed location) would be a much safer location due to the proposed area's propensity for icy conditions and vehicle accidents. MN Highway Patrol records for this area should be checked.

Response 1 – In a response from Chad Casey, Mn/DOT District 3, on April 6, 2003, the following information was provided: State Patrol crash data was reviewed for this segment of I-94 over a five year period ending December 31, 2003. The average crash rate for this segment was 0.5, while the severity rate was 0.7. Statewide averages for similar highway segments were 0.6 and 0.9, respectively. One fatal crash occurred during the time period. While it is correct that snow and ice are a major cause of crashes in this segment of I-94, moving the ramp to the west (towards existing TH 24) would be a more dangerous situation. Snow and ice conditions will be considered during the design of the freeway entrance ramp.

Lowell Schrupp (Comment Card from DEIS public meeting)

Comment 1 (page 24) – Interested in access to Locke Lake.

Response 1 – The project as proposed will not change access to Locke Lake, including the I-94/CSAH 8 (Hasty) interchange, overpasses southeast of Fish Lake and southeast of Enfield and access to CSAH 75 at Hasty and Enfield.

Greg Goenner (Comment Card from DEIS public meeting)

Comment 1 (pages 25, 26) – Concerned about entrances to TH 10 if Alternative D is identified, including emergency vehicle circulation.

Response 1 – So noted for the record. Alternative D was not selected as the Preferred Alternative.

Comment 2 (page 27) – Alternative D may have safety issues with the highway traffic close to Excel where winter travel could become hazardous from ice forming from the cooling towers.

Response 2 – Alternative D was not identified as the Preferred Alternative, however, Chapter 4 of the DEIS provided the results of the meteorology study completed for Alternative D. The study concluded that fog and icing do not typically extend more than 1,000 feet from the towers. At its closest point, Alternative D is 2,800 feet from the towers.

John Kerwin (March 18, 2004 Letter)

Comment 1 (page 28) – Accept that road building encourages development. Quantify these benefits from the point of view of the communities that want development.

Response 1 – Chapter 5 and Chapter 10 of the DEIS addressed the anticipated growth for the study area, which is anticipated with or without the proposed project. Additional information has been provided in the FEIS to address how the local communities are planning for the growth and protecting resources of concern.

Comment 2 (page 28) – Recognize restricted access is a disincentive to development. Quantify the value of the conservation effects to the communities that do not want development.

Response 2 – Access for the project has been reviewed and planned in coordination with the local communities. Both the Cities of Clearwater and Clear Lake are updating their comprehensive plans accordingly. The Preferred Alternative’s impacts on access are discussed in Chapter 5 of this FEIS.

Comment 3 (page 29) – Northern Sherburne County and the Townships of Clear Lake, Haven, Palmer and others have acted to discourage development by zoning the entire townships into agricultural, essentially precluding development. The potential negative impact to these areas should be quantified.

Response 3 – Chapter 5 of the FEIS discusses current efforts of local jurisdictions in the project area to update their comprehensive plans and orderly annexation agreements. While these updates are being made to reflect new planning directions, including the possibility of implementation of the proposed project, the growth that is anticipated for the area is expected to occur with or without the proposed project.

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