



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Minnesota Division

January 25, 2018

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Charles A. Zelle  
Commissioner of Transportation  
Department of Transportation  
MS 120, Transportation Building  
St. Paul, Minnesota 55155

Re: Finding of No Significant Impact  
Minnesota State Project Number 6284-172  
From County Road C in the City of Roseville  
To Lexington Avenue in the City of Blaine  
Anoka and Ramsey Counties, Minnesota

Dear Mr. Zelle:

Enclosed is a Finding of No Significant Impact (FONSI) as requested by Lynn Clarkowski's December 21, 2017, letter. The proposed project consists of pavement repairs via an unbonded concrete overlay, construction of MnPASS lanes, replacement of five bridges, construction of auxiliary lanes, and noise barriers. This Finding concludes that the project will not significantly impact the human environment.

A Notice of Availability of the FONSI must be sent to Federal, State, and local government agencies that are likely to have an interest in the undertaking and to the State intergovernmental review contacts. It is encouraged that agencies, which commented on the Environmental Assessment (or requested to be informed) are advised on the project decision, the disposition of their comments and provided a copy of the FONSI.

If you have any questions, please contact Ryan Hixson at (651) 291-6125 or me at (651) 291-6110.

Sincerely,

Philip Forst  
Environmental Specialist

Enclosure

PJF/

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U.S. Department of Transportation

Federal Highway Administration

**FINDING OF NO SIGNIFICANT IMPACT  
AND SECTION 4(F) DETERMINATION**

I-35W North Corridor

State Project Number 6284-172

Anoka and Ramsey Counties

Cities of Roseville, New Brighton, Arden Hills, Mounds View, Shoreview, Lexington, Blaine,  
and Lino Lakes, Minnesota

January 25, 2018

**TABLE OF CONTENTS**

BACKGROUND ..... 1

STATEMENT OF PURPOSE AND NEED..... 1

ALTERNATIVES..... 2

ALTERNATIVES ELIMINATED..... 3

SELECTED ALTERNATIVE..... 4

ENVIRONMENTAL CONSEQUENCES AND MITIGATION..... 4

COMMENTS AND COORDINATION..... 10

ENVIRONMENTAL COMMITMENTS..... 11

FHWA CONCLUSION..... 14

The I-35W North Corridor Environmental Assessment/Environmental Assessment Worksheet (EA/EAW) was approved by the Federal Highway Administration (FHWA) on August 4, 2016. The entire document is available for review on the project website: <http://www.dot.state.mn.us/metro/projects/i35wroseville/index.html> .

**FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
AND SECTION 4(F) DETERMINATION**

I-35W North Corridor

Anoka and Ramsey Counties

Cities of Roseville, New Brighton, Arden Hills, Mounds View, Shoreview, Lexington, Blaine,  
and Lino Lakes, Minnesota

January 25, 2018

**BACKGROUND**

The Federal Highway Administration (FHWA) and the Minnesota Department of Transportation (MnDOT) prepared a combined Environmental Assessment (EA) and Environmental Assessment Worksheet (EAW) for the I-35W North Corridor Project in compliance with the National Environmental Policy Act (NEPA) (42 U.S.C. § 4231 et seq.) and Minnesota Environmental Policy Act processes (M.S. 116D).

MnDOT is the project sponsor and responsible governmental unit (RGU) for the I-35W North Corridor Project.

The project consists of construction along the entire corridor length. Major features of the Preferred Alternative include:

- Pavement repairs via an unbonded concrete overlay on existing lanes and other select locations
- Construction of MnPASS lanes and associated infrastructure from County Road C in Roseville to Lexington Avenue in Blaine
- Replacement of five bridges (existing bridge numbers 9351, 9353, 9352, 9354, 9603)
- Construction of auxiliary lanes and buffer lanes
- Noise barriers.

**STATEMENT OF PURPOSE AND NEED**

**Purpose**

The purpose of the I-35W North Corridor is to pursue a long-term, sustainable solution for this portion of the I-35W corridor that improves pavement condition, increases mobility, improves travel time reliability, and maintains transit advantages.

**Need**

The identified needs for this project are summarized below. Project needs include:

- To address the condition of the bridge structures
- Pavement condition
- Mobility (motorized)
- Transit operations

See Section 3.3 of the [Environmental Assessment/Environmental Assessment Worksheet \(EA/EAW\)](#) for the detailed discussion of project need.

**ALTERNATIVES**

Section 4 of the [EA/EAW](#) describes the alternatives considered in greater detail.

A multi-phase process was followed for evaluating the alternatives. The process started with the no build and three build-alternatives, as shown in Table 1, in the [I-35W North Corridor Final Project Alternatives Report](#). Screening criteria were applied for the various elements of the project to better identify differences, benefits and impacts. If an alternative did not meet the defined purpose and need or adequately perform, it was eliminated from further study.

The remaining build alternative was evaluated in the EA/EAW. The evaluation considered engineering and environmental factors. Engineering factors included constructability, operations, and cost. Environmental factors considered included the impacts that would occur to biological resources, socioeconomic impacts, changes in noise and vibration levels, and impacts to wetlands and streams.

**Table 1 – Alternatives Considered for Analysis**

<b>Build Alternatives</b>	<b>Description</b>	<b>Result of Evaluation</b>
Alternative 1	General Purpose Lane	<b>Eliminated</b>
Alternative 2	High Occupancy Vehicle (HOV) Lane	<b>Eliminated</b>
Alternative 3	MnPASS Lane	<b>Recommended</b>
<b>No Build Alternative</b>	<b>Description</b>	<b>Result of Evaluation</b>
No Build	No construction addressing any of the needs.	<b>Eliminated</b>

**ALTERNATIVES ELIMINATED**

Through the alternatives analysis process described in the EA/EAW, it was determined that some of the alternatives either did not fully address purpose and need, did not address purpose and need as well as other alternatives, and/or had greater social, economic, and environmental impacts. Therefore, they were eliminated.

**Alternative 1 – General Purpose Lane**

This alternative was eliminated for the following reasons:

- Provided no transit advantage
- Less travel time reliability
- Consistency with regional and state transportation plans
- Congestion remains on all lanes in the design year (2040)
- Less vehicular throughput than other build alternatives
- Less travel time savings than all other build alternatives

**Alternative 2 - High Occupancy Vehicle Lane**

This alternative was dismissed for the following reasons:

- Less travel time savings than the MnPASS alternative

**No-Build Alternative**

Under the No-Build Alternative, there would be no improvements to the operations or the condition of the transportation network. The No-Build Alternative was eliminated because it does not meet the project purpose and need.

### **PREFERRED ALTERNATIVE**

The selected alternative (MnPASS lanes) evaluated in the I-35W North Corridor Preliminary Design Project Alternatives Report and EA/EAW from the alternatives that are listed in **Table 1**. Alternative 3 is the alternative that best meets the purpose and need of the project. The selected alternative was the only build alternative carried forward for further analysis in Section 4 of the EA/EAW.

The No-Build Alternative was evaluated as further described in the EA/EAW as a basis against which to compare the Build Alternatives in evaluation of environmental impacts, but was not identified as the selected alternative because it did not meet the project purpose and need. Furthermore, the transportation needs justified the unavoidable social, economic, and environmental impacts.

### **Benefits of Selected Alternative**

The selected alternative provides two main benefits. First, it provides the greatest travel time savings and travel time reliability of all build alternatives. Second, it provides better overall traffic operations by facilitating greater increase in free-flow person trips and vehicular throughput than the HOV lane alternative.

Based upon the EA/EAW, FOFC, and supporting memorandums (included by reference in this FONSI in its entirety) FHWA and MnDOT have concluded that the preferred alternative, including the mitigation measures for unavoidable impacts, will have no foreseeable significant impact on the quality of the natural and human environments. The preferred alternative is best able to achieve the proposed action purpose and need without significant environmental impacts.

### **ENVIRONMENTAL CONSEQUENCES AND MITIGATION**

The EA describes the existing conditions in the project area and the potential impacts and mitigation that would result if the selected alternative is implemented. Information was gathered from various sources, including site observations, maps, aerial photography, and local state and federal agency data.

The following environmental factors were analyzed and recorded for the selected alternative:

- Construction Noise and Dust
- Contamination, Hazardous Materials, and Regulated Waste
- Environmental Justice
- Fish, Wildlife, Plant Communities and Sensitive Ecological Resources
- Floodplains
- Section 4(f)

- Section 7 – Endangered Species
- Traffic Noise and Vibration
- Water Resources (including wetlands)

The following environmental factors were analyzed, and no impacts were recorded for the selected alternative:

- Aesthetic/Visual
- Air Quality
- Airport Zones
- Bicycle/pedestrian operations
- Economics
- Farmland
- Farmland/Agriculture
- Groundwater
- Historic Resources
- Land Use
- Right-of-Way
- Section 6(f)
- Wild and Scenic Rivers

#### **Construction Noise and Dust**

Construction related activities will result in temporary noise level increases associated with construction equipment and pile driving. Elevated noise levels are, to a degree, unavoidable for this type of project. MnDOT will require that construction equipment be properly muffled and in proper working order. MnDOT will require its contractors to comply with applicable local noise restrictions and ordinances to the extent that is reasonable.

Dust generated during construction will be minimized by MnDOT through standard dust control measures such as applying water to exposed soils and limiting the extent and duration of exposed soil conditions. Construction contractors will be required to control dust and other airborne particulates in accordance with MnDOT specifications in place at the time of project construction. During construction, particulate emissions will temporarily increase due to the generation of fugitive dust associated with activities such as grading and other soil disturbance. The following dust control measures will be considered:

- Minimize the duration and extent of areas being exposed or regraded at any one time.
- Spray construction areas and haul roads with water, especially during periods of high wind or high levels of construction activity.
- Minimize the use of vehicles on unpaved surfaces when feasible.

- Pave, apply water as needed, or apply (non-toxic) soil stabilizers on unpaved access roads, parking areas and staging areas at construction sites.
- Use water sweepers to sweep paved access roads, parking areas and staging areas at construction sites.
- Use water sweepers to sweep streets if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas
- Enclose, cover, water or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- Utilize appropriate erosion control measures to reduce silt runoff to public roadways.
- Replant vegetation as quickly as possible to minimize erosion in disturbed areas.
- Use alternative fuels for construction equipment when feasible.
- Minimize equipment idling time.
- Maintain properly tuned equipment.

Agency Finding:

FHWA finds that because the construction impacts will cease following completion of the proposed project and the construction impacts will be subject to mitigation, the proposed project will not result in significant impacts associated with construction.

**Contamination/Regulated Waste**

There is a low likelihood of encountering contaminated materials as a result of construction activities. Multiple known contaminated sites were identified in and near the project area. Any potentially contaminated materials encountered during construction will be handled and treated in accordance with applicable state and federal regulations. It is not anticipated that construction work would release contaminated dust particles to the surrounding populace; however, minimization measures will avoid, control, and manage these efforts.

Agency Finding:

FHWA finds the proposed project will result in the high likelihood of encountering contaminated materials. Since the wastes generated by construction of the proposed project will be disposed of properly following completion of the proposed project and the construction impacts will be subject to mitigation, there will not be significant impacts associated with contamination and regular waste.

**Environmental Justice**

Consideration of effects to the social and economic environment include: an assessment of the community characteristics and cohesion, protected groups of people, environmental justice, public facilities and services, changes in travel patterns, relocations of residences or businesses,

economic impacts, land use, growth and economic development and changes to pedestrian or bicycle facilities.

No impacts were identified with regard to community characteristics and cohesion, protected groups of people, environmental justice, and public facilities and services.

Permanent changes in pedestrian and bicycle facilities are not anticipated as a result of the project.

No businesses or residences will be relocated.

Agency Finding:

FHWA finds the proposed project will provide a positive long-term social impact for residents, businesses. There will be neither disproportionate and adverse impacts nor significant impacts to any identified Environmental Justice populations.

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

The project area is in an environment that contains Blanding's turtles as well as some rare plant species near the 95<sup>th</sup> Avenue interchange. Any wildlife displaced would likely relocate to suitable nearby areas, including waters immediately adjacent to the project area.

MnDOT will undertake protection measures to include: design and stage the project to avoid or minimize impacts to fish and fish habitat.

Agency Finding:

Due to the limited impact the proposed project will have on ecological resources, FHWA finds the project will not result in significant impacts on ecological systems and MnDOT will undertake recommended protection measures.

**Floodplains**

The proposed project will include three longitudinal and two transverse floodplain encroachments as outlined in Table 6.6 of the EA/EAW. The five locations total approximately 5900 feet of floodplain encroachment.

Agency Finding:

Considering the mitigation measures MnDOT has committed to implement, FHWA finds the project will not result in significant impacts on floodplain systems.

### **Traffic Noise and Vibration**

Traffic noise levels were modeled at representative receptor locations throughout the project area. In general, the analysis determined that construction of the project will result in increases in highway traffic noise levels compared to existing conditions. Changes in daytime traffic noise levels are projected to vary from a 1.5 dBA reduction (L<sub>10</sub>) to a 2.0 dBA increase (L<sub>10</sub>) from existing to future (2040) build conditions. The modeled noise levels for the build alternative do cross applicable state and/or federal noise thresholds at multiple locations.

#### Agency Finding:

FHWA finds the proposed project will result in traffic noise impacts but not a substantial noise increase.

### **Section 4(f) Determination**

Section 4(f) of the U.S. Department of Transportation Act (DOT Act) of 1966 (49 U.S.C. 303) states that FHWA cannot approve the use of land from publicly owned parks, recreational areas, wildlife, and waterfowl refuges or public and private historic sites unless the following conditions apply: (1) there is no feasible and prudent alternative to the use of the property; and (2) the action includes all possible planning to minimize harm to the property resulting from use. Temporary occupancy of a Section 4(f) resource may not be considered a use if certain conditions are met: duration is temporary; no change in ownership of property; minor scope of work; no anticipated permanent adverse physical impacts; no interference with the activities or purpose of the resource; property will be fully restored to pre-project condition or better; and there is documented agreement from the Official With Jurisdiction (OWJ) over the resource (23 C.F.R. 774.13(d)). Section 4(f) also authorizes the agency to make a de minimis impact determination, after taking into account any measures to minimize harm to the Section 4(f) resource, if there is a no adverse effect finding under Section 106 for a historic property, or if there is a determination that the project would not adversely affect the activities, features, and attributes of a park, recreation area, wildlife or waterfowl refuge protected under Section 4(f).

Evaluation of the project has determined that although there is one Section 4(f) resource that would be impacted by the project build alternatives. The Section 4(f) resource, the Rice Creek Water Trail, will be temporarily occupied during construction but there will not be a use of any Section 4(f) resources.

Activities on the Rice Creek Water Trail, will impacted during construction of the Rice Creek box culvert to the west of I-35W. The nature of the impact constitutes a “temporary occupancy” as defined by 23 CFR § 774. The Ramsey County Parks and Recreation Department, the Official With Jurisdiction(OWJ) over this Section 4(f) resource, has been informed of the anticipated temporary occupancy and FHWA’s assessment of impacts to the trail. The Ramsey County

Parks and Recreation Department has provided a letter agreeing with FHWA's assessment of impacts to the Rice Creek Water Trail. This portion of Rice Creek Water Trail will be returned to its pre-project condition prior to completion of physical construction.

Agency Finding:

For the reasons stated above, FHWA finds the proposed project will result in a temporary occupancy of the Rice Creek Water Trail.

**Section 7 – Federal Threatened and Endangered Species**

MnDOT's Office of Environmental Stewardship (OES) Wildlife Ecologist is FHWA's designated representative to review Section 7 resources within Minnesota for federally-listed threatened species. There are four species with a range that includes the project study area:

- Northern Long-Ear Bat (NLEB), (*Myotis septentrionalis*)
- Higgins eye pearl mussel (*Lampsilis higginsii*)
- Snuffbox (*Epioblasma triquetra*)
- Winged mapleleaf (*Quadrula fragosa*)

Agency Finding:

FHWA finds that the proposed project "may affect, but will not cause prohibited incidental take" of the northern long-eared bat. MnDOT in coordination with OES staff noted that the project will occur within the northern long-eared bat's range, but there are no documented maternity roosts and/or hibernacula within the project area. No tree removals will occur within 0.25-mile of a known hibernaculum or within 150 feet from a known maternity roost tree.

FHWA finds the proposed project will have "No Effect" on the Higgins eye pearl mussel, Snuffbox, or Winged Mapleleaf.

USFWS did not object or rebut the conclusion reached by MnDOT OES Wildlife Ecologist acting on behalf of FHWA.

**Water Resources (including wetlands)**

*Surface Waters:*

The build alternative will involve work in surface waters of the Rice Creek.

*Stormwater Management:*

The project must comply with the National Pollutant Discharge Elimination System/State Disposal System Construction Stormwater (NPDES) Permit requirements. For the roadway portions of the project, rate control and infiltration volume will be provided for the net new impervious surface as required by the NPDES permit. The project will result in an increase in impervious surface area of 33 acres. The roadway project proposes to construct best management practices (BMPs) consisting of filtration basins, wet ponds, and dry basins as outlined in Section 3.1.2.5 of the MnDOT FOFC.

*Wetlands and wet ditches:*

There will approximately 26.17 acres of wetland impacts (permanent plus temporary) attributed this project. Approximately 14 of the 26.17 acres are roadside wetland ditch.

Agency Finding:

Due to the context and intensity of impacts the proposed project will have on water resources, FHWA finds the proposed project will not result in significant impacts on water resources and will require mitigation within the regulatory thresholds for surface water including surface water, groundwater, stormwater, water appropriation, wetlands and wet ditches.

For waters under the jurisdiction of the USACE, the USACE and the MPCA have a joint application form. Permits from the USACE, including General Permits and Letters of Permission that may require mitigation commitments for MnDOT.

**COMMENTS AND COORDINATION**

During preparation of the EA/EAW, early coordination and consultation was initiated with agencies, stakeholder groups, and the public to incorporate their comments and concerns into the development and analysis of the project purpose and need, alternatives, and potential environmental impacts. Public coordination included stakeholder meetings, briefings, and presentations are detailed in the EA/EAW.

An open house and public hearing were held on the EA/EAW on September 13, 2016, at the Eagle Brook Church in Blaine, MN. One member of the public spoke during the public hearing. A formal presentation was not offered and one additional written comment was provided by attendees.

Comments were received from the state, federal, and local agencies regarding the EA/EAW during the official public comment period. The official comment period was from August 29, 2016, through September 28, 2016.

The following is a summary of general comment themes received during the public comment period:

- Clarifying edits and questions
- Recommendations for development of a Traffic Management Plan to handle construction-related traffic,

All substantive comments received were considered, addressed and responded to by MnDOT in the FOFC.

## **ENVIRONMENTAL COMMITMENTS**

### **Applicable Regulations and Permits**

The selected alternative was chosen after the potential impacts were evaluated, and the ability to mitigate impacts was considered. The following Federal regulations, statutes, and orders apply to the project:

- Clean Water Act of 1977 (33 USC § 1251-1376)
- Endangered Species Act (50 CFR 17)
- Executive Order 11988, Floodplain Management (42 Federal Register 26951)
- Executive Order 11990, Protection of Wetland (42 Federal Register 26961)
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 Federal Register 7629)
- Federal Highway Administration's Procedures for Abatement of Highway Traffic Noise and Construction Noise (23 CFR 772)
- National Environmental Policy Act of 1969 (42 USC § 4231 et seq.)
- Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR 1500-1508)
- Section 106 of the National Historic Preservation Act, as amended (16 USC § 470) (54 U.S.C. § 306108)
- Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 USC § 303)
- Section 404 of the Federal Water Pollution Control Act (33 USC § 1344)
- Section 6(f) of the Land and Water Conservation Act of 1965 (16 USC § 460)
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 USC § 61)

In addition to the federal regulations, statutes, and orders, the project is subject to agency approvals and permits.

### **Mitigation**

Mitigation describes any action taken to reduce the adverse effects of potential impacts. The order of precedence for dealing with impacts is listed below:

- Avoiding the impact altogether by not taking a certain action or parts of an action
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation; rectifying the impact by repairing, rehabilitating, or restoring the affected environment
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action
- Compensating for adverse impacts by replacing or providing substitute resources or environments

The following sections describe the list of commitments to mitigation that are being committed to as part of this project. Additional details may be found in the Appendix F of the MnDOT Findings of Fact and Conclusion (FOFC) and Table I.1 of the MnDOT EA.

### ***Construction Noise and Dust***

To minimize construction noise disturbances, the following commitments have been made:

- MnDOT will require that construction equipment be properly muffled and in proper working order.
- MnDOT will require its contractors to comply with applicable local noise restrictions and ordinances to the extent that is reasonable.

MnDOT will ensure that construction contractors are required to control dust and other airborne particulates in accordance with MnDOT specifications in place at the time of project construction.

### ***Fish, Wildlife, Plant Communities and Sensitive Ecological Resources***

MnDOT will implement protective measures which include:

- Protect and preserve vegetation from damage in accordance with MnDOT Spec 2572.3.
- Construction operations that may impact the creek bed will not occur during fish and spawning migration periods (March 15<sup>th</sup> through June 15<sup>th</sup>)
- If Blanding's Turtles are encountered, implement measures outlined in the DNR Blanding's Turtle Fact Sheet
- Installing new highway fence to prevent turtles and other wildlife from entering the highway right of way

### ***Land Use***

#### ***Floodplain:***

Construct compensatory storage within MnDOT right of way in areas hydraulically connected to the floodplains at locations identified in Figures A.17 through A.29 of Appendix A of the EA/EAW.

#### ***Contamination/Regulated Waste***

MnDOT will require that any potentially contaminated materials encountered during construction will be handled and treated in accordance with applicable state and federal regulations. It is not anticipated that construction work would release contaminated dust particles to the surrounding populace; however, minimization measures will avoid, control, and manage these efforts.

MnDOT will dispose of all solid wastes generated by construction of the proposed project properly in a permitted, licensed solid waste facility.

If any contaminated spills or leaks occur during construction, MnDOT will require the contractor to notify the Duty Officer and work with the MPCA to contain and remediate contaminated soil/materials in accordance with state and federal standards.

#### ***Section 4(f) Resources***

MnDOT will install the culvert extension during low-flow period(s) to impact the least number of water trail users and actively sign trailheads with notices of upcoming (or in effect) water trail closures.

The portion of Rice Creek Trail temporarily occupied for construction will be returned to its pre-project condition prior to completion of physical construction.

#### ***Section 7 – Endangered Species***

MnDOT will ensure that the project includes minimization measures to prevent effects to the bat. Winter tree removal (November 1 to March 31) will occur in order to avoid possible impacts to the species during the pup rearing season (June 1 through July 31).

#### **Traffic Noise and Vibration**

The five existing noise barriers in the corridor are not impacted by the proposed project and will remain in place. MnDOT will construct seven additional noise walls along the corridor that were found to be feasible and reasonable: NB1, NC1, SE1, S11, SJ1, NL1, and NN1. See Table 5 in Section 3.3.16 of the MnDOT FOFC for the locations of these barriers.

#### ***Water Resources***

##### ***Water appropriation:***

MnDOT will develop and implement a plans and specification document to meet or exceed all requirements included in the project SWPPP and NPDES Permit to ensure that the discharge does not adversely affect receiving waters and that the inlet and discharge points are adequately protected from erosion and scour.

## **FHWA CONCLUSION**

FHWA finds the elements of the I-35W North Corridor Project which require FHWA funding and the environmental impacts caused thereby have been adequately identified and assessed in the August 2016 EA/EAW as prepared by MnDOT and FHWA. Therefore, pursuant to 23 CFR 771.121(c), FHWA hereby finds the I-35W North Corridor Project will not cause significant environmental impacts.

The FHWA has determined the proposed improvements, as described in the Environmental Assessment (EA)/EAW will have no significant impacts to the human or natural environment. This Finding of No Significant Impact (FONSI) is based upon the attached EA which has been independently evaluated by FHWA and determined to adequately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures.

The EA/EAW released to the public included FHWA's position on the nature of impacts to the Rice Creek Water Trail, a Section 4(f) resource. The OWJ for Rice Creek Water Trail agreed with FHWA's assessment of impacts. FHWA finds the features, attributes, and characteristics of the Rice Creek Water Trail will not be affected by the proposed undertaking in a manner that constitutes a use as defined by Section 4(f).

The EA/EAW provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

**WILLIAM R  
LOHR**

Digitally signed by WILLIAM R LOHR  
DN: c=US, o=U.S. Government,  
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William Lohr, P.E.  
Field Operations Team Leader  
Federal Highway Administration – Minnesota Division

January 25th, 2018

Date