



Minnesota Department of Transportation

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

January 7, 2009

To Whom It May Concern:

SUBJECT: Negative Declaration Regarding the Need for an Environmental Impact Statement for Right of Way Preservation for the Trunk Highway 55 from Plymouth to Rockford Project.

The proposed project involves right of way preservation for reconstruction of Trunk Highway (TH) 55 as a four-lane expressway between the Crow River and County Road 116 and Interstate 494, for a distance of approximately 16 miles. Under Minnesota rules, the Minnesota Department of Transportation (Mn/DOT) is the Responsible Governmental Unit (RGU) for this project.

The proposed action was described and analyzed in an Environmental Assessment/Environmental Assessment Worksheet (EA/EAW) circulated to the EAW Distribution List and others. A Notice of Availability appeared in the EQB Monitor on April 7, 2008. A public hearing was held April 29, 2008. The comment period closed May 9, 2008.

As the RGU for work on the Minnesota trunk highway system, Mn/DOT has undertaken a thorough analysis of the project and its impacts. Through its own analysis, coordination with affected agencies, public and community involvement, and comment letters received, Mn/DOT has determined that proposed right of way acquisition for the future reconstruction of TH 55 as described in the EA/EAW does not have the potential for significant environmental impact. Mn/DOT has concluded that an Environmental Impact Statement is not required, and has issued a Negative Declaration Order for the project. This decision and determination is supported by the full administrative record of the project, including Findings of Fact and Conclusions. The Negative Declaration concludes the Minnesota state environmental review process for right of way acquisition. Right of way acquisition may proceed as soon as funding is available. Construction is not programmed. Future environmental documentation to confirm environmental impacts and mitigative measures will need to occur closer to the time of construction.

Mn/DOT does not intend to circulate paper copies of the Findings and Conclusions document or the Negative Declaration Order. These items and others are available on the project website at: <http://projects.dot.state.mn.us/srf/055/documents.html>. Should any readers not have access to these electronic documents, paper copies may be obtained by contacting Richard Dalton at 651-234-7677.

As an item of information, the Federal Highway Administration issued a Finding of No Significant Impact for this project on December 30, 2008. This is also posted to the above referenced website.

For the Minnesota Department of Transportation

Daniel Rowe
Project Manager
Mn/DOT Metro District

1/7/2009
Date

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
MINNESOTA DIVISION**

**ADMINISTRATIVE ACTION
FINDING OF NO SIGNIFICANT IMPACT
FOR**

Federal Project

Minnesota State Project Number 27-596-03, 2722-68

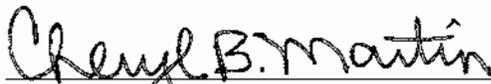
TH-55 from the Crow River to I-494

in the cities of Rockford, Greenfield, Corcoran, Medina, Plymouth Hennepin County

The proposed project involves right of way (ROW) preservation for a four lane expressway between the Crow River and County Road 116 and a four lane freeway between County Road 116 and I-494 in the cities of Rockford, Greenfield, Corcoran, Medina, Plymouth Hennepin County.

The Federal Highway Administration (FHWA) has determined that the proposed ROW preservation for the future reconstruction of TH-55 as described in the Environmental Assessment (EA), will have no significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the EA that has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures.

The EA provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the EA for the subject project.


Cheryl Martin

Environmental Engineer
Federal Highway Administration

12/30/08
Date

This page was intentionally left blank.

FINDINGS OF FACT AND CONCLUSIONS

TRUNK HIGHWAY 55 FROM PLYMOUTH TO ROCKFORD

**State Project: SP 2722-68 and SP 27-596-03
Minnesota Project: NCPD005(210)**

Prepared for

Minnesota Department of Transportation

December 2008

TABLE OF CONTENTS

I. ADMINISTRATIVE BACKGROUND	1
II. PROJECT DESCRIPTION	2
III. DECISION REGARDING NEED FOR ENVIRONMENTAL IMPACT STATEMENT	3
A. Type, Extent, and Reversibility of Impacts	3
B. Cumulative Potential Effects of Related or Anticipated Future Projects	6
C. Extent to Which the Environmental Effects are Subject to Mitigation by Ongoing Public Regulatory Authority	6
D. Extent to Which Environmental Effects can be Anticipated and Controlled as a Result of Other Environmental Studies	6
IV. CONCLUSIONS	8
 APPENDIX A: Responses to Comments	

FINDINGS OF FACT AND CONCLUSIONS

TRUNK HIGHWAY 55 FROM PLYMOUTH TO ROCKFORD

PLYMOUTH, MEDINA, CORCORAN, GREENFIELD, AND ROCKFORD HENNEPIN COUNTY, MINNESOTA

I. ADMINISTRATIVE BACKGROUND

The Minnesota Department of Transportation (Mn/DOT) is the Responsible Governmental Unit for this project. An Environmental Assessment/Environmental Assessment Worksheet (EA/EAW) has been prepared for this project in accordance with Minnesota Rules Chapter 4410 and the National Environmental Policy Act (NEPA) [42 USC 4321 et. seq.]. The EA/EAW was developed to assess the impacts of the project and other circumstances in order to determine if an Environmental Impact Statement (EIS) is indicated.

The EA/EAW was filed with the Minnesota EQB and circulated for review and comments to the required EA/EAW distribution list. A “Notice of Availability” was published in the EQB Monitor on April 7, 2008. A Notice of Availability was sent to local newspapers and the Star Tribune. These notices provided a brief description of the project and information on where copies of the EA/EAW were available, and invited the public to provide comments that would be used in determining the need for an EIS on the proposed project. The EA/EAW was made available for public review at Rockford City Hall, Greenfield City Hall, Corcoran City Hall, Medina City Hall, Plymouth City Hall, Rockford Public Library, Plymouth Community Library, Mn/DOT Metro District Offices, and the Hennepin County Public Works Facility. In addition, the EA/EAW was available for viewing on the project web site:
<http://projects.dot.state.mn.us/srf/055/index.html>.

An open house/public hearing for the proposed project was held on Tuesday, April 29, 2008, at the Hennepin County Public Works Facility. The hearing presented the preliminary corridor design concept and identified potential environmental impacts of the project. Comments were received through Friday, May 9, 2008. All comments received during the EA/EAW comment period, including those received from the open house/public hearing, were considered in determining the potential for significant environmental impacts. Comments received during the comment period, and responses to the comments, are provided in the Appendix. Comments also include those received as oral testimony during the April 29, 2008 hearing.

II. PROJECT DESCRIPTION

The proposed project includes improvements to Trunk Highway (TH) 55 from Plymouth to Rockford. The project identifies a design concept that will be the basis for right of way protection and will inform local transportation network plans. The design concept includes:

1. Four-lane expressway west of CR 116 including the following improvements:
 - Grade-separated interchange at CR 116.
 - Existing direct private access to TH 55 redirected to frontage/backage roads (whenever possible).
 - Full access intersection improvements at CR 50, 69th Avenue N., CSAH 92, Vernon Street, Greenfield Road, Townline Road, CSAH 19, Pioneer Trail, Willow Drive, Arrowhead Drive, and Tamarack Drive, including designated left-and right-turn lanes to improve safety.
 - Connections and depictions of potential local roadways and access connections.
 - Potential stormwater treatment facilities located throughout the corridor to best suit topography and drainage patterns.
2. Four-lane hybrid section roadway east of CR 116 with the following improvements:
 - Tight diamond interchanges at CSAH 101 North, CSAH 101 South/Peony Lane, CSAH 9 (Rockford Road) / CSAH 24, and Vicksburg Lane.
 - Button hook ramps at Fernbrook Lane and west of Niagara Lane.
 - One-way frontage road parallel to eastbound TH 55 between Vicksburg Lane and Niagara Lane and parallel to westbound TH 55 between Fernbrook Lane and Vicksburg Lane.
 - Existing direct private access to TH 55 redirected to frontage/backage roads (whenever possible).
 - Connections and depictions of potential local roadways and access connections.
 - Pedestrian/bicycle facilities on grade-separated crossings of TH 55.
 - Potential stormwater treatment facilities located throughout the corridor to best suit topography and drainage patterns.
3. Right of way footprint that will accommodate a range of reasonably foreseeable configurations for the I-494/TH 55 interchange (to be developed under a separate project).

Changes in the Project Since the Environmental Assessment was Published

Since the EAW was published, the following project items have changed:

- Two additional properties in Medina were identified as total acquisitions.
- One additional property in Greenfield was identified as a total acquisition.

- City staff have advised that shoreland alteration permits will likely be needed from the Cities of Greenfield and Medina, and will likely not be needed from the Cities of Rockford and Plymouth. The project will obtain the appropriate permits needed from all agencies to comply with regulations in place at the time of construction.
- Recent information indicates that additional impaired waters in the project watershed include the Crow River, which is impaired for fecal coliform, fish bioassessments and turbidity and Lake Independence, which is impaired for nutrient/eutrophication, biological indicators, and mercury in fish tissue.

III. DECISION REGARDING NEED FOR ENVIRONMENTAL IMPACT STATEMENT

A. Type, Extent, and Reversibility of Impacts

Expansion of TH 55 is not currently programmed in the Mn/DOT 20-year plan and there is currently no funding for construction of the Preferred Alternative. The EA/EAW process is intended to support the future use of federal funding for right of way protection and to allow for small improvement projects, consistent with the design concept, to be implemented as funding becomes available. Because of this, environmental issues and specific mitigation measures need to be confirmed and further refined when future environmental documentation is completed, closer to the time of construction. Mn/DOT finds that the analysis completed for the Environmental Assessment is adequate to determine whether the project has the potential for significant environmental effects.

The EA described the type and extent of impacts anticipated to result from the proposed project. Following are the findings regarding potential environmental impacts of the proposed project and the design features included to avoid, minimize, and mitigate these impacts:

Contaminated Property

Twenty-two (22) properties with right of way impacts are identified as having high or medium potential for contamination, including three that are proposed stormwater pond locations. Prior to construction, these properties will be drilled and sampled if necessary to determine the extent and magnitude of contaminated soil or groundwater. If necessary, a plan will be developed for properly handling and treating contaminated soil and/or groundwater during construction. If contamination is found during construction, ponds will be relocated and redesigned as appropriate.

Fish, Wildlife, and Ecologically Sensitive Resources

A “known concentration” area of Blanding’s Turtles (a state threatened species) is located in the vicinity of the project area near Rolling Green Country Club. Measures to avoid impacts to Blanding’s Turtles will be implemented.

Lake Sarah, the Crow River, and Lake Independence are identified as impaired waters within the

project watershed. Additional best management practices (BMPs) will be implemented consistent with National Pollution Discharge Elimination System (NPDES) or other permit requirements in place at the time of construction.

Wetland Impacts

Approximately 25 acres of wetland impacts are expected with this project. Coordination regarding mitigation for these impacts will continue, utilizing research completed by Hennepin County Environmental Services staff. Efforts to identify and secure mitigation sites will continue as project design moves forward.

Application for permits for wetland impacts will be submitted to the U.S. Army Corps of Engineers (COE), the Department of Natural Resources (DNR), and the project area watershed districts. Approval of these permits is anticipated, as regulatory agencies have been involved with the review of this project. Further avoidance and minimization efforts and mitigation measures will be implemented in consultation with Local Government Units (LGUs), consistent with regulations in place at the time of construction.

Soil Erosion

There is a potential for erosion during construction, due to the presence of several areas of Highly Erodible Land (HEL) or Potentially Highly Erodible Land (PHEL). Impacts to wetland water quality will be minimized by the use of water quality improvement features/BMPs. Erosion prevention and sediment control during construction will include silt fences and traps, temporary seeding and mulching, and use of erosion control blankets on slopes. Sedimentation ponds will be constructed as early in the project as practicable in order to trap sediment during construction. Excess fill material will not be deposited into wetlands or other environmentally-sensitive areas.

Floodplains

Numerous floodplain encroachments will occur; however, no significant impact on transportation or floodplain values, no increased risk of flood, and no resulting incompatible floodplain development will result. Coordination with the watershed management commissions and districts, as well as member cities, will occur as the project proceeds. During final design, detailed analysis will be done to determine if additional measures are needed to meet regulatory requirements.

Stormwater

In addition to the impaired waters listed in the EA/EAW, recent information indicates that the Crow River is also impaired; pollutants/stressors are fecal coliform, fish bioassessments, and turbidity. Lake Independence is an impaired water located downstream of Peter Lake; Peter Lake will receive runoff from the project. This project will result in an additional 47 percent of impervious surfaces in the corridor.

Stormwater generated from the proposed project will be directed to the greatest extent feasible to appropriate BMPs. The proposed project will feature a stormwater conveyance system that will

provide up to 60 percent total phosphorus removal and 90 percent total suspended solids removal, thereby mitigating the adverse effects of the increased impervious surfaces and pollutant generation. Stormwater runoff from the project will not likely have a significant impact on the water quality of identified receiving water bodies.

Access Changes

This project will result in numerous access changes for local properties. Direct access to TH 55 will be limited for safety reasons, with many access points being eliminated when improvements are constructed. Many of these points will be provided access via proposed alternative routes. Where this is not feasible, some access points will be allowed to remain until a future land use change occurs.

Noise

Construction of the analyzed TH 55 improvements would generally result in slight increases in noise due to increases in traffic. Based on traffic noise modeling, state daytime noise standards for residential land uses are anticipated to be exceeded up to 300 feet from TH 55; state nighttime noise standards may be exceeded 800-1,000 feet from the corridor. Given that these are modeled results, they do not represent absolute traffic noise levels, but can be used as a guide for local governments in planning local land use. A more detailed traffic noise analysis will be completed when horizontal and vertical alignments have been defined closer to the time of construction. Mitigation will be considered at the time of project construction in accordance with state and federal requirements in place at that time.

Cultural Resources

Based on Phase I and II Archaeological and Architecture/History surveys, there are no sites eligible for listing in the National Register of Historic Places (NRHP). The former Soo Line Railroad main line, to the south of TH 55, is an eligible railroad corridor district. No right of way will be acquired, the rail line will retain its existing alignment, and the rail line within the historic district will remain active. At the time that construction projects are proposed, the assessment of eligible properties and determination of effect under Section 106 will be reviewed and updated as appropriate.

Right of Way

Approximately 131 acres of right of way will be obtained for the proposed project. In total, 201 parcels will be affected; 19 of these will be total acquisitions. The acquisition and relocation of property will be conducted in accordance with federal regulations. Because this project will not be built for many years, official mapping will allow communities to plan changes in land use and for efficient right of way protection when funding is available.

B. Cumulative Potential Effects of Related or Anticipated Future Projects

Construction of this project is not expected to occur for many years; over the planning timeframe for the proposed project, development of agricultural land and open space can be expected to continue, and redevelopment of currently developed land can be expected to occur. Because right of way will be acquired as development occurs, and based on the cumulative potential effects analysis in the EA/EAW, the cumulative potential effects are not expected to be significant.

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 process. Permits and approvals that have been obtained or may be required prior to project construction include those listed in Table 1.

D. Extent to Which Environmental Effects can be Anticipated and Controlled as a Result of Other Environmental Studies

This EA/EAW is for right of way protection for future improvements to TH 55. Subsequent environmental documentation will need to occur closer to the time of construction. Future environmental studies will need to confirm environmental impacts and mitigative measures.

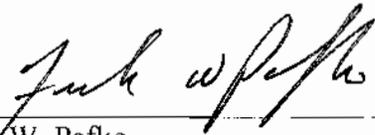
**TABLE 1
PERMITS AND APPROVALS**

Permit	Agency	Action Required
Federal		
Environmental Assessment	FHWA	Completed
EIS Need Decision/FONSI	FHWA	Approval
Section 404 Authorization	COE	Permit
Section 106	FHWA	Determination of Effect
State		
Environmental Assessment	Mn/DOT	Completed
EIS Need Decision	Mn/DOT	Approval
Construction Plans	Mn/DOT	Approval
Public Waters	DNR (May be delegated to Watershed District)	Permit
Temporary Water Appropriation Permit (if needed)	DNR	Permit
Bridge and/or Culvert Plan	DNR	Approval
Section 401	MPCA	Certification
National Pollutant Discharge Elimination System	MPCA	Permit
Section 106 (Historic / Archeological)	SHPO	Concurrence
Wetland Conservation Act	Mn/DOT	Approval
Local		
Plan Approval	Cities of Rockford, Greenfield, Corcoran, Medina, and Plymouth	Approval
Wetland Conservation Act	Watershed Management Organizations: Elm Creek, Pioneer-Sarah Creek, Bassett Creek Watershed District: Minnehaha Creek	Coordination (WMO) or Permit (WD)
Floodplain	Watershed Management Organizations: Elm Creek, Pioneer-Sarah Creek, Bassett Creek Watershed District: Minnehaha Creek	Coordination (WMO) or Permit (WD)
Shoreland Alteration Plan	Watershed Management Organizations: Elm Creek, Pioneer-Sarah Creek, Bassett Creek Watershed District: Minnehaha Creek Cities: City of Medina, City of Greenfield	Coordination (WMO) or Permit (WD, Cities)
Wetland Alteration Plan	Watershed Management Organizations: Elm Creek, Pioneer-Sarah Creek, Bassett Creek Watershed District: Minnehaha Creek	Coordination (WMO) or Permit (WD)
Final Site Drainage Plan	Watershed Management Organizations: Elm Creek, Pioneer-Sarah Creek, Bassett Creek Watershed District: Minnehaha Creek	Coordination (WMO) or Permit (WD)
Public and Private Drainage Plan	Watershed Management Organizations: Elm Creek, Pioneer-Sarah Creek, Bassett Creek Watershed District: Minnehaha Creek	Coordination (WMO) or Permit (WD)
Bridge and/or Culvert Plan	Watershed Management Organizations: Elm Creek, Pioneer-Sarah Creek, Bassett Creek Watershed District: Minnehaha Creek	Coordination (WMO) or Permit (WD)

IV. CONCLUSIONS

1. All requirements for environmental review of the proposed project have been met.
2. The EA/EAW and the permit development processes related to the project have generated information which is adequate to determine whether the project has the potential for significant environmental effects.
3. Areas where potential environmental effects have been identified will be addressed during the final 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 state and federal 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. An Environmental Impact Statement is not required on the proposed Trunk Highway 55 from Plymouth to Rockford project.

For the Minnesota Department of Transportation



Frank W. Pafko
Chief Environmental Officer
Director, Office of Environmental Services
Minnesota Department of Transportation

12/12/08

Date

APPENDIX A

COMMENTS

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X

John Lund..... 3
Daniel Kaliher..... 6
Randy Mayer..... 7
Chad Adams..... 9
Daniel Martin..... 10
Terry Wise..... 12
Mel Knapton..... 14

COMMENTS

JOHN LUND
Greenfield Planning Commission
Greenfield, Minnesota

MR. LUND: My name is John Lund, I'm on the City of Greenfield Planning Commission. The City Council and the Mayor had asked the Planning Commission to review the potential plan for the Highway 55 expansion. We had done that, and I reported to the City Council. The Council asked if I would come to this meeting tonight and express the concerns that the city does have with the expansion.

One thing that we've noticed that we have a concern is at the Rockford/Greenfield border where there is an indication of a potential access connection along Kola Street. The concern we have is that the additional traffic from the Rockford residents coming through there into Greenfield will affect the homeowners' property in the area of Greenfield with all that additional traffic.

Going east on the project, beginning with the far east, the proposal at Town Hall Drive is to close Town Hall Drive at Highway 55 and reroute it through the residences north of Highway 55, affecting property owners, and then connecting up with Town Line Road. Our hope is that there's possibly another that way we can do that without affecting anywhere from one to three homeowners and their properties by doing that.

A

B

One idea that we thought of is bringing Town Hall Drive further towards the west and connecting up with Highway 55 somewhere between Linda Lane and going to the west towards Lake Sarah.

Bringing now into why we propose that, is Linda Lane at this time is proposed for a right in/right out access to the highway. Linda Lane is a dead-end cul-de-sac. We see a number of potential problems with that, one being that if there's a problem to the east on Highway 55, the people on Linda Lane are deadlocked, they can't get out and go anywhere because east on 55 would be their only access.

Then going west over towards where you propose a frontage road on the south of Highway 55, closing those residences' driveways all the way over to Lake Sarah and putting in another right in/right out access to Highway 55, we see a potential for too many problems, potential accidents with the U turns, everyone having to do a U-turn each time they either come home or access their roads, emergency vehicles, and so forth.

One idea that we had is, going back to Town Hall Drive again, is that Town Hall Drive could be rerouted through farm property there possibly and an east/west access being made somewhere between Linda Lane and the lake. We think that this line of sight going to

B

COMMENTS

RESPONSES

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

5

the west of Linda Lane is a good area for both directions,
east and west, to find a site that there could be a dual
direction access for the homeowners. And that's our
thoughts.

John Lund
City of Greenfield

A
Local roadways are under the jurisdiction of local communities and are not proposed as part of this project. The local access connection shown in the EA is a potential location based on discussions with city staff; the location of any local roadways in this area would be decided by the cities of Greenfield and Rockford.

B
Access to TH 55 from driveways and local streets must be rerouted via frontage roads to street access points that are consistent with a principal arterial highway.

COMMENTS

RESPONSES

Daniel Kaliher

A

The noise modeling done for the EA gives only representative traffic noise levels, given the assumptions and traffic levels used in the model. A more detailed noise analysis will be completed with the next level of environmental analysis, closer to construction of the project. At that time, noise barriers will be evaluated where predicted noise levels exceed state noise standards or where predicted noise levels result in a substantial increase compared to existing conditions (currently defined as an increase of 5 dBA or greater). Noise barrier construction decisions are based on a study of feasibility (could a noise barrier be feasibly constructed on the site) and reasonableness (acoustic-effectiveness, cost-effectiveness, aesthetics, and desires of affected parties). These factors will all be part of the noise mitigation decisions for the future project.

A

6

DANIEL KALIHER
4711 Vagabond Lane North
Plymouth, Minnesota

My name is Daniel Kaliher, K-a-l-i-h-e-r, 4711
Vagabond Lane North, Plymouth, Minnesota.

I'm concerned about the noise levels that
exist now and the increased noise levels that will occur
when the new highway is built and how it will affect our
standard of living in the Cascades Development, which is
Walnut Grove Lane North and Vagabond Lane North, also
known as the Cascades Development, and we would like to
see some type of noise barriers incorporated into the
project design that will shield us from increased levels
of noise that will develop with the completion of this
project with increased traffic.

COMMENTS

7

Randy Mayer
762 Highway 55
Medina, Minnesota 55340

My name is Randy Mayer, M-a-y-e-r, 762
Highway 55, Medina, Minnesota, 55340.

My concern is the reality of the overall plan.
My other concern is that with the changing of the economy
and the price of transportation, meaning fuel, how
realistic are the projections that are presented in the
plan, meaning you can put any percentages into a computer,
but sometimes the facts don't play out, meaning we're in a
recession now. The building trades west of us are
subdued, to say the least.

My other concern is, according to the plan my
business will no longer exist, which has been a petroleum
fueling station since 1940, and it provides a need for the
local community and the motoring public at large, and
there is no concern for the larger vehicles that travel
the highway that I service. There are lots of stations
that accommodate cars off the beaten path, but mine
happens to have direct highway access that can handle
18-wheelers and other vehicles of commerce.

My other concern is after the earmark money
has disappeared, how real is this whole project in
building overpasses and bridges and in effect creating a
freeway out of a state highway because this whole plan

A

B

C

D

COMMENTS

8

would not exist if it weren't for Federal earmark money.
If the need is that great in 10 to 20 years, I would
assume after Mn/DOT gets done resurfacing the roads and
building a few bridges that a more realistic approach will
be taken. That does not mean that we cannot have a
four-lane highway between Medina and Buffalo before that,
which is what the commission was originally set up for,
not to redesign intersections through Plymouth and Medina.

I would like to see the officials from Wright
County step up and show a little more interest in their
communities because in Medina we already have a four-lane
road. That's about it. Thank you.

E

F

RESPONSES

Randy Mayer

A

The forecasts used for these traffic projects were based on the best information available, using current and historical information to predict traffic levels in the future. The traffic forecast model is based on Metropolitan Council data for population and employment, so it uses established information. In addition, using a long-range forecast may ameliorate some of the ups and downs of current short-term economic conditions. It is true that growth and development may occur more slowly than that used in the TH 55 projections; however, it is equally true that growth and development could occur very rapidly, depending on how current conditions change. While the timeframe and growth rates may vary somewhat from those used in the model, it is reasonable to predict that growth and development will occur at some time, resulting in increased traffic demand on TH 55. Note that this EA allows for right of way protection only; additional environmental documentation would need to be done to allow for construction of the project. The need for the project will be reexamined at that time, based on updated traffic forecasts.

B

Note Section II in the Findings of Fact document that discusses recent information regarding impacts to properties. Many of the properties affected by changes in access will be provided alternate access. Those that are not provided alternate access, or which are taken by highway right of way, will go through a formal process to acquire the property. The acquisition and relocation of property will be conducted in accordance with the Uniform Relocation and Real Property Acquisition Act of 1970, as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987 and 49 Code of Federal Regulations, Part 24, effective April 1989 (revised January 2005). Mn/DOT will work with affected businesses to determine and develop solutions for their specific relocation needs. The EA identified several areas along TH 55 that may provide opportunities for relocation of commercial properties.

RESPONSES

C

Mn/DOT acknowledges that each affected business provides benefit to its customers. Economic impacts, including impacts to commercial businesses, were accounted for in the EA. Land use changes are expected to occur over the planning timeframe for this project, and as this project is not expected to be built for many years, it is anticipated that right of way may be acquired as land use changes, resulting in minimal impact to existing business.

D

The purpose of the EA is to identify a design concept that will be the basis for right of way protection and will inform local transportation network plans. This benefits communities as they engage in local planning activities; local governments can encourage compatible land uses and development adjacent to the proposed corridor. Right of way can be acquired as opportunities arise and as funding allows.

E

In 2005, a traffic study was prepared to provide an understanding of traffic impacts associated with future improvements and expansion of TH 55. The study corridor extended between Annandale in Wright County and I-494 in Hennepin County. One of the findings of the study was that adding lanes west of Arrowhead Drive without increasing capacity in Plymouth would raise volumes on local arterials and collectors in Plymouth. While there may be small improvement projects over time as funding allows, in general improvements would need to be made from east to west to best address the identified need.

F

Future improvements to TH 55 in Wright County will be studied by Mn/DOT as a separate project. At that time, Mn/DOT will coordinate with Wright County and its cities.

COMMENTS

RESPONSES

Chad Adams
City of Medina

A
Comment noted. Local roadways are under the jurisdiction of local communities and are not proposed as part of this project. The local access connection shown in the EA is a potential location based on discussions with city staff; the location of any local roadways in this area would be decided by cities of Medina and Plymouth.

A

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25

9

Chad Adams
City of Medina

Chad Adams for the City of Medina. I just have one comment to make regarding the plan. In relationship to the City of Plymouth connection from the Elm Creek Golf Course, they show a local connection to our Evergreen Road in Medina and our Clydesdale Trail in Medina. The city is generally opposed to both of those local connections from that Elm Creek Golf Course development into Medina.

We have talked to Medina staff or Plymouth staff about this issue, but it's not reflected on these plans yet. I just want to make an official comment on behalf of the city.

COMMENTS

DANIEL MARTIN
5707 Linda Lane
Greenfield, Minnesota

My name is Daniel Martin, M-a-r-t-i-n. I live on Linda Lane, 5707 Linda Lane. My property comes up to Highway 55. We're the first house on the west side of the cul-de-sac of Linda Lane. I'm on the backside of the property. My property comes up to 55.

As I understand it, under the current proposal I'm only going to have an access to the left going west out of Linda Lane. And from what I understand, it's a 2.6 mile trip to where I can turn around and go back east. So therefore it's 5.2 miles to basically get back to my property to go east, and the vast majority our trips are to the east. Probably one out of twenty trips goes west versus going east. That seems a little crazy. That's 5.2 miles of driving every trip towards Minneapolis, and at today's gas prices that seems a little unreasonable.

I guess I would like to say that if they would consider making an access in both directions at a midpoint between Linda Lane and Lake Sarah. There's a straightaway there, a long straightaway that has good visibility in both directions, possibly even intersecting -- I know they have a problem with Town Hall Road because there's property that they'd have to buy out possibly, but, you know, hooking that into the same juncture, which to the

north is all farmland there, there isn't really any property there. Possibly the idea there is making some kind of a connection, solving both the problems, both the Linda Lane and the surrounding properties to the south of 55 and also the Town Hall Drive access problem. To me that makes some sense. It appears to me to be much more financially doable to buy farmland than real property, parcels of land with homes on them.

I just feel that it's crazy driving 5.2 miles every time we go somewhere. We have to go out 55, we have no other access to go anywhere, so every time I make a trip, which again the vast majority is going east towards Minneapolis, I have to drive 5.2 miles just to get back to my property. It just seems a little unreasonable. There has to be something we can do.

And there's other properties that also are affected, not just the Linda Lane properties, and that to me makes more sense than this other option.

A

RESPONSES

Daniel Martin

A
The purpose of the proposed project is to address capacity and operational issues, improve safety, maintain the functionality of TH 55 as a planned Principal Arterial High Priority Regional Corridor within the project limits, and be compatible with local road networks and local land use character. To accomplish the project's purpose, access to TH 55 from driveways and local streets must be rerouted via frontage roads to street access points that are consistent with a principal arterial highway. Local roadways, including frontage and backage roads, are under the jurisdiction of local communities and are not proposed as part of this project but are shown as potential concepts for consideration as the cities plan their local roadway systems.

COMMENTS

12

TERRY WISE
6515 North Shore Drive
Greenfield, Minnesota

My name is Terry Wise, I'm at 6515 North Shore Drive, and North Shore Drive is very close to the highway right now and I'd like Mn/DOT to consider noise barriers, a whole wall in that particular area, it's dense. We're close to the railroad tracks, and the railroad tracks are fine, but the highway now is very noisy, and if it's a double lane I think it will be even nosier. I mean you can't stand outside now, it's so noisy.

I don't want to stop the project, but noise barriers of some nature would be great because it's our houses and then the lake. And then I know that they do something about cost effectiveness, but in that area it's dense, and I think it would even help the other side because it kind of bounces, it always kind of bounces off the lake. And our area is like North Shore Drive and Greenfield Road, right at that intersection.

* * * * *

I had asked if Mn/DOT could consider a sound wall, and I'd like to add an "or."

Or, since there's nothing to the north of us, there's nothing across the street, pull the highway further north. I only mean like 50 feet north or something like that. There's nothing across the street

COMMENTS

RESPONSES

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

13

but farmland, there's no offices, there's nothing. And this road is -- I mean we're already pushing to the lake. That's our own fault, but if they could ease the noise issue any way they could do it.

Terry Wise

A

The noise modeling done for the EA gives only representative traffic noise levels, given the assumptions and traffic levels used in the model. A more detailed noise analysis will be completed with the next level of environmental analysis, closer to construction of the project. At that time, noise barriers will be evaluated where predicted noise levels exceed state noise standards or where predicted noise levels result in a substantial increase compared to existing conditions (increase of 5 dBA or greater). Noise barrier construction decisions are based on a study of feasibility (could a noise barrier be feasibly constructed on the site) and reasonableness (acoustic-effectiveness, cost-effectiveness, aesthetics, and desires of affected parties). These factors will all be part of the noise mitigation decisions for the future project.

B

This project proposes to follow the existing alignment of the roadway. Doing this minimizes cost and additional right of way impacts. Additional right of way needed for the roadway would be acquired from the north side of the road.

COMMENTS

MEL KNAPTON

My name is Mel Knapton, K-n-a-p-t-o-n. I think that the Lake Sarah Heights Drive intersection should remain in the place that it is because it has the best visibility, it is the highest point within a long way, and you can see traffic in all directions. I mean there's a little bit of excavation that could be done, but, boy, you can see right where it is, and that's why they put that road just where it is right now because you can see, okay?

Secondly, the stretch kind of at Lake Sarah Heights Drive and the next road to the west -- and I forget the name of that road. It's something Way, is it? I forget the name of the road. But they moved the highway this way and actually made the turn sharper than it is already. The shortest point between two points would be a straight line. Instead they brought it the other way. You want it a little better, a little straighter, than come to the wrong side, to my way, to go to the north instead of the south in that stretch.

I think there also ought to be access at Lake Sarah Heights Drive to go both ways instead of going way the heck down and making a U-turn to go into Rockford. I'll have to go a good mile out of my way to go to Rockford. I think there ought to be access in both

directions there and other places too, and if they have to make it a little bit wider, maybe an acceleration lane as people turn, have a little bit of an acceleration lane so you're not impacting traffic. I mean right now if I make that turn for the road, if the traffic is going 50 miles an hour, I mean sometimes I'll go on the shoulder and accelerate and merge in instead of going from a stop. It takes me a while to get up to 55 miles an hour, and people will eventually have to slow down which can cause accidents. I mean there ought to be acceleration lanes of maybe a thousand feet so you can move right in without impacting the traffic, and I think there ought to be access to be able to turn both ways, all ways, and an acceleration lane.

A

D

B

C

RESPONSES

Mel Knapton

A

This intersection was moved to provide a better approach angle to the main line roadway, as well as increased distance for cars waiting at the intersection. While the proposed intersection would be placed at a slightly lower elevation than the existing intersection, sight lines are still adequate in both directions.

B

This project proposes to follow the existing alignment of TH 55. Doing this minimizes cost and additional impacts. Additional right of way needed for the roadway would be acquired from the north side of the road.

C

The purpose of the proposed project is to address capacity and operational issues, improve safety, maintain the functionality of TH 55 as a planned Principal Arterial High Priority Regional Corridor within the project limits, and be compatible with local road networks and local land use character. To accomplish the project's purpose, access to TH 55 from driveways and local streets must be rerouted via frontage roads to street access points that are consistent with a principal arterial highway. Local roadways, including frontage and backage roads, are under the jurisdiction of local communities and are not proposed as part of this project but are shown as potential concepts for consideration as the cities plan their local roadway systems.

RESPONSES

D

The intersection of TH 55 and Lake Sarah Heights Drive is proposed to be converted from a T-intersection to a right-in/right-out intersection for safety purposes. The concept currently does not show an acceleration lane for vehicles entering TH 55 from Lake Sarah Heights Drive. Details such as the ultimate need for and the proposed locations of acceleration lanes will be worked out in the during the final design portion of the project, closer to the time of construction.

COMMENTS

RESPONSES

Highway 55 from Plymouth to Rockford
Environmental Assessment/Environmental Assessment Worksheet

— PUBLIC HEARING/OPEN HOUSE —

April 29, 2008
5:30 pm – 7:30 pm
Training Room
Hennepin County Public Works Facility
1600 Prairie Drive, Medina, Minnesota

Comment Sheet

Name: MARCIA KALIHHER

Address: 4711 Vagabond Ln. Plymouth

Phone: 763 546-4962

Comments: Please consider a sidewalk/bicycle
path on the N side of 55 from Old
Rockford to new TARGET area. (#101 N)
Will there be sound barrier
erected to protect the Plum Tree
and Cascades Homes N of 55 between
N#101 and S#101

A

B

NOTE: Comments must be received by Friday, May 9, 2008
Highway 55 from Plymouth to Rockford Environmental Assessment/Environmental Assessment Worksheet

Marcia Kaliher

A

The proposed project does not include any provision for a trail within the right of way, due to the high speed and heavy traffic volumes forecast to use the facility. This was confirmed based on discussions with corridor cities, which are planning east-west trail connections in the general corridor, but not directly along TH 55. Because trails are the jurisdiction of local communities, this comment will be forwarded to the cities of Plymouth and Medina.

B

The noise modeling done for the EA gives only representative traffic noise levels, given the assumptions and traffic levels used in the model. A more detailed noise analysis will be completed with the next level of environmental analysis, closer to construction of the project. At that time, noise barriers will be evaluated where predicted noise levels exceed state noise standards or where predicted noise levels result in a substantial increase compared to existing conditions (increase of 5 dBA or greater). Noise barrier construction decisions are based on a study of feasibility (could a noise barrier be feasibly constructed on the site) and reasonableness (acoustic-effectiveness, cost-effectiveness, aesthetics, and desires of affected parties). These factors will all be part of the noise mitigation decisions for the future project.

COMMENTS

RESPONSES

Highway 55 from Plymouth to Rockford
Environmental Assessment/Environmental Assessment Worksheet

— PUBLIC HEARING/OPEN HOUSE —

April 29, 2008
5:30 pm – 7:30 pm
Training Room
Hennepin County Public Works Facility
1600 Prairie Drive, Medina, Minnesota

Comment Sheet

Name: Carol Beasecker
 Address: 6255 N Shore Dr - Greenfield
 Phone: 763-477-5490
 Comments: A ① Crossing proposed for Lake Sarah hts is a blind spot leave crossing @ is B ② Concentrate on 55 or 12 - extend one way west into Wright County do a count & see which road is used the most

Carol Beasecker

A This intersection was moved to provide a better approach angle to the main line roadway, as well as increased distance for cars waiting at the intersection. While the proposed intersection would be placed at a slightly lower elevation than the existing intersection, sight lines are still adequate in both directions.

B While both extend westward from Minneapolis, TH 55 and US 12 actually serve different travel sheds, with traffic using these roadways coming from different geographic areas. In addition, the greater west metro area is expected to continue to develop, further supporting the need for both highways to have adequate capacity to handle the resulting traffic.

NOTE: Comments must be received by Friday, May 9, 2008
Highway 55 from Plymouth to Rockford Environmental Assessment/Environmental Assessment Worksheet

COMMENTS

RESPONSES

Highway 55 from Plymouth to Rockford
Environmental Assessment/Environmental Assessment Worksheet

— PUBLIC HEARING/OPEN HOUSE —

April 29, 2008
5:30 pm - 7:30 pm
Training Room
Hennepin County Public Works Facility
1600 Prairie Drive, Medina, Minnesota

Comment Sheet

Name: John Lund
Address: 5688 Linda Lane Greenfield
Phone: 763-479-6218

A | Comments: Concern about increase of traffic from Rockford thru Greenfield at "kaka" street connect to

Concern about Town Hall Rd re-routed thru ~~the~~ ~~road~~ N. of 55 to connect with Town line rd. IS it possible to route Town Hall to connect with 55 west of its present access?

B | concern about right-in/right-out at Linda Ln.
concern about right-in/right-out S. of 55 E. of Lt Sarah.

is a possible frontage rd S. of 55 taking Linda Ln. traffic west & traffic from proposed frontage rd. & bring both to an east/west access somewhere between the two? & possibly join new town hall rd access from the north? Possible traffic lights at this location?

NOTE: Comments must be received by Friday, May 9, 2008
Highway 55 from Plymouth to Rockford Environmental Assessment/Environmental Assessment Worksheet
OVER 2 miles from Town line rd. for lights
west to Greenfield rd.
Thank you

John Lund

A
See response under Public Transcript, John Lund comments.

B
See response under Public Transcript, John Lund comments.

Highway 55 from Plymouth to Rockford
Environmental Assessment/Environmental Assessment Worksheet

— PUBLIC HEARING / OPEN HOUSE —

April 29, 2008
5:30 pm - 7:30 pm
Training Room
Hennepin County Public Works Facility
1600 Prairie Drive, Medina, Minnesota

Comment Sheet

Name: Daniel J. Martin
Address: 5707 Linda Ln. Greenfield, MN. 55373
Phone: 763-479-2889

Comments:

My property adjoins Highway 55 on Linda Ln. The proposed left only access for Linda Lane with a 2.6 mile jaunt to the west, before I can go back east, requires a 5.2 mile drive, just to get back to my property, to start going east towards Minneapolis. This is extremely unreasonable. Please consider making an access to be able to go either direction (East or West) at a midpoint between Linda Lane & Lake Sarah where there is a straight section of the Road and good visibility in both directions. Perhaps this is a better place to bring in Turn Hall ^{Dr.} as this is farm land and no homes are parcels there. This would better solve both ^{the} Turn Hall ^{Drive} problem and Linda Lane and surrounding properties.

NOTE: Comments must be received by Friday, May 9, 2008
Highway 55 from Plymouth to Rockford Environmental Assessment/Environmental Assessment Worksheet

Daniel Martin

A

See response under Public Transcript, Daniel Martin comments.

A

COMMENTS

RESPONSES

Highway 55 from Plymouth to Rockford
Environmental Assessment/Environmental Assessment Worksheet

— PUBLIC HEARING / OPEN HOUSE —

April 29, 2008
5:30 pm – 7:30 pm
Training Room
Hennepin County Public Works Facility
1600 Prairie Drive, Medina, Minnesota

Comment Sheet

Name: LuAnn Eisinger
Address: 5785 W. Main, Maple Plain, MN 55355
Phone: 763-479-2732

Comments: Regarding the intersection at Hwy 55
and Tamarack Drive in Medina.
I like the idea as planned to have a signal
light at the intersection. My family owns the
property on the North east section. We hope to
develop in the future, the ~~the~~ traffic signal
will help move the vehicles safely in
and out of the developments.

NOTE: Comments must be received by Friday, May 9, 2008
Highway 55 from Plymouth to Rockford Environmental Assessment/Environmental Assessment Worksheet

LuAnn Eisinger

A
The commenter's support for the signalized intersection is noted.

A

Highway 55 from Plymouth to Rockford
Environmental Assessment/Environmental Assessment Worksheet

— PUBLIC HEARING/OPEN HOUSE —

April 29, 2008
5:30 pm – 7:30 pm
Training Room
Hennepin County Public Works Facility
1600 Prairie Drive, Medina, Minnesota

Comment Sheet

Name: Annette Shireman
Address: 15701 LaBon Terrace, Minnetonka
Phone: 952-932-9847 553'
Comments: Regarding: Highway 55 + Tamarack Drive
in Medina.

A

My family, the Tubert family, owns approximately 68 acres in the NE corner of 55 + Tamarack. We would like to have the ~~at~~ proposed stoplight for this intersection remain in the future Hennepin County concept plan. Our main reason would be that a future sale of our land would make it more sellable

NOTE: Comments must be received by Friday, May 9, 2008
Highway 55 from Plymouth to Rockford Environmental Assessment/Environmental Assessment Worksheet

Annette Shiremah

A

The commenter's support for the signalized intersection is noted.

COMMENTS

Highway 55 from Plymouth to Rockford Environmental Assessment/Environmental Assessment Worksheet

— PUBLIC HEARING / OPEN HOUSE —

April 29, 2008
5:30 pm – 7:30 pm
Training Room
Hennepin County Public Works Facility
1600 Prairie Drive, Medina, Minnesota

Comment Sheet

Name: Mel Knapton
Address: 6295 Lake Sarah Hts Dr. Greenfield
Phone: 763-479-1184

A | Comments: ① Lake Sarah Hts Dr intersection should remain where it is because it is a high point and the best visibility exists at that point.

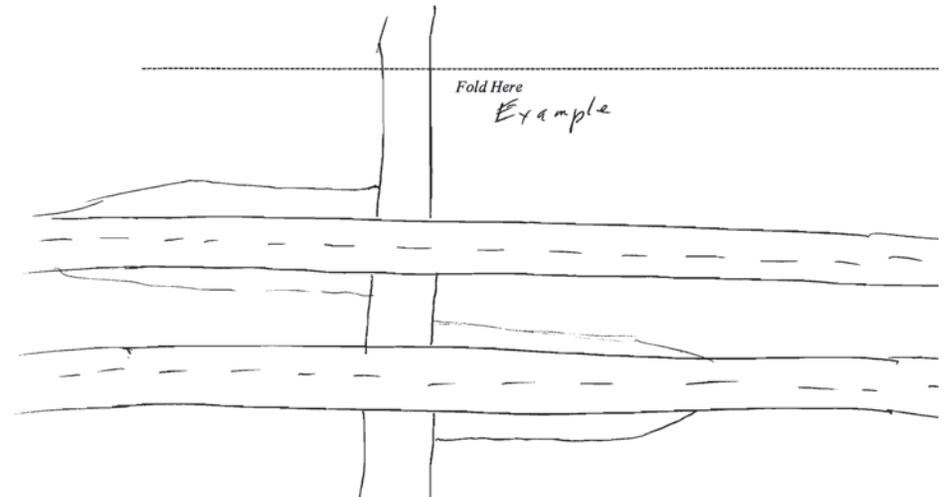
B | ② There should be access to Hwys in both directions at all locations. Inst a 1000 foot acceleration lane to facilitate merging (see diagram on back)

C | ③ The stretch of proposed hwy should move to the north between Lake Sarah H & ~~the~~ the road to the west.

NOTE: Comments must be received by Friday, May 9, 2008
Highway 55 from Plymouth to Rockford Environmental Assessment/Environmental Assessment Worksheet

Fold Here

Daniel Rowe, P.E.
Minnesota Department of Transportation
1500 West County Road B-2
MailStop 050
Roseville, MN 55113



RESPONSES

Mel Knapton

See response under Public Transcript, Mel Knapton comments.

Highway 55 from Plymouth to Rockford
Environmental Assessment/Environmental Assessment Worksheet

— PUBLIC HEARING / OPEN HOUSE —

April 29, 2008
5:30 pm – 7:30 pm
Training Room
Hennepin County Public Works Facility
1600 Prairie Drive, Medina, Minnesota

Comment Sheet

Name: Al Bleck
Address: 1375 Rebecca Park Trail, Rockford
Phone: 763-477-5289

Comments: Concerned about proposed regional pond for Greenfield Holiday + Subway development, ~~dumping~~ draining into Al Bleck's field drain (92-Vernon, north side of TH 55), tile

A

~~Request call from Brian Kelly from Mn/DOT Water Resource to follow-up; wants to meet at the site.~~
Request call from Brian Kelly from Mn/DOT Water Resource to follow-up; wants to meet at the site.

B

Concerned about amount of taking from property. Feels could take more from south side instead. See previous comments.

NOTE: Comments must be received by Friday, May 9, 2008
Highway 55 from Plymouth to Rockford Environmental Assessment/Environmental Assessment Worksheet

*Written for Mr. Bleck
by project staff.*

CONCERNS REGARDING HIGHWAY 55 EXPANSION.

It's our understanding that there is a time period ending MAY 9, 2008 for questions & comments concerning the recent Public Hearing Open House .

Since we have a considerable amount of frontage between Vernon St & Cty 92 we have questions and concerns about drain-tile and surface water flowage, because of increased Right of Way & other encroachment to our farm property. We have recently requested that MN DOT officials visit the property in person.

A

We had 5 pages of comments (enclosed) as well as maps that we presented at the Open House Jan. 30, 2007 that we would like discussed to our satisfaction. We have not received a sufficient response to many of our questions/concerns.

Dan Rowe and Brian Kelly agreed to visit our property May 5, 2008 as well as discuss a few of the issues mentioned regarding the Highway 55 Expansion Plans. We're looking forward to meeting with Dan & Brian and discussing these issues.

Sincerely, Alfred Bleck LaDess Bleck
Alfred Bleck LaDess Bleck

7375 Rebecca Park Trail, Greenfield, MN 55373...
H 763 477 5289 C 612 350 9585

Bleck's Comments on the Jan 30, 2007 Open House
Regarding Future Expansion of State Highway 55.

Infringing on our Agricultural Preserve Farmland.

The proposed future State Highway 55 Expansion Plan which we received from Mr. John Griffith in Feb 2005 was the fairest to all & made the most sense to us. That plan called for taking 5'-10' of land for additional ROW from our property. As well as taking 5'-10' from the South landowners property. Between Cty Rd 92 & Vernon St. by adopting the 2005 plan the 100' ROW from the existing center line that MN DOT already has which could be fully utilized on the South side.

Previous Acquisition History

We have noted in our records that MN DOT had already acquired approx. 7 acres of land from the South side of the property paralleling the North side of State Highway 55 from Vernon to Cty Rd 92 during construction in the early 1940's. Most of the acreage for State Highway 55 construction came from the North side. The area on the South side was not utilized. MN DOT also at the same time took another 3.4 acres from our property located South East of Vernon St. for Highway ROW.. MN DOT also acquired the old Cartway Road that was used on the South side of State Highway 55 between Vernon St & Cty Rd 92 and not utilized.

The State/MN DOT et al.... still has an additional 25' (100' ROW) from the South Center of the Highway on the South side of the Highway! From what I understand it looks like very little if any land was acquired from the property to the South when State Highway 55 was originally constructed.

Why does the State/MN DOT et al still have the additional 25' or 100' ROW from the South Center of Highway on the South side of State Highway 55? From what I understand it looks like very little if any land was ever acquired from the property to the South when State Highway 55 was originally constructed.

Center Tapered Open Land Island: Vernon to Cty Rd 92

The proposed 2005 Plan did NOT show an "open land center island" tapered between Cty Rd 92-Vernon St. We feel that the Jan 30 2007 proposed plan for the ROW taken between Cty Rd 92-Vernon St. on the North side is unjustified. Our reasoning is that the Cty Rd 92 Intersection currently (and in the future) will have much heavier traffic use than the proposed Vernon St. intersection. Why have a wider intersection at Vernon St? When the proposed Highway tapers to a no center open land area at the much busier Cty Rd 92 intersection?

The 2005 proposal shows that @ Vernon St. to Cty Rd 92 the Highway would be narrowed similar to just West of Cty Rd 92 in front of Greenfield Homes. We also feel that the Holiday/Subway developments received preferential treatment by MN DOT as well as the City of Greenfield in Feb 2005. They were permitted to infringe on State Highway 55 ROW and/or the latest proposed Expansion Plans. Now it's noted that MN DOT desires to take more ROW from our property yet taper around the Holiday/Subway parcel. Since 2002 The City of Greenfield is a paying member of the Highway 55 Coalition Fund. One of the goals is to preserve ROW expansion although it appears it's not abiding by the Coalitions own goals by allowing Holiday/Subway to construct a pond in/near State Highway 55 ROW or future proposed State Highway 55 Expansion Plans.

Prior to 2005 Greenfield and it's Engineers & City Planners permitted some construction in State Highway 55 ROW. By Pro-Wall & a Storage company! As a NEW access road to the North of State Highway 55 was built these 2 companies were forced to tear down buildings & reconstruct drainage ponds.

Regional Pond System for Holiday/Subway

Please find copies of enclosed letters dated May 11, 2005 as well as April 26, 2005 Correspondence between Technical Advisor James Kujawa of the Pioneer Sarah Creek Watershed Management Commission and City of Greenfield Administrator. Correspondence permitting an illegal & non conforming treatment pond under the guise of a future "Regional Pond System". If and when this so-called Regional Pond System is constructed it should be paid for by: Holiday/Subway. Under no circumstances should City of Greenfield, MN DOT, State, or Henn Cty taxpayers have to pay for any Regional Pond System. Special privileges were granted to Holiday/Subway applicants by the City of Greenfield as well as the Pioneer Sarah Creek Watershed Management Commission is allowing a high level of Phosphate to drain into the Watershed above current allowable levels. The City of Greenfield, City Planner as well as the Planning Commission rejected the plat. It was approved by the City Council with several unheard of variances granted. This overbuilt parcel with ZERO setbacks (the law is 75' in Ag Preserve) has infringed on our property rights by overbuilding on such a small parcel. Our concerns are how and when will the water get to the "Regional Pond System" How will it affect our existing drainage systems? Which have already been affected by MN DOT's inability to replace an old rusted out steel pipe under State Highway 55 that was broken in several places by inserting sections of a much smaller in diameter plastic pipe restricting the drainage flow accordingly.

MN DOT Regional Pond Acquisition

Please find copies of 2 letters enclosed regarding acquiring property from us for "Regional Pond Systems". Per MN DOT's Mr. Sweeny & Mr. Thill. We currently do not have property allocated for any: "Regional Pond Systems". We require that the existing drainage areas both surface water as well as drain-tile be operating correctly to maintain proper drainage for our farm fields!

Blecks Drainage from Area C

Area C consists of approx. 59 acres of Watershed area 15 acres or so come from the East side of Vernon St. onto our land and into our field drain-tile. Approx, 5,000 ft of drain-tile in our farm fields. The combined Storm, Surface Water & drain-tile flowage all flow South under State Highway 55. Sections are in dire need of repair as they have separated. Currently there are several very large holes on the North Slope of State Highway 55. The smaller drain-tile pipe that carries the drain-tile flowage South under State Highway 55 has been blocked since approx 1964 in Watershed Area C. Because of this blockage the tile upstream had blown out causing us to install a new drain-tile line! As well as a new outlet. That drain-tile line outlets a few feet North of the Surface Water Culvert on the North Side of State Highway 55. The Surface Water Culvert as well as the smaller drain-tile pipe were installed under State Highway 55 in the early 1940's.

MN DOT 55 Curve Reduction

Between Sioux Trail to West of the Vernon St. intersection, the degree of the curve could be reduced. This could be done by staying further South off the Riverwood Covenant Church, Bleck property, and Vernon St. intersection. This would make a much safer stretch of Highway if some of the curve was straightened. Greenfield's future concept plan has a green dashed line for frontage roads as well as State Highway 55 access in the future Business Park Road South of 55 aligned with the South end of Vernon. This would be an open intersection crossing State Highway 55. The plans also show the future City Access Road going through the Farmstead South of State Highway 55. Indicating some kind of "land acquisition" to facilitate this construction.

Alfred Bleck
Alfred Bleck
Alfred Bleck
 7575 Rebecca Park Trail,
 Greenfield, MN. 55573
 Phone: 763 477 5289

COMMENTS

Holiday Station 2005-01
April 27, 2005

Findings:

- 1) Site plans were received on January 17, 2005. Revised plans were received on February 14, 2005 and February 17, 2005. The review period expires on March 18, 2005.
- 2) The current site drains generally south and east. After construction the site will drain south into a pond which discharges into the Hwy. 55 ROW. This ROW drains east and eventually south into Lake Sarah.
- 3) Pre and post development peak discharges are provided below. On-site ponding and infiltration will control the outflow rates after construction. These will meet the Commissions requirements.

Storm Event	Existing Runoff (cfs)	Proposed Runoff (cfs)
2-Year	1.3	
10-Year	4.1	
100-Year	7.7	

- 4) From the applicants comments at the April 2005 Commission meeting, due to MPCA restrictions, the applicant is proposing a NURP basin to control nutrients from the site. From staff's analysis the pre-development phosphorus, export equals 1.3 lbs/year. The post-development export will be 3.8 lbs/year.
- 5) Future Highway 55/County Road 92 right-of-way is projected to encroach into this lot. The Commission recommends the City, MN Dot, or Hennepin Co. purchase this portion of ROW and the applicant designs the site accordingly without creating the need to reconstruct the lot when Hwy. 55 is upgraded.
- 6) No wetlands exist on this site.
- 7) No floodplains exist on the site.
- 8) Some grading and the placement of the pond outlet occur within the state and county right of ways. Although not a PSCWMC requirement, this work will require the permission from the appropriate authorities.
- 9) If the permanent pond will be used as a temporary sediment pond, this must be noted on the plans. A modified outlet control device detail must be provided and drainage plans showing how the water will be diverted to the pond during construction, prior to storm sewer instillation must be shown.
- 10) Erosion control blankets must be provided for slopes steeper than 4:1.
- 11) Modifications to the inlet pipe must provide a greater angle toward the west instead of the east.
- 12) A small forebay and level spreader at the pipe inlet is recommended for easy cleanout of coarse sediments.

Discussion At the February meeting of the Commission, an infiltration basin was approved for the treatment of stormwater from the site. At the April 21, 2005 meeting, the applicant requested the Commission reconsider their approval of the infiltration basin and approve a NURP pond in its place. From previous analysis, a NURP pond as proposed would not meet the Commission's nutrient non-degradation requirements.

COMMENTS

Holiday Station 2005-01
April 27, 2005

Commission Action at their April 21, 2005 meeting: The Commission approves the plan changes pending the following items.

- Items 9, 10, 11 and 12 must be addressed and approved by staff.
- The NURP basin must comply with all government agencies that regulate gas stations.
- The City of Greenfield must agree to the inspection and maintenance plans and responsible parties for said work.
- The Commission recommends City drainage and utility easements on the pond.
- The Commission recommends the applicant provide parking lot and access road containment sweeping as needed and at least a minimum of 4 times a year.
- The Commission recommends the City of Greenfield accomplish compliance with these requirements by utilizing a properly executed developer's agreement.
- Greenfield Council provides assurance that a regional pond system will be pursued when an opportunity avails itself.
- The applicant must provide plans for staff approval on the changes required above.

Hennepin County Dept. of Env. Services
Advisor to the Commission


James C. Kujawa, Water Quality Specialist

April 27, 2005
Date



Minnesota Department of Transportation

Metropolitan Division
 Waters Edge
 1500 West County Road B2
 Roseville, MN 55113

July 25, 2002

053-2811924410001
 ALFRED E BLECK ETAL
 ALFRED E BLECK
 7375 REBECCA PARK TRAIL
 ROCKFORD MN 55373

RE: Wetland Acquisitions for Future Mn/DOT Wetland Mitigation

Dear Property Owner:

The Minnesota Department of Transportation (Mn/DOT) is seeking property in Hennepin County for the purpose of restoring prior converted wetlands. The process by which Mn/DOT is required to replace impacted wetlands (or lost wetlands functions and values) is mandated by the Wetland Conservation Act (WCA) at the State level and Section 404 of the Clean Water Act at the Federal Level, both as part of the concept of "no net loss of wetland functions". This concept generally requires Mn/DOT to mitigate wetland impacts at a 2:1 ratio by developing replacement wetlands. Because Mn/DOT has a number of projects in Hennepin County with the potential to generate new wetland impacts, we are actively seeking wetland replacement sites as part of this process.

How does Mn/DOT restore wetlands?

For each site, Mn/DOT will develop a comprehensive site plan together with a cash offer to purchase a conservation easement only or direct purchase of all or some part of the property. Once satisfactory agreements are made, the first step towards restoration would be to reestablish the water supply generally done by breaking or blocking a tile line and/or blocking ditches. Normally, it is also necessary to control the water level with earth berms and/or an outlet control structure. Occasionally, some projects also require grading and/or excavation. The new wetland basin as well as the surrounding buffer strip is then planted with an appropriate native plant mix designed to provide wildlife habitat as well as a diverse vegetative community.

An equal opportunity employer

Why did I get this letter?

Mn/DOT is working together with the Hennepin Conservation District (HCD) toward the process of obtaining suitable sites for wetland mitigation in Hennepin County. The HCD has developed a geographical database showing areas within the county that they believe contain drained wetlands. This letter is only going out to property owners that were identified in this database as having drained wetlands that could be restored. What do I get out of this?

Mn/DOT will pay a generous, fair-market value price for the purchase of a conservation easement or to buy a portion of the property. Accepting the conservation easement means that you would still own the property but you would not be allowed to drain or place fill in the new wetland. Also, depending upon your future plans for the property, restoring the natural wetland area may enhance the overall value and desirability of the property. Another benefit could be reduced taxes by conversion of portions of the property from residential or commercial to "green acres".

If I am interested, what should I do?

The next step is to contact me in writing at the address below or, if you prefer, call Dave Thill at the Hennepin Conservation District (763) 420-2157. Either way, we can discuss your property, the process, the timetable, and any other questions you may have. We will then set up a meeting to look at the property with you and discuss how to best restore the site. We would also discuss future monitoring of the site, which is required under the WCA law and includes a time period after the construction whereby Mn/DOT would be responsible to ensure successful completion of the wetland project.

For your information, I am enclosing a pamphlet on wetland regulations. Thank you for your consideration—I look forward to working with you.

Sincerely,

Dean Sweeney, Wetlands Project Manager
 Mn/DOT Metro Division
 Waters Edge Building
 1500 W. County Road B2
 Roseville, MN 55112

Attach: Wetland Regulation in Minnesota

COMMENTS

July 29, 2002

Mr. Dean Sweeney
Wetlands Project Manager;
Mn/Dot Metro Division
Waters Edge Building
1500 W. County Rd. B2
Roseville, Minn. 55112

Re: Wetland Acquisitions For Future Mn/Dot Wetland Mitigation.

Dear Mr. Sweeney;

In regard to the above subject, we received your letter Dated July 25, 02, we want to clarify to you that we do not have any Farmland available for Wetland restoration. We are dependant on our Agricultural property for our live-li-hood. Breaking or blocking tile lines, blocking ditches etc, would have a severe impact on our drainage systems that are now in use to grow our Farm Crops. In our situation we see nothing that would enhance the value of our property by destroying tile lines, & blocking ditches.

In regard to reduced taxes, we do have our Farm in the Metropolitan Ag. Preserve Covenant. We have not filed for a Expiration date for our Farm. When, & if this does happen, the time frame is still 8 years before any development could take place on our Farm. Because of the development frenzy, that we have experienced with adjoining properties to our Farms, as well as the interference of the Hennepin Conservation District, we are finding it extremely difficult to even maintain some of our drainage systems.

At this time I also want to bring to your attention that the adjoining property on the Southeast corner of our Farm, described as the Joe Francis Site N.E. Quadrant, CSAH92, & State Hwy. 55, the (2.46 Acres) is having a feasibility study prepared. This is being done because a Convenience Store, with a Gas Station is being proposed for that Site. The concerns we have for this proposal is, what impact & effect the Storm-water, & Internal Drainage will have on our adjoining property. We also would like to know what type of building setbacks the State requires, & how much land the State would need, if any for future State Hwy. 55 for a 4 Lane Hwy. to the North. If you cannot provide us with this information, then we please request that you would refer this to the proper person who would be involved in this matter for our location, East of Rockford.

Since our Farm borders State Hwy. 55, we want to thank Mn/Dot for the cooperation over the years in assisting in the maintenance of our Drainage Systems on Mn/Dot's Right Of Way area. They also have been responsive to Weed Control on the Right Of Way. We hope to hear from Mn/Dot on this soon. Thanks again.

Sincerely,

Al Bleck

Alfred Bleck
7375 Rebecca Park Trail
Rockford, Minnesota 55373

COMMENTS

July 29, 2002

Mr. Dave Thill
Henn. Conservation District
6900 Wedgewood Road
Suite 140
Maple Grove, Minnesota 55311

Dear Dave;

Recently we received a solicitation request from Dean Sweeney, Wetlands Project Manager for Mn/Dot regarding Wetland restoration on our Farm in Greenfield. It appears HCD has developed a Database showing areas having drained Wetlands that could be restored by breaking & blocking Draintile & Drainage ditches. We please request you, or HCD make a note in your Database files that we do not have any property available for this purpose, as we need all our Drainage Systems to be working. We please request this be done by you, or HCD in order that we do not receive anymore Wetland Restoration solicitation requests for our Farmland from any other sources. Thank you very much.

Sincerely,

Al Bleck

Alfred Bleck
7375 Rebecca Park Trail
Rockford, Minnesota 55373

RESPONSES

Al Bleck

A

Dan Rowe and Brian Kelly visited the property on May 5, 2008, to discuss the commenter's concerns. Drain tile location information, furnished by the property owner, will be added to the project files to be used when future information is needed.

B

The proposed improvements expand the existing alignment on both sides of the roadway, impacting property owners both north and south of the roadway. Due to the presence of wetlands on the south side of the existing roadway; additional expansion to the south would increase the amount of wetland impacts. The proposed concept design indicates an alignment that balances property impacts and wetland impacts.

COMMENTS

RESPONSES



Highway 55 from Plymouth to Rockford
Environmental Assessment/Environmental Assessment Worksheet

— PUBLIC HEARING / OPEN HOUSE —

April 29, 2008
5:30 pm – 7:30 pm
Training Room
Hennepin County Public Works Facility
1600 Prairie Drive, Medina, Minnesota

Comment Sheet

Name: Mike Hoekstra

Address: 7060 State Hwy 55

Phone: _____

Comments: If this is not already counted as
total take, evaluate + count is appropriate
Also home directly to east.

phone: 763-477-9256

e-mail: hoekml@hughes.net

- Interest in information about early r/w
acquisition (if total take) -

A

Mike Hoekstra

A
These properties have been reviewed and will be necessary for total acquisition. See Section III of the Findings document for updated right of way and relocation impacts. The acquisition and relocation of property will be conducted in accordance with the Uniform Relocation and Real Property Acquisition Act of 1970, as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987 and 49 Code of Federal Regulations, Part 24, effective April 1989 (revised January 2005). (The commenter was referred to Mn/DOT staff for information about early acquisition.)

NOTE: Comments must be received by Friday, May 9, 2008
Highway 55 from Plymouth to Rockford Environmental Assessment/Environmental Assessment Worksheet

COMMENTS

Daniel Rowe -

Page

From: "Ryan Gregory" <RGregory@rdcllp.com>
To: <daniel.rowe@dot.state.mn.us>
Date: 4/30/2008 10:58:07 AM

Dan,

A

I have spoke with you about the 55 projects and also saw you last night at the open house. I was wondering what the height of the overpass going over Peony and 55 is going to be? Thanks for all your help.

Sincerely,

Ryan Gregory

Reliance Development

RESPONSES

Ryan Gregory

A

The clearance provided at this intersection would be 16 feet 4 inches. To achieve this, Peony Lane would be raised approximately 10 feet, and TH 55 would be lowered approximately 12 feet.

COMMENTS

RESPONSES

Highway 55 from Plymouth to Rockford
Environmental Assessment/Environmental Assessment Worksheet

— PUBLIC HEARING / OPEN HOUSE —

April 29, 2008
5:30 pm - 7:30 pm
Training Room
Hennepin County Public Works Facility
1600 Prairie Drive, Medina, Minnesota

Comment Sheet

Name: RANDALL MAYER

Address: 702 Highway 55 PO Box 298 MEDINA 55

Phone: 7634786041

Comments: AS USUAL Computers only Tell you what you
Program into them AS far as Freeway Construction
Making 55 a freeway SRF did A good Job Other
Than that the Plan stinks. It does not Take
into account the lost Value + Revenue By destroy
Commercial Property up and down the Corridor or
the impact the Housing depression in Wiynt Co
on the effect of \$4 a gallon gas Why not focus
on Wiynt Co. They are the ones with a two
Lane Highway Not US. As soon as the Gas made
Money Rand out The Corridor Commission
should be dissolved and all The Government
workers who sit through these Pathetic Matin
Should go Back to Work. This is nothing
but a government lobbying government
Liased

NOTE: Comments must be received by Friday, May 9, 2008
Highway 55 from Plymouth to Rockford Environmental Assessment/Environmental Assessment Worksheet

Randall Mayer

A
See response under Public Transcript, Randy Mayer comments.

B
See response under Public Transcript, Randy Mayer comments.

C
See response under Public Transcript, Randy Mayer comments.

A
B
C

Highway 55 Corridor Comments

From ADAM'S Pest Control, Inc./Jan-Har, LLP
(owners of 872 Hwy 55 and 922 Hwy 55 in Medina)

Re: MnDOT proposed improvements:

- A | 1. Plan does not provide access to 872 Hwy 55 (old Adam's, current Chamber of Commerce and Farmer's Insurance).
- B | 2. It looks like Countryside Café will lose parking spaces for this entrance and the proposed changes will cause them to lose parking spaces across the highway side of the building, and probably shut down their business.
- C | 3. To provide access to 822 (Countryside Café) and/or 872 (old Adam's office), you'll need to take a Right of Way (ROW) path through the McDonald's "L" shaped property, leaving a chunk of land that is probably too small to develop. If this land could be sold, Jan-Har, LLP would be interested in order to combine with 872 Hwy 55 as it would be the only logical buyer. With a little more land, 872 could be redeveloped similar to the new ADAM'S building.
- D | 4. The Clydesdale extension to the West will be very, very expensive. Most of the ROW will need to be acquired, and lots of trees removed (behind Countryside and Adam's) and much of the property, starting behind Westside Equipment, is wetlands, which will need to be mitigated 2 for 1. In addition, poor soils will require a "floating bridge" like the one used on Hwy 55 or comparable soil correction at great expense. Adam's new building was built on about 100 piles, pounded 60' into the ground. Our new lot on the West side of our building sunk 4" (so far). The sewer extension that was added in the 1990's (?) to the West of 922 Hwy 55 sunk and needed correction two times before it was finally stabilized. Much of the proposed road, especially if it extends further like in the MnDOT plan, is within a 100-year flood plane and will need to be offset. Although early in the process, we don't see this identified..
- E | 5. In the MnDOT plan, the proposed storm water pond South of Hwy 55, West of 116, appears to be in a wetland/flood plane already. I'm not sure how this works, and given our building at 872 flooded partially due to an 8" rainfall and partly due to MnDOT not keeping their ditches and culverts clear has us concerned that adding more hardcover and removing ditches in front of the various businesses have us concerned where the water will go. We've been trying for a year to get debris on the South side of 55 cleared from a culvert and piles of rock, dirt, etc. removed so water flows better.
- D | 6. The MnDOT plan will require a bridge (or at least a large culvert) on Clydesdale to the West of 922 Hwy 55 to allow the water to flow from the North to the South.
- F | 7. Kevin Hoglund stated at the City of Medina meeting there were 46 accidents over a period of years relating to this intersection and entrances/exits. We've been in our property for 24 years and we are not aware of any of accidents being caused by vehicles entering or exiting the businesses to the West of Cty Rd 116 (none witnessed in 24 years), whereas there have been multiple accidents at the

"controlled" intersection of Cty Rd 116 and Hwy 55. I'd like to see a map of where these accidents are occurring.

We do recognize it can be safer in general to close access points to a highway with a speed limit of 55 mph, however, the fact is it has not been an issue here, likely due to the closeness to the stoplight, where the light stops traffic or slows it down enabling safe access and turn lanes allow safe exiting.

F

Q: Can you break down the history of accidents?

At Intersection?

East of 116, North of 55, West of 116, South of 55?

Due to vehicles heading East on 55 turning left?

- 8. If you close the access points to 55, West of Cty Rd 116, you will be putting more traffic through the Clydesdale/Cty Rd 116 intersection and through the 55/Cty Rd 116 intersection. You've already stated these are the worst spots in the area and is the impetus for the study and the change, yet the proposed solution seems to be to put more traffic through these areas, which we think, and the numbers bear it out (I bet), is historically more dangerous.
- G | 9. The businesses along Highway 55 West of Cty Rd 116 are not requesting to lose their access to the highway. Safety is a concern to them and how they operate, but they do not feel their access is unsafe.
- D | 10. The county is not funding a stop light at Clydesdale/Cty Rd 116. This strikes me as a dangerous intersection – with 5-6 lanes of traffic heading North-South. There are always people turning right from Westbound 55 onto 116, making that intersection difficult, and having to cross cars coming in trying to catch a green light will make it challenging. I challenge you to find another intersection that is uncontrolled in Hennepin County where traffic is expected to cross that many lanes of traffic, traveling both directions. I can't think of one example. While Jim Grube said he was open to the idea of a stop light, he's not going to fund it at this point. I'm telling you the West bound turning right heading North will be a steady stream of accelerating cars, and the South bound traffic will be doing 55 MPH trying to catch the light at 55, or stacked up at the light making it difficult to see the North bound cars from 55. It will be more dangerous than a right in right out access to Highway 55.
- D | 11. Clydesdale needs to be wide enough to support semi-trailer traffic, as well as the intersection at Clydesdale and 116. Also, our property at 922 (and others) has no room for a semi-trailer to turn around, so the Clydesdale extension to the West should be wide enough to allow a semi to back in to a property, or to back up onto the backage road in order to make a delivery.
- H | 12. Is it wise to proceed with a bigger intersection at 116 if you think 20 years or less you'll redo the whole intersection into an interchange?

I

We agree something needs to be done with the traffic from 116 to Eastbound 55 and the intersection to support this.

In summary...

COMMENTS

At this point, we at ADAM'S and Jan-Har do not favor the city's project of extending Clydesdale to the West, but we do not oppose the project. If that does happen, we feel a stop light should be required at Clydesdale and 116. We favor MnDOT's plan as part of the larger plan, because while a ramp won't be good for our visibility, it really is the best long term solution that will last more than 10-20 years like the city plan.

Thanks for your efforts to making things better for us and the communities we serve and operate in.

Sincerely

Todd Leyse

RESPONSES

Todd Leyse

A

Many of the properties affected by changes in access will be provided alternate access. Those that are not provided alternate access, or which are taken by highway right of way, will go through a formal process to acquire the property. The acquisition and relocation of property will be conducted in accordance with the Uniform Relocation and Real Property Acquisition Act of 1970, as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987 and 49 Code of Federal Regulations, Part 24, effective April 1989 (revised January 2005). Mn/DOT will work with affected businesses to determine and develop solutions for their specific relocation needs. The EA identified several areas along TH 55 that may provide opportunities for relocation of commercial properties if needed.

B

Mn/DOT acknowledges that each affected business provides benefit to its customers. Businesses affected by the proposed project would go through a formal process to determine the extent of the impacts and whether a property would need to be acquired. As noted above, the acquisition and relocation of property will be conducted in accordance with the Uniform Relocation and Real Property Acquisition Act of 1970, as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987 and 49 Code of Federal Regulations, Part 24, effective April 1989 (revised January 2005). Mn/DOT will work with affected businesses to determine and develop solutions for their specific relocation needs. The EA identified several areas along TH 55 that may provide opportunities for relocation of commercial properties if needed.

C

This comment has been forwarded to appropriate right of way staff at Mn/DOT. At the time of final design, more information will be known about the acquisition of properties. If there is remaining property to convey, the reconveyance statute in effect at that time would be followed.

RESPONSES

D

Local roadways are under the jurisdiction of local communities and are not proposed as part of this project. This comment will be forwarded to the city of Medina.

E

The proposed culvert crossing will be designed such that the original conveyance capacity is maintained. All debris and other obstructions would be removed such that the culvert can operate freely and perform as originally designed. Flooding may have occurred in this area because flow was restricted through this culvert causing water to back up on the north side of TH 55. Given that the roadway profile elevation is greater than the graded elevation around the affected structure, flooding is a potential if the culvert becomes incapacitated.

The EA figures show potential locations for stormwater basins. If these locations are not available at the time of actual design, other options will need to be identified. The project will be guided by watershed management organizations and municipal standards and rules for managing stormwater.

Replacement and/or extension of the culvert while maintaining the original design capacities will improve the conveyance of stormwater in the area. The proposed roadway and corresponding best management practices will improve water quality and attenuate stormwater discharge to Elm Creek. However, runoff volume will not be reduced; as a result, no or limited improvements will be gained from a flood control standpoint.

F

Hennepin County staff has provided requested accident data to the commenter.

RESPONSES

G

A 2005 traffic study completed for the corridor determined that transportation needs for the area will increase as the population grows. Forecasted volumes for 2030 show thousands of additional vehicles on the roadway. This traffic growth leads to increased safety concerns. Though crash rates in the corridor are currently near average, it is expected that increased traffic volumes over the next several years will also increase the number of crashes. In particular, right-angle crashes are likely to increase as it becomes more difficult for drivers on side streets and access drives to find gaps in traffic on TH 55. For this reason, it will become increasingly important to manage access to TH 55. This type of access management is consistent with guidelines for a Principal Arterial, which state that access to abutting land should be secondary to mobility. TH 55 currently functions as a Minor Arterial, but a reclassification to Principal Arterial is currently under review.

H

The city of Medina is considering making improvements to the intersection in order to address some existing traffic conditions. The TH 55 project, however, addresses long-term traffic needs at the intersection. The existing at-grade signalized intersection of CR 116/TH 55 will not be able to accommodate the traffic forecasts under the year 2030 no-build conditions. The traffic analysis shows that the existing at-grade signalized intersection of CR 116/TH 55 will operate at an unacceptable level of service (LOS) F during the a.m. and p.m. peak hour under the year 2030 no-build conditions. By converting the existing at-grade signalized intersection to a grade-separated tight-diamond interchange, the CR 116 intersection with TH 55 will be able to accommodate the traffic forecasts at an acceptable LOS B or better under the year 2030 build conditions.

I

Commenter's support for the project is noted.

COMMENTS

From: "Daniel Rowe" <Daniel.Rowe@dot.state.mn.us>
To: <jmoses@srfconsulting.com>
CC: <James.Grube@co.hennepin.mn.us>, <nfrick@srfconsulting.com>, <rbrown@srf...>
Date: 5/16/2008 3:34 PM
Subject: Fwd: Property in Greenfield, MN

Here is a comment from the property owner south of Al Bleck's property. Can we add this to the rest of the comments on the EA? Thank you.

Daniel J. Rowe
Project Manager
Mn/DOT / Metro Design
Tel: 651-234-7659
Fax: 651-234-7610
daniel.rowe@dot.state.mn.us

>>> "Mike Seeland" <mike.seeland@prc.bz> 5/16/2008 1:43 PM >>>
Daniel,

Property Resources Corporation ("PRC") is the owner of an approximate 112.41 acre parcel of undeveloped land located in the southeast corner of the intersection of Highway 55 and County Road 92 in Greenfield, Minnesota.

A

I am writing to you for two reasons. First, PRC does not object to Mn/DOT denoting the location of the drain-tile inlet on the south side of Highway 55 on the maps being developed for the Highway 55 corridor. In the event any improvements are made to Highway 55 that impact the drain-tile, it is my understanding that proper care will be taken by Mn/DOT and its contractor to assure the drain-tile is not adversely impacted in any way. If my understanding is incorrect, please advise me.

B

Second, PRC does object to the illustration of a "dead pool" on its property and does not consent to the proposed taking of any of its property for the purpose of creating a stormwater retainage pond or any other type of ponding facility.

If you have any questions or comments, please contact me directly at the street address, phone number or email address shown below.

Michael Seeland

6851 Flying Cloud Drive, Suite A
Eden Prairie, MN 55344

Telephone: 952-946-8692

Fax: 952-946-1885

Email: mike.seeland@prc.bz

RESPONSES

Mike Seeland

A

The location of the drain-tile inlet would not be shown on the layouts as published in the EA, but will be kept on file. Mn/DOT will take proper care in working with any drain tile in the area.

B

Comment noted. The proposed project will involve an increase in impervious surface resulting in increased stormwater runoff volume and pollutant loading. The project will be guided by watershed management organizations and municipal standards and rules for managing stormwater. Stormwater ponds are among the measures proposed to provide water quality treatment and discharge attenuation. The EA figures show potential locations for stormwater basins. If these locations are not available at the time of actual design, other options will need to be identified.

COMMENTS

COMMENTS



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

MAY 23 2008

REPLY TO THE ATTENTION OF:
E-19J

Mr. Timothy Anderson, P.E.
Federal Highway Administration
380 Jackson St., Suite 500
St. Paul, MN 55101-2904

Mr. Daniel Rowe, Project Manager
Minnesota Department of Transportation
1500 West County Road B-2
Roseville, MN 55113

Re: EPA Comments on the Environmental Assessment, Environmental Assessment
Worksheet, Trunk Highway 55 From Crow River to Interstate 494. Cities of Rockford,
Greenfield, Corcoran, Medina, Plymouth in Hennepin County, Minnesota. [SP 2722-68
and SP 27-596-03]

Dear Mr. Anderson and Mr. Rowe:

The United States Environmental Protection Agency, Region 5 (EPA) has reviewed the above-
referenced Environmental Assessment/Environmental Assessment Worksheet (EA/EAW).
The EA/EAW identifies that the Minnesota Department of Transportation (Mn/DOT) and the
Federal Highway Administration (FHWA) propose to protect approximately 16 miles of right of
way (ROW) for possible future expansion of existing Trunk Highway 55 (TH 55). Right of way
acquisition would occur as soon as funding is available. However, project construction is not
programmed and may not occur for 20 or more years. The EA/EAW identifies a preferred
alternative as a four-lane expressway between the Crow River and County Road (CR 116) and a
four-lane freeway between CR 116 and I-494 along existing TH 55 alignment. We offer the
following comments on the National Environmental Policy Act (NEPA) document for your
consideration.

A

Based on our review of the information presented, the EA/EAW is not clear whether other
transportation alternatives were identified and evaluated beside the no build and build
Alternatives. Given the current high cost and continuing increases in the price of transportation
fuels, we question whether the assumptions made for projecting future traffic demand are
applicable now or in the future. We recommend that the future NEPA document better identify
and substantiate the basic underlying problems that need to be solved. We recommend that once a
substantiated purpose and need has been identified, then a range of alternatives to solve the

A

problem/need be identified. This approach would allow for a broader range of action alternatives
than the current build alternatives in the NEPA document. For example, Transportation Demand
Management (TDM) alternatives such as bus transit, increased car pooling, telecommuting and
staggering work hours may allow for a low-cost, low-impact strategy to solve any future
transportation problems. A broader range of alternatives to choose from may also offer a
preferred alternative that would have less adverse impact on the environment and inform local
planning. However, if the project moves forward as currently proposed, we offer the following
comments.

B

We appreciate the current EA/EAW preferred alternative would follow existing TH 55 alignment;
however, if implemented, it would directly impact numerous streams, floodplains and over 25
acres of wetlands. We reserve our right to provide additional comments during the U.S. Army
Corps of Engineers' Clean Water Act, Section 404 permitting process if this proposal moves
forward in the future. Until then, we recommend the NEPA document include a wetland
functions and values assessment for all potentially affected wetlands. This information would
provide wetland baseline conditions and should be used to help identify suitable potential future
wetland compensation mitigation sites to be considered for early compensation preservation for
this "planning study." We recommend potential compensation mitigation areas for wetland loss
and upland forest loss be identified in the future NEPA document. The NEPA document should
also discuss how, when, and where potential wetland compensation mitigation areas would be
preserved.

C

The EA/EAW includes information concerning water quality and stormwater runoff and identifies
potential locations for stormwater treatment areas. We strongly recommend that the potential
stormwater runoff treatment locations be preserved at the same time as the preferred alternative
alignment. The NEPA document states that vegetated ditches allow for infiltration, filtering, and
vegetative uptake of nutrients and pollutants before entering the downstream receiving waters
during the long winter in Minnesota (see EA/EAW page 18). We recommend the future NEPA
document discuss how well vegetated ditches allow for infiltration, filtering and vegetative uptake
of nutrients and pollutants during the non-growing season in Minnesota.

D

E

The NEPA document would better inform the reader by providing the names of all the streams
discussed in the NEPA document on the document Figures. We also recommend the future
NEPA document identify how many travel lanes currently exist on the TH 55 Crow River bridge.
The Table of Contents would better direct the reader if subcategories with page numbers were
provided under the Environmental Assessment Worksheet category.

F

G

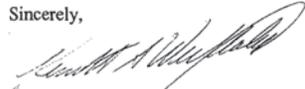
Numerous floodplain encroachments result because of the addition of interchanges within
Plymouth and the eastern portion of Medina, and the roadway expansion west of Arrowhead
Drive. An interchange is proposed at TH 55 and CSAH 101/Sioux Drive. This interchange would
require a 730-foot long section of Elm Creek that runs parallel to TH 55 be filled as a result of the
construction of the east bound exit ramp. We recommend the future NEPA document justify why
impacts to Elm Creek can not be avoided.

H

3

We appreciate the opportunity to provide our comments on the EA/EAW. If you would like to discuss this letter in more detail, please contact Virginia Laszewski of my staff at 312-886-7501 or email her at laszewski.virginia@epa.gov.

Sincerely,



Kenneth A. Westlake, Supervisor
NEPA Implementation
Office of Enforcement and Compliance Assurance

Environmental Protection Agency

A

Travel demand factors were incorporated into the traffic forecasts used to demonstrate project need. The traffic forecasts were prepared using the Metropolitan Council regional forecast model which, among its inputs, includes an assumed vehicle operating cost. The Twin Cities regional travel demand model accounts for the cost of travel in its trip distribution (trip length) and mode choice models. The relationship of travel relative to cost is a function of the travel behavior surveys conducted in the region upon which the models were calibrated. Because these relationships affect travel in terms of both trip length and occupancy/transit use, they affect the vehicle miles of travel. It is standard practice in travel demand modeling to assume that, over the long term, the cost of travel will remain constant in real dollars. This assumption is made because no substantive evidence currently exists to suggest otherwise.

The regional travel forecast model also includes assumptions for transit use/TDM based on current regional transit plans and expected ridership. Any new transit plans or ridership assumptions would be accounted in future forecasting. It should be noted, however, that traffic levels on the existing two-lane segment of the corridor already exceed the recommended two-lane threshold and that several intersections along the corridor already operate at LOS F; rather drastic increases in transit/TDM participation would need to occur to eliminate the need for the proposed capacity improvements.

The corridor concept evaluated in the EA considered potential future transportation modal shifts that that would result in the need for increased transit accommodation. For example, the concept design provided adequate clearance under bridges and adequate shoulder spacing for transit use. Further details would be coordinated with Metro Transit at the time of final design. While the proposed project does not include provisions for trails within the right of way, communities along the corridor are planning east-west trail connections in the area.

RESPONSES

Environmental Protection Agency continued

B

Mn/DOT will provide a functions and values assessment requested by the Environmental Protection Agency. Mn/DOT would likely select representative wetlands and complete the assessment using MnRAM.

C

Parcels identified for right of way acquisition include ponding locations. Right of way protection would occur when funding becomes available.

D

Mn/DOT will work with the Regulatory Agencies and comply with the Environmental Rules that are in place at the time of design and construction.

E

Comment noted.

F

Comment noted.

G

Comment noted.

H

Comment noted.

COMMENTS



Minnesota Pollution Control Agency

520 Lafayette Road North | St. Paul, MN 55155-4194 | 651-296-6300 | 800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us

May 6, 2008

Mr. Daniel Rowe
Minnesota Department of Transportation
1500 West County Road B-2
Roseville, MN 55113

Re: TH 55 from Plymouth to Rockford
Environmental Assessment/Environmental Assessment Worksheet

Dear Mr. Rowe:

Thank you for the opportunity to review and comment on the Environmental Assessment/Environmental Assessment Worksheet (EA/EAW) for the proposed reconstruction of TH 55 between Plymouth and Rockford, Hennepin County, Minnesota. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility and other interests, the MPCA staff has the following comments for your consideration.

Item 9. Land Use

Item 9 mentions that a Phase I Environmental Site Assessment (ESA) was conducted for the project area in 2004. The ESA identified 171 sites of documented or potential contamination, and the sites were rated as having high, medium, or low risk potential for contamination. This item further discusses additional work that will be conducted to evaluate the potential for contamination and, if necessary, develop a plan for properly handling contaminated soil and/or ground water during construction.

The evaluation of this issue thus far appears fairly comprehensive. We would like to add the following: 1) If contamination is encountered during construction (or if an accidental spill should occur), this should be reported immediately to the Minnesota Duty Office at 800-422-0798 or 651-649-5451; 2) Depending upon the type of contamination suspected or identified (i.e., either petroleum and/or non-petroleum), you are advised to work in advance with either the Petroleum Brownfields Program (http://www.pca.state.mn.us/programs/vpic_p.html) and/or the Voluntary Investigation and Cleanup Program (<http://www.pca.state.mn.us/cleanup/vic.html>) in formulating plans for addressing contamination at the project site.

Item 11. Fish, Wildlife and Ecologically Sensitive Resources

Item 11 discusses only Lake Sarah as being an impaired water (on the 303d list of impaired waters compiled by the MPCA), while Item 17 and Table 14 of the EAW identify the impairment status of all water bodies that are in the area and being crossed by the project. Table 14 appears to misidentify the Crow River as having no impairments. The Crow River is impaired for Fish IBI, Fecal Coliform and Turbidity. We recommend that you check our current listing of the impaired waters at our MPCA Web site at <http://www.pca.state.mn.us/water/tmdl/tmdl-303dlist.html> to update Table 14 regarding the impairment status of the Crow River. If Lake Rebecca and Lake Independence are within the water shed of the project, please add a discussion of their impairment status, as well.

St. Paul | Brainerd | Detroit Lakes | Duluth | Mankato | Marshall | Rochester | Willmar



COMMENTS

Mr. Daniel Rowe
May 6, 2008
Page 2

We look forward to receiving your responses to our comments and notice of decision on the need for an Environmental Impact Statement. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions regarding stormwater or surface water quality issues, please contact Larry Zdon at 651-297-8219. If you have any other questions, feel free to call me at 651-296-8011.

Sincerely,



Jessica Ebertz
Planner Principal
Environmental Review and Operations Section
Regional Division

JE:mbo

cc: Larry Zdon, MPCA

RESPONSES

Minnesota Pollution Control Agency

A

Comment noted.

B

Comment noted.

C

The confluence of the South Fork of the Crow River was inaccurately identified as being downstream of Rockford; therefore, as identified by the MPCA and Metropolitan Council, the pollutants/stressors affecting the Crow River at Rockford are fecal coliform, fish bioassessments and turbidity.

No stormwater runoff from the proposed TH 55 project corridor will affect Lake Rebecca. Lake Independence is located downstream of Peter Lake which will receive stormwater runoff from the proposed TH 55 project corridor. The pollutants/stressors affecting Lake Independence are nutrient/eutrophication, biological indicators, and mercury in fish tissue.

RESPONSES

Metropolitan Council

A

Right of way acquisition plans will be sent when available.

B

If curb is proposed in areas where Blanding's turtles impacts are of concern, Mn/DOT would support use of curb design D424.

C

The confluence of the South Fork of the Crow River was inaccurately identified as being downstream of Rockford; therefore, as identified by the MPCA and Metropolitan Council, the pollutants/stressors affecting the Crow River at Rockford are fecal coliform, fish bioassessments, and turbidity. See Section III.A of the Findings and Conclusions for updated information on impaired waters.

D

It is noted that TH 55 will likely be changed to a principal arterial.

E

For the concept design, adequate clearance was provided under bridges and adequate shoulder spacing was provided for transit use. Further details would be coordinated with Metro Transit at the time of final design.

F

The guidelines for interchange spacing on an urban freeway recommend one mile. This one-mile spacing guideline has been established based on several factors including cost and mainline operation. Densely packed interchanges cost more to construct and are often only requested to provide additional convenient access rather than to provide needed capacity. In addition, funding too many "unjustified" interchanges would strain an

RESPONSES

agency's finances and could lead to inequality in allocating an agency's resources among the various communities it serves. However, in the case of this corridor, the access points to TH 55 and the local roadway crossings already exist and are roughly at ½ mile intervals. Four grade separations or four intersections would be needed with any concept that attempts to address the capacity issues of this corridor. Therefore the added cost of an interchange is a result of the ramps and frontage roads to connect those grade separations and to provide access to TH 55. However, these additional roadway connections avoid the need for an additional driving lane in each direction on TH 55 and the proposed interchanges will require only minimal additional right of way.

Another issue affecting interchange spacing is mainline operation. Closely spaced interchanges create a potential for weaving congestion to develop. To address this issue, several design elements were considered and used in the development of this concept. The first design element is ramp length. Due to the proposed design speed on TH 55, shorter ramp lengths may be used than would be typically provided on a rural high speed freeway design. The use of shorter ramps will allow for longer weaving distances to be provided. Other design elements considered include the use of parallel acceleration, deceleration, and auxiliary lanes. Parallel acceleration and deceleration lanes would be provided where needed and auxiliary lanes would be provided between each segment that connects an entrance ramp to an exit ramp. Providing auxiliary lanes will also mean that each ramp-to-ramp weave will have more than adequate capacity.

While a planning-level review of the weaving areas along the TH 55 corridor was completed and the results showed that adequate capacity is provided with the proposed concept design, additional analysis is needed once construction funds are identified and more detailed geometric layouts are developed. This additional analysis will need to account for the existing and planned development along the corridor at that time.

RESPONSES

Metropolitan Council continued

G

The 2030 travel demand forecast assumes the completion of the 2030 Metropolitan Transportation System as approved by the Metropolitan Council in December 2004, as well as the following:

- I-494: Expansion from I-94 to TH 77, including work already underway. It is assumed that I-494 from I-394 to I-94 will include four lanes in each direction and a redesign of the I-94 interchange, consistent with current Mn/DOT design plans, pending further technical analysis. (The Transportation Policy Plan includes one additional lane in each direction from TH 55 to I-94.)
- I-94: Additional lane from CSAH 30 to I-494. This improvement is included in the above I-494 design plans.
- TH 610: Completion between I-94 and TH 169.

H

The EA includes a basic qualitative assessment of the likely MSAT emission impacts of this project. The document should have omitted the word “quantitative” to avoid any confusion.

I

The project will be submitted to the Metropolitan Council for review and approval.

COMMENTS



May 9, 2008

Three Rivers
Park District
Board of
Commissioners

Mr. Daniel Rowe, Project Manager
MN/DOT
Waters Edge
1500 West County Road B-2
Roseville, MN 55113

Sara Wyatt
District 1

Dear Mr. Rowe:

Marilyn Concoran,
Vice Chair
District 2

Thank you for the opportunity to comment on the Environmental Assessment (EA)/Environmental Assessment Worksheet (EAW) for Trunk Highway 55 (TH 55) from Plymouth, MN to Rockford, MN. The purpose of the current TH 55 project is to define the TH 55 right of way corridor, and secondly, to protect the corridor by inclusion on the official map. The concerns outlined below, although applicable to the TH 55 project in general, are more appropriate to subsequent phases of the project.

W. H. Hognest,
District 3

• **Water Quality**

The expansion of TH 55 and subsequent additional impervious surfaces will result in an increase of storm water runoff and pollutant loading. Although the project proposes using several different techniques to address storm water runoff and associated pollutant loading, the potential to impact water bodies within and contiguous to Three Rivers Park District holdings exists. Specific water bodies of concern include, but are not limited to, the Crow River, Elm Creek, and Lake Sarah.

Sara Wysocka,
District 4

A

In accordance with Three Rivers Park District policy, Three Rivers Park District will oppose any proposed land use that will result in the degradation of water quality in water bodies within or continuous to its holdings below the 1989 levels.

Rosemary Frantose,
District 5

B

Three Rivers Park District requests the right to review design recommendations and construction documents in regards to storm water runoff, erosion, and water quality concerns as Three Rivers Park District has a direct interest in several of the water bodies affected by this project.

Larry Blackstad, Chair
Appointed

Elm Creek

Elm Creek is a natural resource and should be maintained as such throughout the design, construction, and maintenance of the TH 55 project.

Joan Peters,
Appointed

C

In addition, Elm Creek is on the Minnesota Pollution Control Agency's impaired waters list for biotic life. Placing a portion of the Creek in a pipe will result in additional habitat removal and further degradation of the creek's biotic life. Maintaining an open channel is the preferred method to improve and protect the Creek's habitat integrity.

Chris Geusz
Superintendent

Administrative Center, 3000 Xenium Lane North, Plymouth, MN 55441-1299
Information 763.559.9000 • TTY 763.559.6719 • Fax 763.559.3287 • www.ThreeRiversParkDistrict.org

COMMENTS

D | **Blandings Turtle**
Three Rivers Park District recognizes the importance of Blanding's turtles and recommends that the design, construction, and maintenance of TH 55 follow the recommendations outlined on the Environmental Review Fact Sheet Series for Blanding's turtles.

Pedestrian and Trail Networks

The expansion of TH 55 will impact at least two Three Rivers Park District regional trails. The Lake Independence Regional Trail is currently under construction and crosses TH 55 at County State Aid Highway 19. The Crow River Regional Trail is in the preliminary planning stages and will likely cross TH 55 near the Crow River. A third trail along Elm Creek is being considered with a proposed crossing location of TH 55 in the immediate vicinity of Elm Creek.

E | Expanding TH 55 will undoubtedly make trail crossing of TH 55 more difficult and dangerous to trail users without additional design considerations such as grade separated crossing and signalized crossings. The Minnesota Department of Transportation (MNDOT) Bicycle Facility Design Manual recommends grade separated crossings for roads such as TH 55. Three Rivers Park District requests that MNDOT incorporate grade separated crossings of TH 55 for each of the above noted trails.

F | Three Rivers Park District requests the right to review design recommendations and construction documents in regards to trail work on trails owned or operated by Three Rivers Park District.

Thank you for the opportunity to review and comment on the project in its current stage. Please continue to include Three Rivers Park District in future project meetings and correspondences as they relate to the items outlined above.

Sincerely,



Kelly Grissman, Planner
Department of Planning and Development

J:\DEVELOPMENT STAFF\Kelly\05-09-08--Daniel Rowe-Mndot-TH 55 EA-EAW Response.doc

RESPONSES

Three Rivers Park District

A
Mn/DOT will work with the Regulatory Agencies and comply with the Environmental Rules that are in place at the time of design and construction.

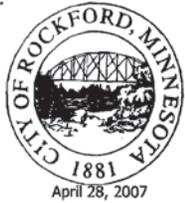
B
Mn/DOT will work with the Regulatory Agencies and comply with the Environmental Rules that are in place at the time of design and construction.

C
Mn/DOT will work with the Regulatory Agencies and comply with the Environmental Rules that are in place at the time of design and construction.

D
The Environmental Review Fact Sheet for Blanding's turtles was included in the EA, and the project design would follow recommendations to protect Blanding's turtles.

E
Mn/DOT is willing to work with Three Rivers Park District in planning grade separated crossings for the three trails noted in the comment. Cost participation would need to be discussed.

F
The requested documents will be provided for review when available.



City of Rockford

6031 Main Street • Rockford, MN 55373 • (763) 477-6565 • Fax (763) 477-4393

MISSION STATEMENT: To recognize and fulfill our citizens' needs for all services in a respectful, efficient, and economical manner.

April 28, 2007

Daniel Rowe, Project Manager
 MN/DOT
 1500 West County Road B-2
 Roseville, MN 55113

SUBJECT: TH 55 From I-494 to the Crow River
 Environmental Assessment/EAW

Dear Mr. Rowe:

The City of Rockford has the following comments on the proposed EA/EAW regarding the TH 55 project in Hennepin County from Interstates 494 to the Crow River in Rockford:

- A | 1. That no medians be installed within Highway 55 without adequate backage roads which provide suitable and convenient access to both east and west bound Highway 55 traffic for the commercial properties abutting Highway 55 in Rockford.
- B | 2. That any medians installed in Highway 55 are installed in a manner that provides for adequate ingress and egress, including adequate emergency response access, to densely populated areas such as the mobile home park and apartment complexes located adjacent to Highway 55 in Rockford.
- C | 3. That adequate funding is provided in a timely manner to acquire the necessary right of way in the Highway 55 corridor and the necessary right of way for the backage roads described above.
- D | 4. That a policy and plan is developed which will govern when and how right of way is acquired as properties abutting Highway 55 seek to develop or redevelop.

We thank you for the opportunity to comment on this project and your consideration of our concerns is greatly appreciated.

Sincerely,

Nancy Carswell
 Nancy Carswell
 Administrator

City of Rockford

A

Access management measures are proposed as part of this project for safety and mobility, consistent with TH 55's role as a principal arterial. Local roadways, including frontage and backage roads, are under the jurisdiction of local communities and are not proposed as part of this project. Mn/DOT encourages the cities within the corridor to plan their local road networks to support future improvements to TH 55.

B

Most of the existing access points in Rockford will remain until a future land use change occurs. For accesses that are removed, Mn/DOT would provide alternate access or acquire the property.

C

Expansion of TH 55 is not currently programmed in the Mn/DOT 20-year plan and there is currently no funding for construction. Mn/DOT will continue to work with the Highway 55 Coalition regarding Coalition goals

D

The purpose of the EA is to help plan for right of way protection. This will allow for communities to plan for right of way and will allow for acquisition when funding is available.

elm creek & pioneer-sarah creek Watershed Management Commissions

ADMINISTRATIVE OFFICE
3235 Fernbrook Lane
Plymouth, MN 55447
PH: 763.553.1144
FAX: 763.553.9326
Email: judie@jass.biz

TECHNICAL OFFICE
Hennepin County DES
417 North 5th Street
Minneapolis, MN 55401-1397
PH: 612.348-7338
FAX: 612.348.8532
Email: james.kujawa@co.hennepin.mn.us

April 25, 2008

Daniel Rowe, Project Manager
Mn/DOT
1500 West County Road B-2
Roseville, MN

SUBJECT: TH 55 Environmental Assessment/Environmental Assessment Worksheet

Dear Mr. Rowe:

This is a joint response by the Elm Creek Watershed Management Commission (ECWMC) and the Pioneer-Sarah Creek Watershed Management Commission (PSCWMC) to your request for comments on the TH 55 Assessment/Environmental Assessment Worksheet. The following comments may be important for this project.

Storm Water Management, Floodplain/Floodway, Grading and Erosion Control, SWPPP:

Both Watersheds have standards and requirements dealing with these issues and impacts. As addressed in the EA/EAW, impacts, mitigation and site plans from the project must meet the rules of the respective Watershed Commission prior to approval when the project application is received.

Elm Creek Watershed Management Commission-Impacts on Elm Creek (Area 2, paragraph D. of EAW question 14)

In November 2007, the Elm Creek Watershed Management Commission received information (enclosed) and a request for comment on the potential impacts to Elm Creek due to the right of way constraints on the alignment of TH 55 at CSAH101 and Sioux Drive. In that correspondence three options were provided for the Commissions consideration. The option details were as follows:

- Option 1: A 900-foot long, a minimum six-foot diameter reinforced concrete pipe in combinations with minor stream realignments to perpetuate the conveyance of Elm Creek through the affected project area.
- Option 2: Realignment of a portion of Elm Creek west of CSAH 101, utilizing retaining walls to support the ramp and frontage road, between which the creek would be routed.
- Option 3: Realignment of a longer stretch of Elm Creek through the affected project area that would eliminate the need for long culverts: the stream realignment would occur along the north side of the railroad tracks from the current crossing locations eastward through Sioux Drive.

TH 55 Environmental Assessment/Environment Assessment Worksheet
April 25, 2008
Page 2 of 2

In the Commissions response (enclosed) they stated that none of the options were favored, and found Options 1 and 2 to be the least desirable.

In the EAW, Option 1 was listed as the main alternative being considered at this time. In keeping with their Watershed Management Plan policies, we believe the natural resources value of the open creek channel must be maintained to the fullest extent possible. We strongly believe the Option 1 impacts to Elm Creek will have negative consequences for wildlife habitat, travel corridors, aesthetics and the general health of the creeks ecological system and are not in favor of this option being considered during this planning of the project.

Thank you for the opportunity to comment on this project. Should you have any questions please contact Ali Durgunoglu or me at your convenience.

Sincerely



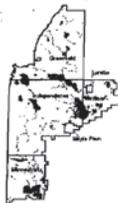
James C. Kujawa
Technical Advisor to the Commission's

cc Ali Durgunoglu, ECWMC
Judie Anderson, Executive Secretary

**pioneer-sarah creek
Watershed Management Commission**

ADMINISTRATIVE OFFICE
3235 Fernbrook Lane
Plymouth, MN 55447-5111
PH: 763-553-1144
FAX: 763-553-9326
Email: judie@jass.biz

TECHNICAL ADVISOR
Hennepin County
Department of Environmental Services
417 North Fifth Street, Suite 200 MC - 609
Minneapolis, MN 55401-1397
PHONE: 612-348-7338 FAX: 612-348-8532
Email: james.kujawa@co.hennepin.mn.us



April 26, 2005

Ms Susan Hoffman
City of Greenfield Administrator
7738 Commerce Circle
Greenfield, MN 55373

Re: Holiday Station Revisions (2005-01)

Dear Ms Hoffman;

At the Pioneer-Sarah Creek Watershed Management Commission meeting on April 21, 2005, the applicant on this project requested the Commission consider changes to their plans. Specifically the change was to comply with MN PCA requirement that does not allow an infiltration basin adjacent to a gas station.

At our meeting, the applicant wished to propose a NURP pond with a permanent pool that would comply with the MN PCA requirements. As you may know, the reason the applicant originally proposed, and the Commission approved, an infiltration pond was to comply with the PSCWMC nutrient non-degradation requirement. The PSCWMC approved plan met these requirements where a normal NURP pond did not.

With the new NURP pond proposal, the phosphorus export from the site will exceed the Commission's standards by 2.5 lbs/year. To achieve our non-degradation standard, the Commission approved the change to a NURP pond provided the City of Greenfield pursues assimilating the excess phosphorus in a regional pond when the opportunity lends itself to build such a pond in the future. We request such an agreement in writing from the City. Attached are the Commission's findings from their meeting.

Thank you.

Sincerely,

James C. Kujawa
Technical Advisor to the Commission

cc: Judie Anderson, Executive Secretary
Tim Hanson, City Engineer
Vicki VanDell, Landform
Ebert Const/Holirock, LLC

GREENFIELD • INDEPENDENCE • LORETTA • MAPLE BLAINE • MEDINA • MINNETRISTA



**elm creek
Watershed Management Commission**

ADMINISTRATIVE OFFICE
3235 Fernbrook Lane
Plymouth, MN 55447 PH:
763.553.1144
FAX: 763.553.9326 E-
mail: judie@jass.biz

TECHNICAL OFFICE
Hennepin County, DES
417 North 5th Street
Minneapolis, MN 55401-1397
PH: 612.596.1171
FAX: 612.348.8532
E-mail: Ali.Durgunoglu@co.hennepin.mn.us

December 20, 2007

James N. Grube, PE
Director of Transportation and County Engineer
Hennepin County Transportation Department
1600 Prairie Drive
Medina, MN 55340-5421

Re: CSAH 101/Sioux Drive at TH 55
Elm Creek project 2007-058

Dear Mr. Grube:

The Elm Creek Watershed Management Commission has received your letter of November 28, 2007 requesting comment on three conceptual options regarding realignment of the Elm Creek channel as part of future improvements to TH 55 between Plymouth and Rockford.

Your letter was reviewed at the Commission's December 12, 2007 meeting and the following comments were received:

1. While none of the options are favored, the Commissioners find Option 1 and Option 2 to be least desirable.
2. The natural resources value of the open creek channel must be maintained to the fullest extent possible. Any design should recognize that Elm Creek is, first, a natural resource, not only a stormwater conveyance channel, and must be preserved as an open channel for wildlife habitat and travel corridor. These values need to be restored in the design by leaving as much open channel as is feasibly possible.

This comment is in line with Policy C.3 of the Commission's second generation *Watershed Management Plan* that states: "The Commission will work with and support to the maximum extent practical the efforts of the Minnesota Department of Natural Resources, the US Corps of Engineers, the US Environmental Protection Agency, the US Fish and Wildlife Service, the Hennepin Conservation District, and Three Rivers Park District and other appropriate agencies in promoting public enjoyment and protecting fish, wildlife, and recreational resource values in the watershed."

3. Flood elevations should not be increased by the relocation of the creek and any lost flood storage must be replaced. Any proposed changes to the creek will be subject to the active rules and policies of the Commission at the time the application is received. Any floodway encroachment would require DNR approval and a FEMA map revision.

CHAMPLIN • CORCORAN • DAYTON • HASSAN • MAPLE GROVE • MEDINA • PLYMOUTH • ROGERS

elm creek Watershed Management Commission

James N. Grube, PE
 December 20, 2007
 Page 2

Thank you for the opportunity to provide preliminary comments on this project. We request that Hennepin County DOT continue to keep the Commission "in the loop" as they move forward.

Sincerely,



Judie A. Anderson
 Administrator

JAA:tim

Cc: Troy Erickson, SRF Consulting Group
 John Griffith, MnDOT
 Rick Brown, SRF Consulting Group
 Ali Durgunoğlu, HCDES



Hennepin County Transportation Department

1600 Prairie Drive
 Medina, MN 55340-5421

612-596-0300, Phone
 763-478-4000, FAX
 763-478-4030, TDD
 www.hennepin.us

November 28, 2007

Received 11-29-07
 Project No. _____
 Fee Rec'd _____
 EC SC WM PSC

Mr. Ali Durgunoglu
 Technical Advisor
 Elm Creek Watershed Management
 Commission
 3235 Fernbrook Lane
 Plymouth MN 55447

Mr. Jim Kujawa
 Technical Advisor
 Elm Creek Watershed Management
 Commission
 3235 Fernbrook Lane
 Plymouth MN 55447

RE: CSAH 101/Sioux Drive at TH 55

Dear Gentlemen:

As part of the conceptual design for future TH 55 improvements between Plymouth and Rockford, a compressed diamond interchange has been studied for the intersection of CSAH 101 and TH 55 near the municipal boundary of Plymouth and Medina. At this location, Elm Creek runs parallel to the south side of TH 55 for approximately 2,400 feet before crossing the roadway. Due to right of way constraints on the north side of the roadway that preclude the realignment of TH 55, the eastbound exit ramp would be placed over a 730-foot segment of the Elm Creek stream channel located approximately between Sioux Drive and the first driveway immediately west of the interchange on the south side of TH 55. The attached water resources issues map developed for the corresponding environmental assessment illustrates the potentially affected project area.

While the TH 55 improvements are not in Mn/DOT's current 20-year plan, and final design of this area will not begin until several years in the future, concepts for some potential solutions have been developed for Elm Creek Watershed Management Commission comment. All of the conceptual options would include realignment of the stream channel immediately downstream of Sioux Drive as necessary to mitigate fill impacts east of the interchange. In addition, extension of the conveyance structure crossing TH 55 will be required. The option details are as follows:

- Option 1: A 900-foot long, a minimum six-foot diameter reinforced concrete pipe in combination with minor stream realignments to perpetuate the conveyance of Elm Creek through the affected project area.
- Option 2: Realignment of a portion of Elm Creek west of CSAH 101, utilizing retaining walls to support the ramp and frontage road, between which the creek would be routed.
- Option 3: Realignment of a longer stretch of Elm Creek through the affected project area that would eliminate the need for long culverts; the stream realignment would occur along the north side of the railroad tracks from the current crossing location eastward through Sioux Drive.

Elm Creek Watershed Commission
CSAH 101/Sioux Drive at TH 55
November 28, 2007
Page 2

At this point, the Elm Creek Watershed Management Commission comments are desired for potential inclusion in the environmental documentation. Please feel free to contact Troy Erickson at SRF Consulting Group, Inc. at 763 475-0010 with any questions.

Sincerely,

James N. Grube, P.E.
Director of Transportation and County Engineer

JNG/cu

Attachment

cc: John Griffith, Mn/DOT
Rick Brown, SRF Consulting, Inc.

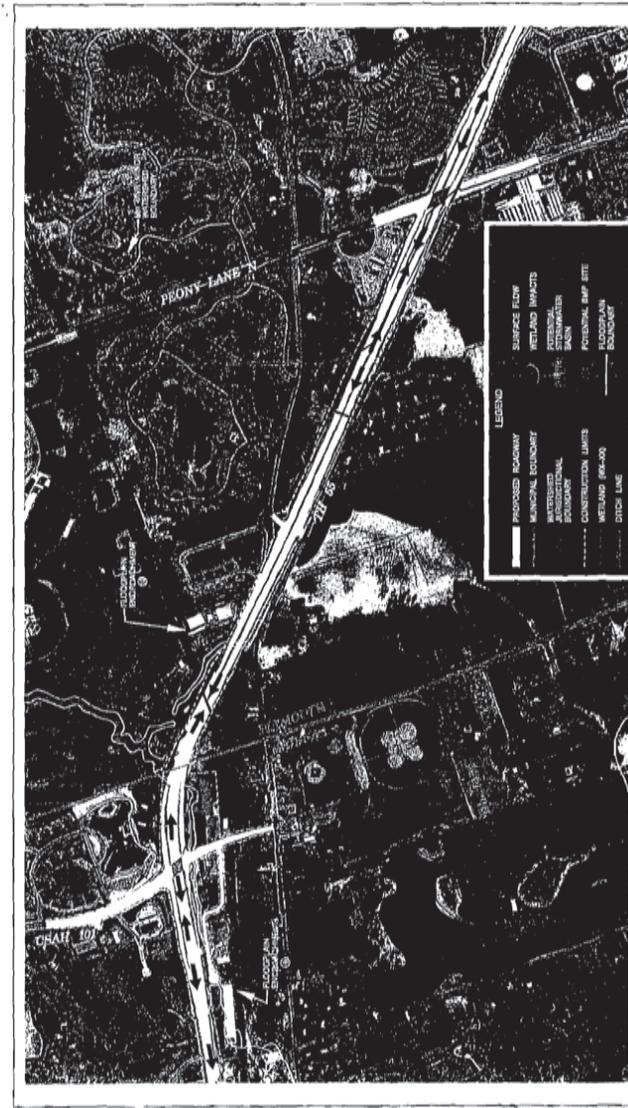


Figure 85

WIRE ISSUES MAP
TH 55 WETLAND ASSESSMENT & PRELIMINARY DESIGN - ROCKFORD TO PLYMOUTH
S.P. 2025-48 & S.P. 21-686-02
HENNEPIN COUNTY, MINN.

RESPONSES

Elm Creek and Pioneer-Sarah Creek Watershed Management Commission

A

Mn/DOT will work with the Regulatory Agencies and comply with the Environmental Rules that are in place at the time of design and construction.

B

Mn/DOT recognizes that the Elm Creek and Pioneer-Sarah Creek Watershed Management Commissions do not support Option 1. Mn/DOT will continue to work with watershed management organizations and Three Rivers Park District in designing options for Elm Creek

COMMENTS

From: "Daniel Rowe" <Daniel.Rowe@dot.state.mn.us>
To: <jmoses@srfconsulting.com>
Date: 5/9/2008 12:44 PM
Subject: Fwd: TH55 EA Comments

Hello Jenn.

Here are more comments.

Daniel J. Rowe
Project Manager
Mn/DOT / Metro Design
Tel: 651-234-7659
Fax: 651-234-7610
daniel.rowe@dot.state.mn.us

>>> James Wisker <jwisker@minnehahacreek.org> 5/9/2008 12:38:15 PM >>>
Daniel,

Thanks for affording MCWD the opportunity to comment.

The Minnehaha Creek Watershed District regulates construction activity under the following rules:

1. Rule B: Erosion Control
Permanent and temporary erosion control will be required to be shown on a site plan in order to obtain a permit.
2. Rule C: Floodplain Alteration
MCWD requires no net loss of 100 year floodplain storage for all waterbodies. All impacts must be quantified and mitigated for.
3. Rule D: Wetland Protection
Wetlands that encroach into the ROW will require permanent wetland buffers to be established and maintained. Wetland buffer widths are based on the acreage of the wetland in question.
4. Rule G: Waterbody Crossings
All crossings of waterbodies are regulated by MCWD. Criteria by which these crossings are regulated can be found online within Rule G.
5. Rule N: Stormwater Management
Linear projects that result in more than 1 acre in impervious surface are regulated based on the size of the project. Please review Rule N as the project may be subject to Water Quality, Rate Control and BMP requirements.

The portion of the project located within MCWD boundaries is between Rockford Road and Vicksburg Lane.

Please feel free to call if you have questions or would like to set up a time to meet to discuss our requirements.

Thank you.

A

COMMENTS

--
James Wisker
District Technician
Permitting Department

Ph. 952-471-0590 (206)
fx. 952-471-0682

Minnehaha Creek Watershed District
18202 Minnetonka Blvd.
Deephaven, MN 55391

www.minnehahacreek.org

RESPONSES

Minnehaha Creek Watershed District

A

Comment noted. Note that this EA allows for right of way protection only; additional environmental documentation would need to be done to allow for construction of the project. Mn/DOT will comply with watershed district rules at the time of construction.

Bassett Creek Watershed Management Commission
www.bassettcreekwmo.org



• Crystal • Golden Valley • Medicine Lake • Minneapolis • Minnetonka • New Hope • Plymouth • Robbinsdale • St. Louis Park

May 8, 2008

Mr. Daniel Rowe
 MN Department of Transportation
 1500 West County Road B-2
 Roseville, MN 55113

**Re: Trunk Highway 55 from Interstate 494 to the Crow River
 Environmental Assessment/Environmental Assessment Worksheet
 SP 2722-68 and SP 27-596-02**

Dear Mr. Rowe:

Thank you for providing the Bassett Creek Watershed Management Commission (BCWMC) with the opportunity to comment on the Environmental Assessment/Environmental Assessment Worksheet (EA/EAW) for the possible future expansion of Trunk Highway (TH) 55.

Hennepin County previously requested input from the BCWMC regarding the proposed EA/EAW study. The BCWMC reviewed the study scope at its November 16, 2006 meeting and prepared the attached November 22, 2006 letter. Upon review of the completed EA/EAW and the comments provided in our November 22, 2006 letter, the BCWMC believes some items were not adequately addressed in the EA/EAW. The BCWMC reviewed the EA/EAW at its April 17, 2008 meeting and offers the following comments:

Water quality

A

The BCWMC and its member cities have incurred and will continue to incur significant ongoing expenditures to improve water quality throughout the Bassett Creek watershed, and in the Medicine Lake watershed in particular. Medicine Lake is on the MPCA's impaired waters (303d) list and a total maximum daily load (TMDL) study will be underway soon. Because it is impaired, every effort must be made to improve, not just maintain, the water quality of Medicine Lake. The BCWMC strongly encourages MN/DOT and Hennepin County to actively participate in the Medicine Lake TMDL study and the resultant implementation tasks. As MS4s, MN/DOT and Hennepin County will be assigned wasteload allocations as part of the TMDL study. The BCWMC expects that efforts and expenditures will be required of all MS4s in the watershed to reach the Medicine Lake water quality goals contained in the TMDL study.

B

The BCWMC expects the TH 55 project design to include stormwater treatment and erosion control measures that will reduce the amount of phosphorus and sediment carried by stormwater runoff to Medicine

Michael Welch, BCWMC Chair
 c/o Barr Engineering Company
 4700 West 7th Street
 Minneapolis, MN 55435
 612-385-6885

Charlie LeFevre, Attorney
 Kennedy & Graven
 470 US Bank Plaza, 200 South Sixth Street
 Minneapolis, MN 55402
 612-337-9215
 612-337-9310 (fax)

Leonard Kremer, Engineer
 Barr Engineering Company
 4700 West 7th Street
 Minneapolis, MN 55435
 952-832-2600
 952-832-2601 (fax)

Mr. Daniel Rowe
 May 8, 2008
 Page 2

C

Lake. The BCWMC also expects MN/DOT and Hennepin County to consider measures to minimize the amount of increased impervious surfaces resulting from the TH 55 project.

D

One of the most effective ways to reduce pollutant loadings is to reduce the volume of stormwater runoff through infiltration. The BCWMC urges MN/DOT and Hennepin County to implement infiltration measures wherever possible.

Maintenance of stormwater management features

As stated in our November 2006 letter, maintenance of stormwater management (water quality and flood control) features is critical to ensure proper operation. The maintenance measures that MN/DOT and Hennepin County propose to undertake should be described in the EA/EAW to ensure the efficacy of stormwater management features. The EA/EAW should identify the parties responsible for inspections, the parties responsible for maintenance, and the parties responsible for scheduling inspection and maintenance activities. The BCWMC is concerned that if these operation and maintenance responsibilities are not clearly laid out, the responsibility will fall on the member cities or BCWMC to perform the duties.

E

Runoff and Rate Control

The EA/EAW states that stormwater detention ponds will "provide discharge attenuation such that existing discharges are maintained." Although it appears that runoff rates will be controlled, the BCWMC is concerned about the impact of increased stormwater runoff volumes that would be generated by this project. In addition to the water quality impacts identified earlier, increased stormwater runoff volumes can cause the downstream creeks to flow full for longer periods of time, which increases the potential for erosion. In particular, the BCWMC is concerned about the impact on Plymouth Creek, since the majority of the TH 55 expansion project within the Bassett Creek watershed is tributary to Plymouth Creek. The creek has experienced significant erosion and sedimentation and the BCWMC is funding a large city project to address these issues. Increased stormwater runoff volumes from the TH 55 project, could undermine the effectiveness of the BCWMC's project, which is slated for implementation in 2009.

F

The BCWMC's submittal and design requirements for projects (*Requirements for Improvements and Development Proposals*) and the Watershed Management Plan can be downloaded from the BCWMC website www.bassettcreekwmo.org.

The BCWMC looks forward to working with MN/DOT and Hennepin County as this project and the Medicine Lake TMDL study move forward. The BCWMC appreciates the opportunity to provide these comments. If you have questions, please contact Jim Herbert or Len Kremer, engineers for the BCWMC at 952-832-2600, or me at 612-385-6885.

Michael Welch
 Chair
 Bassett Creek Watershed Management Commission

c: James Grube, Hennepin County
 Robert Moberg, City of Plymouth
 Jenn Reed Moses, SRF Consulting Group, Inc.
 Doug Baines, Elm Creek Watershed Management Commission
 Jim Calkins, Minnehaha Creek Watershed District
 Jim Herbert, Barr Engineering Co.

RESPONSES

Bassett Creek Watershed Management Commission

A

Mn/DOT will work with the Regulatory Agencies and comply with the Environmental Rules that are in place at the time of design and construction.

B

Mn/DOT will work with the Regulatory Agencies and comply with the Environmental Rules that are in place at the time of design and construction.

C

Mn/DOT will work with the Regulatory Agencies and comply with the Environmental Rules that are in place at the time of design and construction.

D

Mn/DOT will work with the Regulatory Agencies and comply with the Environmental Rules that are in place at the time of design and construction.

E

Mn/DOT will work with the Regulatory Agencies and comply with the Environmental Rules that are in place at the time of design and construction.

F

Mn/DOT will work with the Regulatory Agencies and comply with the Environmental Rules that are in place at the time of design and construction.