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

Re: Finding of No Significant Impact & Section 4(f) De Minimis Determination  
Minnesota State Project Number 027-653-021  
Minnesota Federal Project STPM 2716(123)  
66th Street (CSAH 53) Reconstruction  
From Xerxes Avenue South to 16th Avenue South  
In the Cities of Richfield and Edina  
Hennepin County, Minnesota

Dear Mr. Zelle:

Enclosed is a Finding of No Significant Impact (FONSI) as requested by Gary Reihl’s May 3, 2016, communication. The proposed project consists of reconstruction changing 3.3 miles of existing four-lane divided and undivided roadway to an urban roadway with pedestrian and bicycle facilities. This Finding concludes that the project will not significantly impact the human environment.

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

If you have any questions, please contact me at (651) 291-6100 or phil.forst@dot.gov.

Sincerely,

Philip Forst  
Environmental Specialist

Enclosure
PJF

cc: 1 MnDOT, c-copy, Brian.Gage@state.mn.us
1 FHWA – Ezekwamba, e-copy w/enclosure, Nnaemeka.ezekwamba@dot.gov
UNITED STATES DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
MINNESOTA DIVISION  
FINDING OF NO SIGNIFICANT IMPACT & SECTION 4(f) DE MINIMIS DETERMINATION  

Minnesota State Project Number 027-653-021  
Minnesota Federal Project Number STPM 2716(123)  

66th Street (CSAH 53) Reconstruction Project  
In the Cities of Richfield and Edina  
Hennepin County, Minnesota  

The proposed project consists primarily of reconstructing 66th Street (County State-Aid Highway 53) from Xerxes Avenue South to 16th Avenue South. This reconstruction changes 3.3 miles of existing four-lane divided and undivided roadway to an urban roadway with pedestrian and bicycle facilities.  

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

Furthermore, this FONSI constitutes FHWA’s determination of a de minimis impact to a Section 4(f) property: Academy of Holy Angels. The Academy of Holy Angels is a historic property and the Minnesota Historic Preservation Office is the official with jurisdiction.  

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.  

William R. Lohr  
For Kris Riesenberg  
Technical Services Team Leader
STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
and
HENNEPIN COUNTY

ENVIRONMENTAL ASSESSMENT UPDATE & REQUEST FOR FINDING OF NO SIGNIFICANT IMPACT for

SP 027-653-021
Minn Proj. No. STPM 2716 (123)
Hennepin County Proj. No. 1011

66th Street (County State Aid Highway 53)
From: Xerxes Avenue South
To: 16th Avenue South

In the City of: Richfield and Edina
In the County of: Hennepin

PROPOSED IMPROVEMENT: Reconstruction of 3.3 miles of an existing four-lane divided and undivided roadway to an urban roadway with pedestrian and bicycle facilities.

Recommended:

[Signature]
Hennepin County Engineer

Reviewed and Recommended:

[Signature]
District State Aid Engineer

4/21/16
Date

4/22/16
Date

Approved:

[Signature]
State Aid Engineer
State Aid For Local Transportation

5/3/16
Date

SP 027-653-021
Environmental Assessment Update and FONSI
March 2016
Figure 1. State Map
I. Opening Statement

This Environmental Assessment Update provides for new information regarding the action, environmental issues, and mitigation measures since the approval of the EA on January 28, 2016, documents the public and agency involvement process, includes a statement that an EIS is not necessary, and requests a Finding of No Significant Impact (FONSI) by the FHWA.

The EA was filed with the Minnesota Environmental Quality Board (EQB) and circulated for review and comment to the EAW distribution list. A Notice of Availability was published in the EQB Monitor on February 8, 2016.

The EA was made available for public review online at:
- [http://www.hennepin.us/residents/transportation/66th-st-richfield](http://www.hennepin.us/residents/transportation/66th-st-richfield)

Hard copies were made available for public review at:
- Hennepin County Library (Augsburg Park) in Richfield, 7100 Nicollet Avenue, Richfield, MN 55423

The EA comment period was from February 8, 2016 through March 9, 2016. All substantive comments received were considered in determining the potential for significant environmental impacts. Comments and responses are included in Attachment A.

The findings of the environmental assessment, including the Section 4(f) de minimis evaluation, were presented during a public open house on February 18, 2016. The public open house was advertised in the Richfield Sun Current on February 11, 2016. The open house was also advertised by mailing notice to adjacent properties, hand-delivering flyers to multi-unit apartment buildings, and posting on the City of Richfield calendar and the project website.

Hennepin County makes the following Findings of Fact and Conclusions based upon the information provided in the administrative record. The administrative record is comprised of the following elements:

- Environmental Assessment
- Compilation of issues raised during the public comment period and during the public open house
- The RGU responses to comments
- Other supporting documents
II. FINDINGS OF FACT

Project Description
Hennepin County proposes to reconstruct 66th Street (County State Aid Highway 53) from Xerxes Avenue South to 16th Avenue South in the City of Richfield, MN. The project will add bicycle facilities and enhance pedestrian accommodations along the 3.3 mile corridor. Project elements include a 10-ton design, a raised concrete median or a continuous left turn lane, pedestrian and bicycle accommodations, ADA-compliant curb ramps, and the replacement of existing signals at key intersections, including constructing roundabout intersections at Lyndale and Nicollet Avenues.

III. Social, Economic and Environmental Impacts
Since the EA was published, there have been no changes to the project elements. There have been no changes to the social, economic or environmental impacts as discussed in the EA.

Historic determinations have been updated and correspondence is attached (see Attachment B).

Section 106 Of The National Historic Preservation Act
A SHPO review of the Phase I and Phase II architecture/history investigation for the project was completed February 12, 2016 (see Attachment B). The following comments and recommendations were made:

- The HUB Shopping Center was determined as not eligible for listing in the National Register of Historic Places (NRHP). All other unevaluated properties were also determined as not eligible in the NRHP.
- SHPO requested clarification for the determination of eligibility for the Minneapolis, St. Paul, Rochester and Dubuque Railroad Corridor Historic District.
- SHPO requested an evaluation be completed for the Academy of Holy Angels in accordance with provisions set forth under 36 CFR 800.4(c)(1). Since the review, additional information has been provided to SHPO regarding the Minneapolis, St. Paul, Rochester and Dubuque Railroad Corridor Historic District, the Academy of Holy Angels, and other SHPO comments (see Attachment B for response letter from MnDOT Cultural Resource Unit). SHPO has made a determination of ‘no adverse effect’ for the two properties based on the provided information.

Section 4 (f)
The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) amendment to the Section 4(f) requirements allows the U.S. DOT Federal Highway Administration (FHWA) to determine that certain uses of Section 4(f) land are de minimis.
An impact may be determined to be de minimis if the transportation use of the Section 4(f) resource, including consideration of impact avoidance, minimization, and mitigation or enhancement measures, is so minor in nature that it does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f). Such a finding will be conditioned upon:

- the official(s) with jurisdiction over the resource indicating, in writing, that the proposed action, including consideration of the mitigation, will not adversely affect the activities, features and attributes that are important to the resource, and
- the public has been afforded an opportunity (by public notice) to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource, and
- implementation of the mitigation measures.

When this is the case, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete.

These conditions appear to be met in the case of Academy of Holy Angles. Following public and agency review of this report, Hennepin County has requested the FHWA to determine the proposed action at Academy of Holy Angles is a Section 4(f) de minimis action in accordance with Section 6009(a) of SAFETEA-LU.

1. Description of the Section 4(f) Property. A map showing impacts to the Academy of Holy Angels parcel is attached to this submittal.

Name: Academy of Holy Angels

Size (acre): Approximately 26 acres

Location: 6600 Nicollet Avenue South, Richfield, MN 55423

Ownership: Private

Type of Section 4(f) Property: Catholic High School

Function of or Available Activities on the Property: Scholastic and recreational facilities associated with high school educational and sporting activities

Description and Location of Existing and Planned Facilities:
Scholastic and recreational facilities associated with high school educational and sporting activities
Access: Pedestrian, Vehicular

Usage: Over 600 enrolled

Relationship to Other Similarly Used Lands in the Vicinity: The Academy of Holy Angels is one of several high schools serving the Richfield School District.

Applicable Clauses Affecting Ownership: Not Applicable

Unusual Characteristics Reducing or Enhancing the Value of the Property: Not Applicable

Section 6(f) Impacts: Not Applicable

2. Impacts to the Section 4(f) Property.

Amount of land impacted: Hennepin County is proposing to acquire 0.1185 acres of permanent right of way to fit a sidewalk and cycle track, construct a roundabout at Nicollet Ave and 66th Street, and add a new bus shelter (to replace the existing one currently at the corner of Nicollet and 66th). In addition the County will acquire 0.3550 acres of temporary construction easements required to reconstruct two staircases with railings and regrade slopes and 0.0115 acres of drainage easement that connects to an existing overflow area on the property.

Permanent R/W Acquisition/Easements: 0.1185 acres of permanent acquisition.

Temporary Easements: 0.3550 acres of temporary construction easements and 0.0115 acres of drainage easements.

Total Permanent and Temporary Impacts = 0.489 acres

Functions Affected: Not Applicable

Facilities Affected: Not Applicable

The northern façade and property boundary has changed significantly over the decades, not only with the additions to the complex but the changes in 66th Street itself, this façade and boundary are not primary to the significance of the property. Additionally, the impact to the property by proposed permanent right of way and temporary construction and drainage easements is minimal compared to changes that have occurred to the property over the decades.
The proposed improvements meet the Secretary of Interior’s Standards for Rehabilitation because the property will remain in its intended use, the historic character will be retained, the changes do not create a false sense of history, no historic changes that have acquired historic significance themselves will be changed, distinctive features of the property will remain, and there are no deteriorated historic features proposed to be repaired or replaced.

3. Coordination with Responsible Official with Jurisdiction over the Section 4(f) Property: The letter from the Responsible Official with Jurisdiction is attached to this submittal.

4. Considerations.

Impact Avoidance/Planning to Minimize Harm:
Impacts to the Academy of Holy Angels School property and other parcels along the corridor were assessed during the project development process. Avoidance and minimization efforts to all adjoining properties, including those eligible for NRHP listing, were incorporated into the project design and minimized to the extent practicable.

Mitigation: No Mitigation is required
Enhancement: Not Applicable

5. Public Notice: A public notice will be prepared detailing the De Minimis Finding. The public notice will contain information on commenting procedures and timeframes.

6. Conclusion: The proposed action includes all possible planning to minimize harm to the resource, and is not anticipated to adversely affect the activities, features and attributes of the Academy of Holy Angels.

IV. PROPOSED MITIGATION
There have been no changes to the proposed mitigation as discussed in the EA.

V. PUBLIC HEARING REQUIREMENTS
The findings of the environmental assessment, including the Section 4(f) de minimis evaluation, were presented during a public open house on February 18, 2016. The public open house was advertised in the Richfield Sun Current on February 11, 2016. The open house was also advertised by mailing notice to 236 adjacent properties, hand-delivering flyers to 14 multi-unit apartment buildings, and posting on the City of Richfield calendar and the project website. The event was attended by 40 people.
Questions raised at the open house included request for clarification of pedestrian infrastructure improvements, landscaping suggestions, and request for details about property impact reimbursement. See attached comments for more detail. Five written comments were received and are included in Appendix A.

The EA remains accessible to the public electronically on the project website at [http://www.hennepin.us/residents/transportation/66th-st-richfield](http://www.hennepin.us/residents/transportation/66th-st-richfield) and a paper copy is available for review at Hennepin County Library (Augsburg Park) in Richfield (7100 Nicollet Avenue, Richfield, MN 55423).

VI. RECOMMENDATION FOR FINDING OF NO SIGNIFICANT IMPACT

The proposed project is the reconstructing of 66th Street (CSAH 53) between Xerxes Avenue and 16th Avenue to improve safety and mobility, including adding bicycle and pedestrian facilities, dedicated turn lanes, and roundabouts at two intersections.

Based on the documentation of impacts in the EA and this EA Update, and the comments received in response to the public hearing and the public comment period, Hennepin County has issued a negative declaration that the project does not have the potential for significant environmental effects, and recommends that the Federal Highway Administration prepare a Finding Of No Significant Impact (FONSI) for this project.

VII. PROJECT MANAGER

Mr. Maury Hooper/Hennepin County Project Manager
1600 Prairie Drive
Medina, MN 55340
(612) 596-0396
maury.hooper@hennepin.us

ATTACHMENTS

- Attachment A: Comments received and responses
- Attachment B: SHPO Correspondence
- Attachment C: Affidavit of Publication
- Attachment D: Certificate of Compliance
- Attachment E: EA distribution list
ATTACHMENT A: COMMENTS RECEIVED AND RESPONSES
March 8, 2016

Mr. Maury Hooper
Hennepin County Project Manager
1800 Prairie Drive
Medina, MN 55340

Re: 66th Street (CSAH 53) Reconstruction Environmental Assessment

Dear Mr. Hooper:

Thank you for the opportunity to review and comment on the Environmental Assessment (EA) for the 66th Street (CSAH 53) Reconstruction project (Project) located in the cities of Richfield and Edina in Hennepin County, Minnesota. The Project consists of various improvements to over four miles of 66th Street. Minnesota Pollution Control Agency (MPCA) staff has reviewed the EA and have no comments at this time.

We appreciate the opportunity to review this Project. Please provide the 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 concerning our review of this EA, please contact me at 651-757-2508.

Sincerely,

Karen Kromar
Planning Principal
Environmental Review Unit
Resource Management and Assistance Division

cc: Dan Card, MPCA, St. Paul
    Teresa McDill, MPCA, St. Paul
    Ken Westlake, U.S. Environmental Protection Agency, Chicago

A: Thank you for your review. A notice of decision will be sent to your office when received.
March 9, 2016

Mr. Maury Hooper
Hennepin County Project Manager
1600 Prairie Drive
Median, MN 55340

RE: 66th Street (CSAH 53) Reconstruction Project Environmental Assessment
Metropolitan Council Review No. 21523-1
Metropolitan Council District 5

Dear Mr. Hooper:

The Metropolitan Council received the Environmental Assessment (EA) for the 66th Street (CSAH 53) Reconstruction project located in City of Richfield. The project proposes reconstructing approximately 3.3 miles of an existing four-lane divided and undivided roadway to an urban roadway with pedestrian and bicycle facilities. The roadway is being reconstructed primarily to address safety deficiencies, compliance with the Americans with Disabilities Act, roadway conditions, and poor pavement conditions.

Council staff has conducted a review of this EA to determine its adequacy and accuracy in addressing regional concerns and the potential for significant environmental impact. An EIS is not necessary for regional purposes. The following comments are offered for your consideration.

Regional Parks (Jan Youngquist, 651-602-1029)
The Project’s eastern terminus is one block away from the planned Nokomis-Minnesota River Regional Trail, which will travel north-south along the west side of Richfield Parkway. The Nokomis-Minnesota River Regional Trail will be owned and operated by Three Rivers Park District and is a component of the regional parks system, which is governed by the Metropolitan Council’s 2040 Regional Parks Policy Plan. The bicycle and pedestrian improvements proposed as part of the construction project will complement the regional trail. It appears that the existing sidewalks on 66th Street between 16th Avenue and Richfield Parkway will facilitate a pedestrian connection between the Project’s sidewalks and the regional trail. Although outside of the project area, the RGU should consider safety associated with bicycle movements along the one block stretch between the cycletracks that end at 16th Avenue and the regional trail at Richfield Parkway.

Environmental Services (Roger Janzig, 651-602-1700)
Due to the length of this project, any reconstruction of the road to enhance safety, repair poor pavement condition, and/or improve bike/pedestrian access may have potential impacts on multiple Metropolitan Council Interceptors in multiple locations. To assess the potential impacts to our interceptor system, prior to initiating this project, preliminary plans should be sent to Scott Dentz, Interceptor Engineering Manager (651-602-4503), at the Metropolitan Council Environmental Services for review and comment.

Social, Economic, and Environmental Impacts (Jim Larsen, 651-602-1159)
While approximately 3.3 miles of the roadway corridor will be upgraded, the majority of impervious surface area increase will be in the form of improvements in bicycle and pedestrian accommodation facilities that will be constructed adjacent to the roadway within the easement corridor. The EA indicates on page 19 that the determination has been made that the proposed project will “not increase existing impervious surface area and associated highway (stormwater) runoff, and it will not change the existing
Mr. Maury Hooper  
March 9, 2016  
Page 2

drainage system.” Unfortunately, because of its age, the existing roadway drainage system appears to provide minimal if any direct runoff pretreatment or volume reduction prior to its direction into the storm sewer system and wetland/surface water runoff system. This is a missed opportunity to incorporate water quality improvement or runoff volume reduction components along this 3.3-mile corridor at this opportune time of reconstruction.

The EA includes that statement that this project “does not introduce highway runoff to sensitive water bodies,” but it is unclear where roadway runoff is currently directed along the full length of this corridor, because no storm sewer system information is included in the document. The eastern portion of the roadway in particular is located within the Minnehaha Creek Watershed District’s Minnehaha Creek Subwatershed, and surface runoff would be expected to flow through the Legion Lake wetland complex, and eventually into Lake Nokomis prior to entering Minnehaha Creek. All of these waters could be considered ‘sensitive’ to untreated runoff. Council staff encourages Hennepin County to work with the Cities of Richfield and Edina, as well as the Richfield–Bloomington WMO and Minnehaha Creek Watershed District to augment this project, or propose a subsequent one to incorporate additional components where possible to improve runoff water quality and reduce runoff water volume where possible along this corridor.

Transportation (Russ Owen, 651-602-1724)  
The Project is identified as a Tier 2 alignment in the Regional Bike Transportation Network (RBTN), which is included in the Transportation Policy Plan for 2040. Any changes to the preferred alternative for this alignment should be coordinated with the Metropolitan Council. Please contact me or Steve Elmer at 651-602-1756.

This concludes the Council’s review of the EA. The Council will not take formal action on the EA. If you have any questions or need further information, please contact Russ Owen, Principal Reviewer, at 651-602-1724.

Sincerely,

LisaBeth Barajas, Manager  
Local Planning Assistance

CC:  Bryan Grudl, Executive Director, Richfield-Bloomington WMO  
Minnehaha Creek Watershed District  
Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division  
Steve Elkins, Metropolitan Council District 5  
Michael Larson, Sector Representative  
Russ Owen, Principal Reviewer  
Raya Esmieili, Reviews Coordinator
A: The preferred alternative will add bicycle facilities and enhance pedestrian accommodations along the 3.3 mile corridor. These facilities include shared use paths and cycle tracks. These facilities separate vehicles from pedestrians and cyclists which will improve the safety and mobility of non-motorized used of the 66th Street Corridor. When this project was developed, logical termini were established, therefore, improvements including those for pedestrians and cyclists, will be confined to the corridor within the previously established termini.

There are access opportunities by using the sidewalks and crossing features available along 16th Avenue South and local roads such as East 65th Street that will allow pedestrian and bicycle access to the regional trail north of the project area.

B: Comment noted. Prior to initiating this project, Hennepin County will send preliminary plans to the Metropolitan Contact so that impacts to the interceptor system can be analyzed.

C: A Phase II National Pollutant Discharge Elimination System (NPDES) will be acquired and a Stormwater Pollution Prevention Plan (SWPPP) will be developed for this project. The implementation of the preferred alternative will not result in an increase in impervious surface area, therefore, additional stormwater treatment options other than those described in the Environmental Assessment, are outside the scope of this project.

D: Comment noted. Hennepin County will coordinate with the Metropolitan Council, should changes to the preferred alternative occur.
From: Doug Olson  
To: Maury Hooper  
Subject: County Road 53 (66th St.) Environmental Assessment comments from Doug Olson  
Date: Thursday, March 03, 2016 7:50:15 PM

03-03-16  
Thursday  

Maury Hooper  
Project Engineer  
Hennepin County Road 53 (66th Street) reconstruction  
Environmental Assessment comments  
maury.hooper@hennepin.us  

re: Concerns over Environmental Assessment for 66th St. Reconstruction (Cty. Rd 53)  

Dear Mr. Hooper:  

I reside at 6608 Clinton Avenue So., in Richfield, and I attended a number of the public meetings on the reconstruction of County Road 53 (66th Street), including the recent meeting in February of 2016 at which your agency presented an Environmental Assessment for review, discussion and comment. After reviewing the plans presented and examining the impact documents your office presented, I offer the following comments and concerns:  

A fair amount of the document concerns the impact of the project on the city park to the south of James Avenue and 66th street. Since the homes on the west side of 66th street between 35 W and Penn Avenue are being removed, it is my suggestion that to help the park and its maintenance I would recommend that the garage that served the residence in parcel #148 be retained and donated to the City of Richfield Park and Recreation department for storage of items needed to maintain the park. From discussing this issue with a city of Richfield park's department worker, his opinion is that it would be beneficial for the City to have a storage building or garage at the park versus destroying the garage, selling it or moving it somewhere else.  

My other concern is that the environmental assessment seems to ignore the issue of traffic congestion between 1st Avenue and 5th Avenue on 66th street that will develop when buses stop to pick up or drop off passengers in this stretch of 66th street between Portland Avenue and Nollett Avenue if the plan proceeds to build raised concrete medians except where turn lanes would be constructed at the intersecting streets. When buses stop to pick up or drop off bus passengers on 66th street, other east-west or west-east vehicles are not required to stop but can pass on the left inner lanes of the now 4-lane road. If this section becomes 3 lanes but there are raised concrete medians, vehicles behind buses will be forced to stop since the present planned design calls for concrete median for all areas between 1st Avenue and 5th Avenue except where north-south residential streets intersect. This proposed design will result in slower traffic or bottlenecks since no passing of stopped buses would be possible as well as increased pollution from stopped vehicles. Nowhere else on any stretches of 66th street are raised concrete medians planned unless there are 4 or more traffic lanes. This is also true on the reconstruction of Portland Avenue from 66th street to 77th street. I do not object to a 3-lane roadway but the placement of concrete medians on 66th street between 1st Avenue and 5th Avenue and their impact on traffic congestion and added pollution due to traffic on 66th street being forced to stop behind buses and not able to pass on the inside middle turn lane was overlooked by your Environmental Assessment. This issue is readily apparent now as the middle two lanes of traffic on 66th street are temporarily blocked due to the Metro Sewer line reconstruction.  

When buses stop on 66th street to pick up or drop off bus passengers, traffic congestion results along with increased air pollution from vehicles. The raised concrete medians proposed for this stretch of 66th if reconstructed provide no benefit which would outweigh the increased congestion and pollution which would be caused by Metro Transit buses stopping for passenger loading or departing as well as the
A: Comment noted. Hennepin County plans to transfer ownership of parcel #148 to the City of Richfield after the construction of 66th Street is complete. At that time, the City of Richfield could choose to retain the property for park use or sell the property.

B: Hennepin County has coordinated with Metro Transit since the early stages of project development on the operation of buses through the proposed 66th Street corridor. Medians were incorporated into project design to improve safety in undivided roadway sections. As discussed in the Environmental Assessment, adding medians to a previously undivided roadway have been proven to reduce crash rates (see Table 2). Medians increase safety by reducing conflict points at driveway and alley accesses. The traffic modeling that was completed demonstrated that 66th Street could operate efficiently as a three-lane divided road from Nicollet Avenue to Portland Avenue. Bus stops were not incorporated into the model because they were not expected to have a significant detriment to congestion along the corridor. From Nicollet to Portland there are currently three bus stops in each direction along 66th Street; one each direction at the near side of Stevens Avenue, 3rd Avenue, and 5th Avenue. A bus travels this stretch approximately every 15 minutes. Average stop times for buses are estimated from 20-40 seconds but, in rare circumstances, can be as high as 60 seconds. During the PM peak traffic hour, one car travels eastbound 66th Street every 13 seconds and one car travels westbound every 5 seconds. During a worst-case scenario, a bus stopping for 60 seconds may create queues of up to 1000 feet in the westbound direction; however, queues would be quickly alleviated as traffic approaches the two-lane Nicollet Avenue roundabout.
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<th>Name</th>
<th>Comments</th>
<th>Response</th>
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<tr>
<td>Paul Black</td>
<td>I think that the project was very well thought through. I am positive that the majority of the 18 owners are very glad and happy that they are getting a fair deal. This will make 66th Street a lot safer and I just hope that the county can improve Crosstown (TH 62) for an increase in traffic since less people will travel 66th.</td>
<td>Thank you for your comment and for attending the 66th Street (CSAH 53) Reconstruction Environmental Assessment Open House on February 18th in Richfield.</td>
</tr>
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| Bill Prince  | 1-Why no roundabout at Penn and Rae Dr.?  
2-What screening provisions are planned for the new corner properties between Penn and 35W on the south?  
3-What improvements for peds exist at Penn Ave intersection?                                                                                                                                 | 1-The 66th Street Reconstruction Project only looked at improvements to areas on or adjacent to 66th Street; thus, the intersection at Penn Avenue and Rae Drive was not evaluated as part of this project.  
2-Any fences removed on private property as a result of project construction will be replaced. Additionally, landscaping plans are being finalized; input from local residents is encouraged and will be taken into account as applicable with City Codes and the project scope.  
3-Several pedestrian improvements were applied to the Penn Avenue and 66th Street intersection. These include additional crosswalks to allow crossing at all approaches of the intersection, improvements in signage and signaling to safely facilitate intersection crossings, and the addition of median protected crosswalks which provide refuge for pedestrians from turning vehicles. |
<p>| Patty Reiman | The green space in the front of our building is already sprinkled, when the construction is completed I would like our sprinkler system replaced and compensation for the (6) large maple trees that will be removed. We were required in 1998 to have this landscape plan. I would suggest ground cover sedum instead of sod. | Thank you for your comment and for attending the 66th Street (CSAH 53) Reconstruction Environmental Assessment Open House on February 18th in Richfield. Compensation for property loss will be handled in accordance with federal regulation. The landscaping plans are being finalized; input from local residents is encouraged and will be taken into account as applicable with City Codes and the project scope. |</p>
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<th>Name</th>
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<tr>
<td>Peter Milton</td>
<td>Can't start soon enough as I live on the east side. Not a fan of the divided roadway but that's what the city is going to do so we make one. Looking forward to the upgrade at Memorial Park</td>
<td>Thank you for your comment and for attending the 66th Street (CSAH 53) Reconstruction Environmental Assessment Open House on February 18th in Richfield.</td>
</tr>
<tr>
<td>Anonymous</td>
<td>Crosswalk at 66th and Columbus to the Veteran's Park</td>
<td>Thank you for your comment and for attending the 66th Street (CSAH 53) Reconstruction Environmental Assessment Open House on February 18th in Richfield.</td>
</tr>
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<td>Pedestrian infrastructure has been thoroughly studied and has included public input over the course of project development. Crosswalks are to be located at Park Ave S (one block west of Columbus Ave S) and Chicago Ave S (one block east of Columbus Ave S); an additional cross walk at Columbus Ave S may impede efficient traffic flows through the area.</td>
</tr>
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</table>
February 12, 2016

Renee Hutter Barnes
MnDOT Cultural Resources Unit
Office of Environmental Stewardship
395 John Ireland Blvd, MS 620
St. Paul, MN 55155

RE: S.P. 027-653-021 CSAH 53 (66th Street South) Reconstruction
Richfield, Hennepin County
MnHPO Number: 2016-1299

Dear Ms. Barnes:

Thank you for the opportunity comment on the above project. Information received on 14 January 2016 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and implementing federal regulations at 36 CFR 800, and per the terms of the 2005 Programmatic Agreement between the Federal Highway Administration, the Minnesota Department of Transportation and the Minnesota State Historic Preservation Office.

We have completed our review of your letter dated 12 January 2016 and the survey Report entitled *Phase I and II Architecture/History Survey for the CSAH 53/66th Street Reconstruction Project, Richfield, Hennepin County, Minnesota* (106 Group, January 2016).

We agree that your agency’s determination and documentation of the area of potential effects (APE) for both direct effects and indirect effects is reasonable based upon the undertaking as we currently understand it.

We concur with your agency’s determination that there are no known archaeological sites in the APE for direct effects and the potential for intact archaeological resources is low due to the extent of previous roadway construction. We agree that no further archaeological survey is warranted for this project.

Regarding identification efforts for history/architecture resources within the APEs, we have the following comments and recommendations:

- We concur with the determination that the 164 properties listed in Table 7 of the Report are **not eligible** for listing in the National Register of Historic Places (NRHP).
- Please provide clarification regarding the contradictory information provided in regards to the non-NRHP eligible properties proposed to be removed as part of this project. Your letter indicates that 19 properties will be acquired for this project, but the Report indicates that 16 properties will be acquired (page 23). Please clarify.
• We do not concur with your agency’s determination that The Hub Shopping Center (HE-RFC-204) is eligible for listing in the NRHP. We believe that, due to the fact that it has undergone significant alterations outside the recommended period of significance, the property exhibits a considerable loss of integrity and therefore is not eligible for listing in the NRHP.

• Regarding the Minneapolis, St. Paul, Rochester and Dubuque Railroad Corridor Historic District (no inventory number), we do not have any records that indicate this historic property has been previously determined eligible for listing in the NRHP. The Report cites another report entitled Minnesota Statewide Historic Railroads Study Project Report (Summit EnviroSolutions, 2007) as being the source of this historic property evaluation yet we have no record of this report in our files. Please provide clarification regarding your agency's basis for this determination of eligibility.

• Regarding the Academy of Holy Angels (HE-RFC-004), while our records indicate that this historic property was determined eligible for listing in the NRHP with vague reference to both criterion A and C, we believe that this earlier evaluation, a determination based upon a Phase I reconnaissance survey in the early 1990s for a highway project which was never completed, is incomplete and does not meet current standards. The 1993 evaluation, upon which your agency has based a determination of effect, does not provide an appropriate evaluation within a developed historic context, sufficient information regarding the appearance, condition, and associative values of the property, evaluation of historic integrity, justification for significance under NRHP criterion, a boundary description, or period of significance. We recommend that an evaluation of the historic property be completed in accordance with provisions set forth under 36 CFR 800.4(c)(1).

Because we are recommending continuing consultation regarding identification of historic properties, specifically in regards to the Minneapolis, St. Paul, Rochester and Dubuque Railroad Corridor Historic District and the Academy of Holy Angels historic properties, we are unable to provide concurrence with your agency’s determination of effect for the undertaking at this time.

Please contact me at 651-259-3456 or sarah.beimers@mnhs.org if you have any questions regarding our review of this project or if you wish to discuss next steps.

Sincerely,

Sarah J. Beimers, Manager
Government Programs & Compliance
March 17, 2016

Sarah Beimers, Manager
Government Programs and Compliance
Minnesota Historical Society
345 Kellogg Boulevard
St. Paul, MN 55102-1906

Re: S.P. 027-653-021(CSAH 53 (66th Street South) Reconstruction, Richfield, Hennepin County
MnHPO Number: 2016-1299

Dear Ms. Beimers,

We have reviewed the above-referenced undertaking pursuant to our FHWA-delegated responsibilities for compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800), and as per the terms of the applicable Programmatic Agreements between the FHWA and the Minnesota State Historic Preservation Office (SHPO). The Section 106 review fulfills MnDOT’s responsibilities under the Minnesota Historic Sites Act (MS 138.665-.666), the Field Archaeology Act of Minnesota (MS 138.40); and the Private Cemeteries Act (MS 307.08, Subd. 9 and 10). I am writing to address the comments from your February 12, 2016, letter regarding the above-referenced project.

Properties to be acquired
You requested clarification regarding the contradictory information we provided in regards to the non-NRHP eligible properties proposed to be removed as part of this project – our letter indicated 19 properties will be acquired but the Report indicated that 16 properties will be required. Nineteen properties will be acquired, however only 16 of them were 50 years of age or older and required survey. This statement can be found in the Report on page 3 under “Additional Research.”

The Hub Shopping Center (HE-RFC-204)
We agree with the HPO’s comments regarding loss of integrity and we submitted a revised inventory form to your office on March 15, 2016.

Minneapolis, St. Paul, Rochester and Dubuque (MS&PR&D) Railroad Corridor Historic District (no inventory number)
The referenced Project Report was produced as part of the MnDOTCRU’s streamlining efforts Minnesota Statewide Historic Railroads Study in 2007. The Project Report was an expansion of Section H of the Railroads in Minnesota, 1862-1956, Multiple Property Documentation Form (MPDF), and uses the registration criteria developed in the MPDF to evaluate four railroad corridors. The MS&PR&D was evaluated in that report and FHWA determined that it was eligible. Susan Roth, the HPO National Register Historian at the time of the study, was part of the three-person study steering committee and was directly involved in development of the MPDF and the resulting report. MnDOTCRU submitted the MPDF and the evaluation study to the HPO following completion; however, our office has never received any formal written comments from the HPO. The project report is located on our Minnesota Statewide Historic Railroads Study webpage (http://www.dot.state.mn.us/culturaresources/railroads.shtml). As discussed in our meeting March 15th, I checked with Elizabeth Abel, regarding inventory forms for this rail line and our office is planning on completing forms for all four of the railroad corridor districts that were evaluated within the next month or two. The determination of eligibility made by our office remains appropriate as does our finding of No Adverse Effects to this property.
As per our discussion on March 15th, we agreed that given the scope of the present project and the minimal impacts it will have on this property, a full formal evaluation of the Academy of Holy Angels is not warranted. According to documentation on file at your office there is potential for the Academy of Holy Angels to be eligible under Criterion A for education. Since only the Criterion C evaluation was known to this office through the report submitted to us by The 106 Group, we based our determination on that information. However, after further discussion with HPO, our office concurs that the property has the potential for being eligible under Criterion A for education and Criterion C for architecture.

The Academy of Holy Angels is situated on a large city block bordered by 66th Street on the north, Nicollet Avenue on the east, residences on the south, and the MSTPR&D Railroad Corridor Historic District on the west. Historic photographs indicate that the complex was located in an open, undeveloped setting prior to the incorporation of Richfield as a city. The complex was oriented toward Nicollet Avenue, a broad walkway with a median led up to the elaborate entrance on the east façade, both of which could be characterized as defining features of the property. The north façade is less elaborate and has multiple walks and entrances indicating this was and remains a secondary façade. Also, there is a substantial addition to the rear of the complex along the northern façade.

Hennepin County is proposing to acquire 0.1185 acres of permanent right of way to fit a sidewalk and cycle track, construct a roundabout at Nicollet Ave and 66th Street, and add a new bus shelter (to replace the existing one currently at the corner of Nicollet and 66th). In addition, they will acquire 0.3550 acres of temporary construction easements required to reconstruct two staircases with railings and regrade slopes and 0.0115 acres of drainage easement that connects to an existing overflow area on the property. No trees or bushes will be removed as part of the right of way acquisition or construction.

Since this northern façade and boundary has changed significantly over the decades, not only with the additions to the complex but the changes in 66th Street itself, this façade and boundary are not primary to the significance of the property. Additionally, the impact to the property by proposed permanent right of way and temporary construction and drainage easements is minimal compared to changes that have occurred to the property over the decades.

It is our determination that the proposed improvements meet the Secretary of Interior’s Standards for Rehabilitation because the property will remain in its intended use, the historic character will be retained, the changes do not create a false sense of history, no historic changes that have acquired historic significance themselves will be changed, distinctive features of the property will remain, and there are no deteriorated historic features proposed to be repaired or replaced. Therefore, it is the determination of this office that this proposed project will have No Adverse Effect on the historic property.

Our office’s determination that the undertaking will have No Adverse Effects to historic properties remains appropriate.

Sincerely,

Renée Hutter Barnes, Historian
Cultural Resources Unit

cc: Beth Kunkel, Kimley-Horn (email)
Maury J Hooper, Hennepin County (email)
David Jaeger, Hennepin County (email)
Saleh Miller, 106 Group Inc (email)
MnDOTCRU Project File
April 6, 2016

Renee Hutter Barnes
MnDOT Cultural Resources Unit
Office of Environmental Stewardship
395 John Ireland Blvd, MS 620
St. Paul, MN 55155

RE: S.P. 027-653-021 CSAH 53 (66th Street South) Reconstruction
Richfield, Hennepin County
MnHPO Number: 2016-1299

Dear Ms. Barnes:

Thank you for continuing consultation on the above project. Information received on 17 March 2016 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and implementing federal regulations at 36 CFR 800, and per the terms of the 2005 Programmatic Agreement between the Federal Highway Administration, the Minnesota Department of Transportation and the Minnesota State Historic Preservation Office.

We have completed our review of your March 17th letter which provides clarification and additional information in support of your agency’s “no adverse effect” determination for this undertaking. Our comments are provided below:

- Thank you for the clarification in regards to the total number of properties proposed to be removed for the road reconstruction project (19 total) and the corresponding number of these properties which were surveyed due to the fact that they were 50 years of age or older (16 total).
- Thank you for submitting a revised history-architecture inventory form for The Hub Shopping Center (HE-RFC-204) which now indicates the determination that the property is not eligible for listing in the National Register of Historic Places (NRHP).
- We appreciate the clarification in regards to the Minneapolis, St. Paul, Rochester and Dubuque Railroad Corridor Historic District (pending inventory number). Based upon information provided by your office as this time, we agree with the determination that this property is eligible for listing in the NRHP. We look forward to receiving the history-architecture inventory form upon completion of the current railroad evaluation study by your office.
- Regarding the Academy of Holy Angels (HE-RFC-004), we agree with your agency’s determination that it has met the “reasonable and good faith” effort for identification based upon the nature and extent of the proposed project. Therefore, we agree that the historic property is eligible for listing in the NRHP under Criterion A (Education) and Criterion C (Architecture) and that we consider the boundaries for this property to be as they appear in the survey report. If possible, we would appreciate it if your agency would complete and submit to our office an updated history-architecture form for this historic property as the information would be helpful for any future projects undertaken by your agency, or other federal agencies.

Based upon information available to our office at this time, we concur with your agency’s determination that the undertaking, as currently proposed, has been designed in accordance with the Secretary of the Interior’s Standards and will have no adverse effect on historic properties.

Please contact me at 651-259-3456 or sarah.beimers@mnhs.org if you have any questions regarding our review of this project.

Sincerely,

Sarah J. Beimers, Manager
Government Programs & Compliance

Using the Power of History to Transform Lives
Preserving | Sharing | Connecting.

Minnesota Historical Society

MINNESOTA HISTORIC PRESERVATION OFFICE

2900 Hennepin Boulevard West, Saint Paul, Minnesota 55102

651-259-3000 • 888-727-8586 • www.mnhs.org
KIMLEY-HORN~
2550 UNIVERSITY AVE W STE 238N
SAINT PAUL, MN 55114

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Thank you for your Payment

Net Amount: 0.00
Shipping: 0.00
Tax: 0.00
Amount Due: 0.00

$30 charge assessed for returned checks.
Report errors within 5 days to ensure consideration.
Unpaid balances over 30 days past due will incur a 1.5% finance charge per month (Minimum $.50 per month).
AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA
COUNTY OF HENNEPIN

Charlene Vold being duly sworn on an oath, states or affirms that he/she is the Publisher's Designated Agent of the newspaper(s) known as:

SC Richfield

with the known office of issue being located in the county of:
HENNEPIN
with additional circulation in the counties of:
HENNEPIN
and has full knowledge of the facts stated below:

(A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper as provided by Minn. Stat. §331A.02.

(B) This Public Notice was printed and published in said newspaper(s) once each week, for 1 successive week(s); the first insertion being on 02/11/2016 and the last insertion being on 02/26/2016.

MORTGAGE FORECLOSURE NOTICES
Pursuant to Minnesota Stat. §580.033 relating to the publication of mortgage foreclosure notices: The newspaper complies with the conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.

By:  Charlene Vold
Designated Agent

Subscribed and sworn to or affirmed before me on 02/11/2016 by Charlene Vold.

Notary Public

Public Notice

(Official Publication)
Notice of Availability/Open House
66th Street (CSAH 53)

Reconstruction Project
Hennepin County proposes to reconstruct 66th Street (CSAH 53) between Xenon Avenue and 16th Avenue to improve safety and mobility, including adding bicycle and pedestrian facilities, dedicated turn lanes, and roundabouts at two intersections.

The County has prepared an Environmental Assessment (EA) and is soliciting comments on the anticipated impacts and proposed mitigation. The County is also soliciting comments on the effects this project would have on Monroe Park. The project will impact 0.18 acres of the 9.5 acre park to realign an existing trail access to meet ADA standards, resulting in no adverse effect to the functions or facilities of the park.

Hennepin County will request that the Federal Highway Administration determine that the impact to Monroe Park is a de minimis impact in accordance with Section 4(f) of the US Department of Transportation Act of 1966. A de minimis finding may be made when uses of Section 4(f) land have no adverse effect on the protected resource.

The EA, including information on the Section 4(f) process, is available at http://www.hennepin.us/residents/transportation/66th-st-richfield. The findings will be presented at a public open house.

Thursday, February 18, 2016
5:00-7:00 pm
Richfield Community Center
7000 Nicollet Avenue
Richfield, MN 55423

Copies of the EA will also be available at the Hennepin County Library (Augsburg Park) in Richfield, 7100 Nicollet Ave, Richfield, MN 55423.

Comments on the EA and the Section 4(f) process must be submitted by March 9th, 2016. Comments can be submitted in writing at the open house or by US mail or email to:
Mr. Mark Hooper
Hennepin County Project Manager
1600 Prairie Drive
Medina, MN 55340
mark.hooper@co.hennepin.mn.us

Comments will become part of the official record and will be considered when making future project related decisions.

2/11/16, SSC2, Open House
66th St Recon, 506591

Rate Information:
(1) Lowest classified rate paid by commercial users for comparable space:
$34.45 per column inch

Ad ID 506591
ATTACHMENT D: CETIFICATE OF COMPLIANCE
STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION

.... CERTIFICATE OF COMPLIANCE.....

MINNESOTA PROJECT NO. **STPM 2716**  STATE PROJECT NO. **027-653-021**

TRUNK HIGHWAY NO. _______________  OR LOCAL AGENCY ROUTE NO. **CSAH 53,**
(CSAH, MSAS, Other)

Being that section of the highway between _______________ Xerxes Avenue to 16th Avenue South
______________ City of Richfield ____________ in Hennepin __________ County, the State of Minnesota.

In conformance with the requirements of SECTION 128, TITLE 23, UNITED STATES CODE, the
undersigned does hereby certify that

___ the public has been afforded an opportunity for a public hearing,  **or**

___ **X** a public open house was held

and that consideration has been given to the social and economic effects of the project, its
impact on the environment, and its consistency with the goals and objectives of such urban
planning as has been promulgated by the community.

The public was advised of the

___ objectives of such a hearing, the procedures for requesting a hearing, the deadline for the
submission of such a request,  **or**

___ **X** time, place, and objectives of the open house

by notices published in news media having a general circulation within the area of said project.
Affidavit(s) of such publication is (are) enclosed herewith.

___ The deadline date for the submission of a request for a hearing was ______________ 20 __,

**or**

___ **X** The Open House was held on 18, February 2016 in __ Richfield __________, Minnesota.
(City, Township, Other)

Signed ______________ this ______ day of __________ 20 __

Mn/DOT District Engineer

**OR**

Signed ______________ this ______ day of __________ 20 __

Local Agency Title: ____________________________
ATTACHMENT E: EA DISTRIBUTION LIST
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<td>Department of Agriculture</td>
<td>Becky Balk</td>
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<td>625 N Robert St</td>
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<td>Department of Commerce</td>
<td>Ray Kirsch</td>
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<td>85 Seventh Place East, Suite 500</td>
<td>Saint Paul</td>
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<td>520 Lafayette Road North - 4th Floor</td>
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<td>Department of Natural Resources</td>
<td>Dan Card, Supervisor</td>
<td>Environmental Review Unit</td>
<td>500 Lafayette Road</td>
<td>Saint Paul</td>
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<td>US Army Corps of Engineers</td>
<td>Tamara Cameron</td>
<td>Regulatory Functions Branch</td>
<td>180 Fifth Street East, Suite #700</td>
<td>Saint Paul</td>
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<td>US Fish and Wildlife Service</td>
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<td>Project Leader</td>
<td>4101 American Blvd East</td>
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<td>National Park Service</td>
<td>Elyse LaForest</td>
<td>FLP Program Manager</td>
<td>15 State Street</td>
<td>Boston</td>
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<td>Hennepin County Library - Minneapolis Central</td>
<td>Attn: Helen Burke</td>
<td>Government Documents, 2nd Floor</td>
<td>300 Nicollet Mall</td>
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<td>Review Coordinator</td>
<td>Local Planning Assistance</td>
<td>390 Robert Street North</td>
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<td>Minnesota Historical Society</td>
<td>Melissa Cerda</td>
<td>State Historic Preservation Office</td>
<td>345 Kellogg Blvd W</td>
<td>Saint Paul</td>
<td>MN</td>
<td>55102</td>
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<td>Indian Affairs Council</td>
<td>Kristin Asher</td>
<td>Review and Compliance</td>
<td>161 St. Anthony Ave, Suite 919</td>
<td>Saint Paul</td>
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<td>City of Richfield</td>
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<td>Public Works Director</td>
<td>1901 E. 66th Street</td>
<td>Richfield</td>
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<td>Minnehaha Creek Watershed District</td>
<td>Katherine Sylvia</td>
<td>Permitting Program Lead</td>
<td>15320 Minnetonka Blvd</td>
<td>Minnetonka</td>
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<td>Hennepin County</td>
<td>Maury Hooper</td>
<td>Project Manager</td>
<td>1600 Prairie Drive</td>
<td>Medina</td>
<td>MN</td>
<td>55340</td>
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**TOTAL** 22 11 1
SP 027-653-021  Federal Project No. ________________

Route 66th Street (County State Aid Highway 53)

From Xerxes Avenue  To  16th Avenue South

Proposed Improvement

Reconstruction of 3.3 miles of an existing four-lane divided and undivided roadway to an urban roadway with pedestrian and bicycle facilities

Environmental Document anticipated: PM / EA / EIS

Project Manager  Name: Maury Hooper, P.E.
    Title: Project Manager
    Address: 1600 Prairie Drive
    Phone: 612-596-0396
    Email: Maury.Hooper@hennepin.us

This project will impact the following Section 4(f) property.

1. Description of the Section 4(f) Property. A map showing impacts to the Academy of Holy Angels parcel is attached to this submittal.

   Name: Academy of Holy Angels

   Size (acre): 26 acres

   Location: 6600 Nicollet Avenue South, Richfield, MN 55423

   Ownership: Private

   Type of Section 4(f) Property: Catholic High School

   Function of or Available Activities on the Property: Scholastic and recreational facilities associated with high school educational and sporting activities

   Description and Location of Existing and Planned Facilities: Scholastic and recreational facilities associated with high school educational and sporting activities

   Access: Pedestrian, Vehicular

   Usage: Over 600 enrolled

   Relationship to Other Similarly Used Lands in the Vicinity: The Academy of Holy Angels is one several high schools serving the Richfield School District.

   Applicable Clauses Affecting Ownership: Not Applicable

   Unusual Characteristics Reducing or Enhancing the Value of the Property: Not Applicable

   LAWCON Section 6(f) (or other Federal Encumbrances) Impacts: Not Applicable
2. Impacts to the Section 4(f) Property.

Amount of land impacted: Amount of land impacted: Hennepin County is proposing to acquire 0.1185 acres of permanent right of way to fit a sidewalk and cycle track, construct a roundabout at Nicollet Ave and 66th Street, and add a new bus shelter (to replace the existing one currently at the corner of Nicollet and 66th). In addition the County will acquire 0.3550 acres of temporary construction easements required to reconnect two staircases with railings and regrade slopes and 0.0115 acres of drainage easement that connects to an existing overflow area on the property.

Permanent R/W Acquisition/Easements: 0.1185 acres of permanent acquisition.

Temporary Easements: 0.3550 acres of temporary construction easements and 0.0115 acres of drainage easements.

Functions Affected: Not Applicable

Facilities Affected: Not Applicable

3. Coordination with Responsible Official with Jurisdiction Over the Section 4(f) Property:

4. Considerations.

Impact Avoidance/Planning to minimize harm: Impacts to the Academy of Holy Angels School property and other parcels along the corridor were assessed during the project development process. Avoidance and minimization efforts to all adjoining properties, including those eligible for NRHP listing, were incorporated into the project design and minimized to the extent practicable.

Mitigation: No mitigation is required

Enhancement: Not Applicable

Recommended:

Local Agency Engineer [Signature] Date 4/20/16

District State Aid Engineer [Signature] Date 4/22/16

State Aid Engineer [Signature] Date 5/9/2016

Preliminary Approval conditioned on results of public notice & comment period:

FHWA Engineer [Signature] Date 5/5/2016