

MN&S Freight Rail Study

Environmental Summary of Proposed Design Concept – BNSF Wayzata Subdivision Section

Begins on the just east of the Iron Triangle on the BNSF Wayzata sub, and extends approximately 1.9 miles to the east, ending about 0.5 mile east of Cedar Lake Parkway

EAW Category #/Title	Existing Conditions	Potential Impacts	Potential Mitigation Measures	Comment Theme(s)
1. Project Title 2. Project Proposer 3. Responsible Governmental Unit 4. Reason for EAW Preparation 5. Project Location 6. Project Description 7. Project Magnitude 8. Permits and Approvals Required				
9. Land Use	The BNSF Wayzata Subdivision (sub.) passes through a variety of land uses, including residential, industrial, parkland, and commercial.	Improvements would take place within the existing rail right-of-way (north side), and no changes in land use are anticipated as a result of the changes to the BNSF Wayzata sub.	No mitigation is required.	
10. Cover Types	Cover types within the rail ROW include rail bed, ballast, track, and bituminous trail, with some grass/ditch cover. The parallel abandoned rail bed is used as a dirt access road.	Improvements would occur within the existing rail right-of-way. Cover types are not anticipated to change substantially. The existing dirt access road would be converted to active rail bed and tracks.	No mitigation is required.	
11. Fish, Wildlife, and Ecologically Sensitive Resources	Seven rare species were identified within one mile of this portion of the BNSF Wayzata sub, including Blanding’s turtles (<i>Emydoidea blandingii</i>), Peregrine Falcon (<i>Falco peregrines</i>), Valerian (<i>Valeriana edulis</i>), Least Darter (<i>Etheostoma microperca</i>), Pugnose Shiner (<i>Notropis anogenus</i>), Hooded Warbler (<i>Wilsonia citrine</i>), and Dwarf Trout Lily (<i>Erythronium propullans</i>). Each of these was identified through a Natural Heritage Program (NHP) records search (letter dated 01/27/2011).	Blanding’s turtles (<i>Emydoidea blandingii</i>), a state-listed threatened species, have been reported in vicinity of the proposed project and may be encountered on site during construction. If Blanding’s turtles are found on the site, they should be left undisturbed or moved by hand if they are in imminent danger. Measures should be taken during construction to protect turtle habitat. The DNR did not anticipate impacts to any of the other species identified.	Measures to protect the Blandings turtle would be implemented during construction. Contractors will be provided with a copy of <i>MnDNR Division of Environmental Review Fact Sheet Series, Blanding’s Turtles</i> for information about the turtle and a list of recommendations of how to minimize and avoid impacts to Blanding’s turtles and turtle habitat. One key element is that during construction, silt fencing will be set up to keep turtles out of construction areas, and removed after the area has been revegetated.	
12. Physical Impacts on Water Resources	The BNSF Wayzata sub crosses a channel connecting Brownie Lake to Cedar Lake. Wetlands exist on the north and south sides of the tracks from the MN&S grade-separated crossing to approximately 0.5 mile to the east (see Environmental Resources map).	The bridge is wide enough to accommodate the additional track. No impacts are anticipated to either waterbody. The wetlands do not infringe on the existing rail bed and right-of-way; no impacts are anticipated.	No mitigation required. No mitigation is required.	
13. Water Use	No water wells are anticipated to exist within the limits of the project corridor.	It is not anticipated that the proposed action will require the installation or abandonment of any water wells. Additional freight rail activity along the BNSF alignment would not generate additional water use. No impact to the water supply is anticipated.	No mitigation is required.	
14. Water-related land use management district	There are portions of floodplain along the BNSF Wayzata sub both east and west of Highway 100 (see Environmental Resources map).	Improvements would occur within existing railroad ROW and no floodplain impacts are anticipated.	No mitigation is required.	

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15. Water surface use	N/A	N/A	N/A	
16. Erosion and Sedimentation	According to USGS soils mapping, no highly erodible soils are present within the project corridor.	Approximately XX cubic yards of soil (<i>to be determined</i>) will be moved as a result of proposed changes to the existing BNSF alignment.	The project will require a General Stormwater Permit from the Minnesota Pollution Control Agency (MPCA) which requires the incorporation of Best Management Practices (BMPs) and a maintenance program to ensure they remain effective throughout the project. BMPs and construction sequencing will be employed to limit erosion and sedimentation. These measures may include a combination of the following: silt fences, temporary rock construction entrances, erosion control blankets, sediment filters, and sediment basins. Temporary seeding will be applied to the disturbed areas as necessary. More permanent improvements may include turf establishment in impervious areas, in compliance with railroad right-of-way restrictions.	
17. Water Quality: Surface Water Runoff	The BNSF Wayzata sub. lies within the jurisdiction of the Minnehaha Creek Watershed District (MCWD).	The new second track will be constructed on an existing track bed that is currently not in use, minimizing the increase in impervious area. It is anticipated that the impervious area would increase less than 1 acre.	The project will require a permit from the Minnehaha Creek Watershed, which based on the net increase in impervious area the incorporation of Best Management Practices (BMPs) would be required.	
18. Water Quality: Wastewaters	N/A	N/A	N/A	
19. Geologic Hazards and Soil Conditions	<p>Geology: Approx depth to groundwater = Minimum: 0 feet Average: 280 feet Approx depth to bedrock = Minimum: 50 feet Average: 100 to 200 ft</p> <p>Soils: mostly urban, some potentially hydric</p>	No impacts to geological features or unique soils are anticipated.	No mitigation required.	
20. Solid Wastes, Hazardous Wastes, Storage Tanks	There are a few identified hazardous waste/hazardous material sites within one mile of the alignment, particularly near Highway 100 (see Environmental Resources map).	Although the proposed action is not anticipated to impact any of the identified sites directly, there could be a possibility of encountering hazardous materials during construction.	A specific Response Action Plan (RAP) for the proposed action will be developed in conjunction with the railroad, the city, and the county; and will be utilized by the contractor during construction. If previously unknown hazardous materials are discovered, the contractor shall notify the city immediately and follow protocol. Management and disposal of any contaminated materials will comply with federal and state guidelines and regulations.	
21. Traffic	There are currently no at-grade crossings along this section of railroad.	No impacts to traffic are anticipated.	No mitigation required.	

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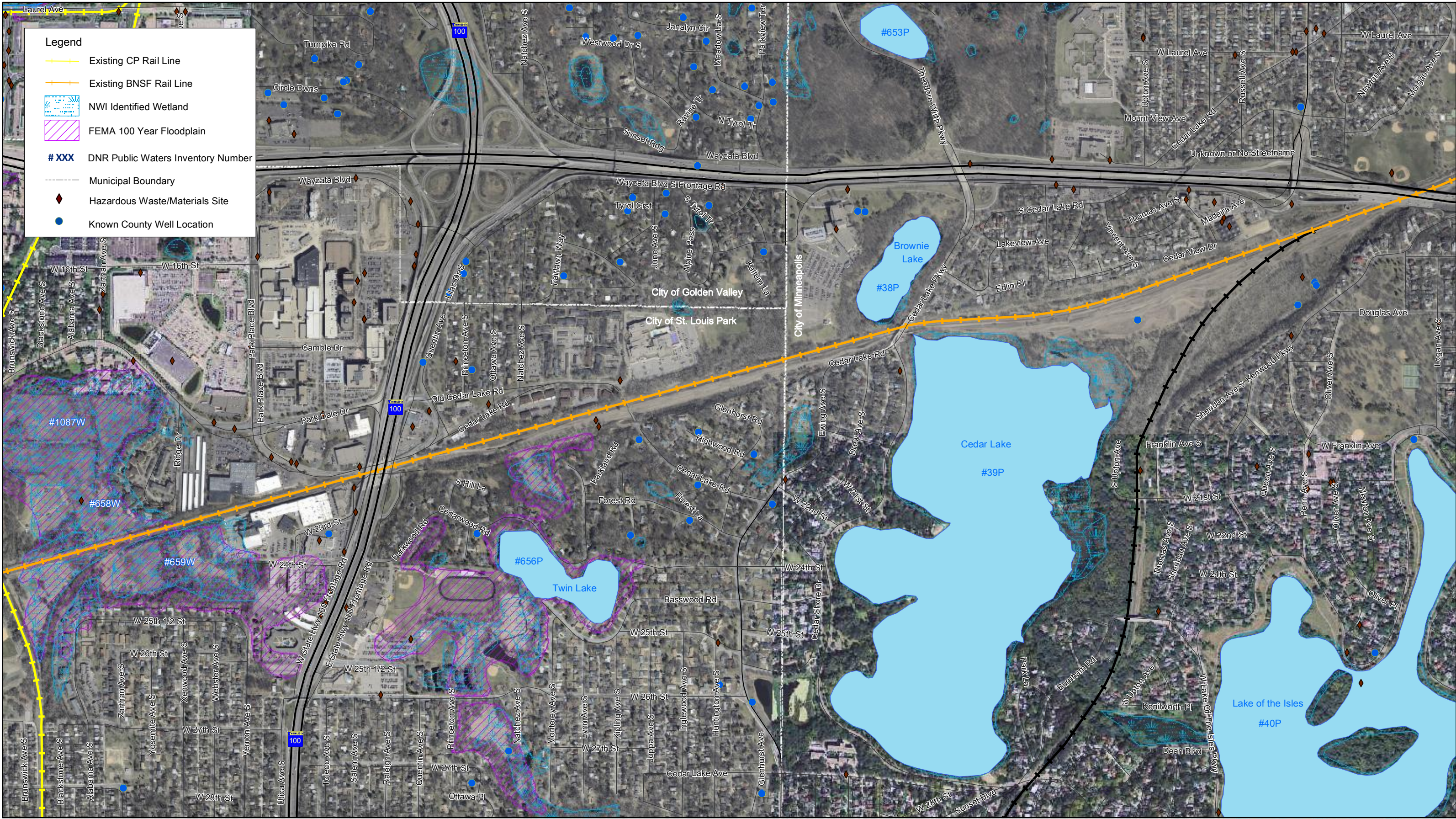
EAW Category #/Title	Existing Conditions		Potential Impacts		Potential Mitigation Measures	Comment Theme(s)
22. Vehicle-Related Air Emissions	St. Louis Park is within an Attainment area, which indicates the City’s air quality is within National Ambient Air Quality Standards (NAAQS).		Air quality analysis in process.		Air quality analysis in process.	
23. Stationary Source Air Emissions	N/A		N/A		N/A	
24. Odors, Noise and Dust	Noise analysis in process		Noise analysis in process		Noise analysis in process	
25. Nearby Resources (prime or unique farmlands and scenic views and vistas N/A)	Archaeological, historical or architectural	<p>Architectural: No known NRHP-eligible historic or architectural structures are located within the project area.</p> <p>Archaeological: The entire study area falls within a highly urbanized area and appears to have at one time or another been impacted by activities associated with the construction of roads, railroads, bike trails, city parks, residential structures, and industrial buildings and lots. No known archaeological sites are present within the project area.</p>	Archaeological, historical or architectural	<p>Architectural: Based on the lack of identified NRHP eligible structures, this project will not impact any architectural or historic structures.</p> <p>Archaeological: Based on the lack of previously identified archaeological resources in the area, as well as disturbances associated with uses in the area, the study area is considered to exhibit low archaeological potential.</p>	<p>Architectural: No mitigation is required. No further architectural work is recommended.</p> <p>Archaeological: No mitigation is required. No further archaeological work is recommended.</p>	
	Designated parks, recreation areas or trails	Cedar Lake Trail runs along the south side of the BNSF Wayzata sub. The trail is managed by Three Rivers Park District.	Designated parks, recreation areas or trails	The new second track would be installed to the north of the existing track. No impacts to the trail are anticipated.	No mitigation is required.	
26. Visual Impacts	The visual nature of the area is commercial/industrial along this section of the track. Currently freight rail makes 10 to 16 daily trips per day along the BNSF Wayzata Subdivision.		There is a possibility for trains to use the BNSF Wayzata sub to head southbound on the MN&S line. Residents along the alignment would see trains more frequently, but the character of the visual impact would be similar to what is seen with the existing train activity.		No mitigation is required.	
27. Compatibility with Plans and Land Use Regulations	The BNSF Wayzata sub improvements are compatible with existing land use plans and regulations.		No impacts are anticipated at this time.		No mitigation required.	

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28. Impact on Infrastructure and Public Services	<p>Roadways: There are no at-grade crossings along this section of the BNSR railroad.</p> <p>Utilities: Info pending</p> <p>Public Services: There are no at-grade crossings along this section of the BNSF; therefore public services would not be crossing this section of the BNSF.</p>	<p>Roadways: There are no at-grade crossings along this section of the BNSF railroad; therefore, no impacts are anticipated.</p> <p>Utilities: Info pending</p> <p>Public Services: No public service impacts are anticipated for this project.</p>	<p>Roadways: No mitigation required.</p> <p>Utilities: Info pending</p> <p>Public Services: No mitigation required.</p>	
Other Potential Environmental Issues				
Community Impacts	See Community Facilities map.	No community facility impacts are anticipated.	No mitigation is required.	
Pedestrians and Bicyclists	A pedestrian bridge crosses the BNSF Wayzata Subdivision at Cedar Lake Road.	No impacts to the bridge are anticipated.	No mitigation is required.	
Right-of-Way/Relocation	All work is proposed to stay within the existing BNSF Right-of-Way.	No impacts are anticipated at this time.	No mitigation is required.	
Safety	<p>Derailments/Chemical Spills The St. Louis Park Fire Department has a hazardous materials response plan, with the Fire Department as the principal response agency.</p> <p>Grade Crossings There are no at-grade crossings along this section of the BNSF Wayzata sub.</p>	<p>Derailments/Chemical Spills There is potential for freight cars to transport chemicals or other hazardous materials along this alignment. A relocation of freight traffic within the city of St. Louis Park would not change the current hazardous materials response plan, as the same steps would be carried out for any train derailment or hazardous material spill.</p> <p>Grade Crossings Since there are no at-grade crossing along this section of the BNSF Wayzata sub, no impacts are anticipated.</p>	<p>Derailments/Chemical Spills If there is a spill, the plan calls for the St. Louis Park Fire Department to determine the nature of the hazardous material, from a safe distance, and then notify the State Chemical Assessment Team, the nearest of which is located within the Hopkins Fire Department. Once the Chemical Assessment Team has been called in, the Minnesota Pollution Control Agency is also brought in and the St. Louis Park Fire Department would handle any evacuations that might be necessary. The shipper of the hazardous materials bears significant responsibility for the cleanup of the spill [Include any BNSF response plan/actions to prevent spills].</p> <p>Educational programs – Operation Lifesaver Fencing</p>	



- Legend**
- Existing CP Rail Line
 - Existing BNSF Rail Line
 - NWI Identified Wetland
 - FEMA 100 Year Floodplain
 - DNR Public Waters Inventory Number
 - Municipal Boundary
 - Hazardous Waste/Materials Site
 - Known County Well Location



**Kimley-Horn
and Associates, Inc.**

NORTH

0 450 900
Feet

**BNSF Wayzata Subdivision Section
Environmental Resources**

02/17/2011

