ENVIRONMENTAL ASSESSMENT WORKSHEET

Note to reviewers: The Environmental Assessment Worksheet (EAW) provides information about a project that may have the potential for significant environmental effects. This EAW was prepared by the Minnesota Pollution Control Agency (MPCA), acting as the Responsible Governmental Unit (RGU), to determine whether an Environmental Impact Statement (EIS) should be prepared. The project proposer supplied reasonably accessible data for, but did not complete the final worksheet. Comments on the EAW must be submitted to the MPCA during the 30-day comment period which begins with notice of the availability of the EAW in the *Minnesota Environmental Quality Board (EQB) Monitor*. Comments on the EAW should address the accuracy and completeness of information, potential impacts that are reasonably expected to occur that warrant further investigation, and the need for an EIS. A copy of the EAW may be obtained from the MPCA by calling (651) 296-7398. An electronic version of the completed EAW is available at the MPCA Web site http://www.pca.state.mn.us/news/eaw/index.html#open-eaw.

1. Project Title: Monticello Southeast Interceptor/Bondhus Segment Trunk Sewer Extension

2. Proposer: City of Monticello

Contact Person Jeff O'Neill

and Title Deputy Administrator

Address 505 Walnut Street – Suite 1

Monticello, Minnesota 55362

Phone (763) 295-2711

Fax (763) 295-4404

3. RGU: Minnesota Pollution Control Agency

Contact Person Barbara Jean Conti

and Title Project Manager

Address 520 Lafayette Road North

St. Paul, Minnesota 55155

Phone (651) 296-6703

Fax (651) 296-7782

4. Reason for EAW Preparation:

EIS Scoping	Mandatory EAW	Citizen Petition	RGU Discretion	Proposer Volunteered
	X			

If EAW or EIS is mandatory give EQB rule category subpart number and name: 4410.4300 subp.18.A – Wastewater Systems

5. Project Location: County: Wright City/Twp: Monticello

NW	1/4		1/4	Section	13	Township	121N	Range	25W
SW	1/4		1/4	Section	12	Township	121N	Range	25W

Attachments to the EAW:

Figure 1. County map showing the general location of the project;
Figure 2. United States Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries;
Figure 3. Map showing proposed alignment;
Figure 4. Aerial photo of potential future service area;
Figure 5. Minnesota Department of Natural Resources (DNR) Natural Heritage Database Review letter;
Figure 6. State Historical Preservation Office (SHPO) report; and
Figure 7. Soils Map.

6. Description:

a. Provide a project summary of 50 words or less to be published in the *EQB Monitor*.

The city of Monticello (City) is proposing to construct the Southeast Interceptor/Bondhus Segment trunk sanitary sewer. This sewer will replace the Reservoir Lift Station located near Fallon Avenue and Chelsea Road and extend to the north under Interstate-94 (I-94) and connect to the existing sewer at County State Aid Highway (CSAH) 75 to serve growth in this area. The proposed average daily flow in the pipe is estimated at approximately 3.1 million gallons per day (MGD).

b. Give a complete description of the proposed project and related new construction. Attach additional sheets as necessary. Emphasize construction, operation methods and features that will cause physical manipulation of the environment or will produce wastes. Include modifications to existing equipment or industrial processes and significant demolition, removal or remodeling of existing structures. Indicate the timing and duration of construction activities.

Background

The City proposes to construct the Bondhus Segment of the Southeast Interceptor trunk sanitary sewer. This new trunk system will initially convey flows currently handled by the Reservoir Lift Station and serve a 1,095-acre area. Upon full construction of the interceptor in the future, the sewer will serve 6,760 acres, including a significant portion of recently annexed areas**.**

Proposed Project

The Bondhus Segment will be a 36-inch gravity sewer that will connect into the existing sewer near Fallon Avenue and Chelsea Road. The existing 21-inch forcemain and lift station that are currently located west of the new proposed trunk sewer will be removed. A gravity system will replace it to serve the existing businesses in this location. The Bondhus Segment will extend to the north to I-94, extend east for approximately 1,400 feet, then north under I-94 and connect to the existing 36-inch stub at CSAH 75 (see Figures 2-3).

The Southeast Interceptor/Bondhus Segment is approximately 4,430 feet in length. The ultimate average daily flow upon ultimate development is estimated to be 3,120,480 gallons per day (GPD). It will be constructed with a 36-inch cast fiberglass reinforced pipe with numerous manholes. The system has been designed to be a gravity system and no forcemains or lift stations are proposed with the construction.

The new interceptor will direct wastewater to the City's Wastewater Treatment Facility (WWTF). The average daily capacity of the WWTF is 2.36 MGD. The treatment plant is currently operating at an average daily flow of 1.1 MGD. The WWTF is designed to allow for expansions up to a maximum daily capacity of 5 MGD. Since the Bondhus Segment will accommodate flows that are currently being conveyed to the WWTF, initially there will be no significant change in the amount of flows directed to the WWTF. However, as the City continues to develop and the interceptor is extended to the south, the eventual flows will exceed the WWTF's current capacity. Therefore, the City is anticipating upgrades to the WWTF dependent on future development in the interceptor's service area. The future ultimate service area is shown in Figure 4.

The sanitary sewer will be located within permanent easements ranging from 40 to 60 feet. The City is working with the property owners to obtain these easements. Construction methods will include trench excavation and jacking. Jacking is a technique where pipe is installed as an underground pipeline without digging a trench from the ground surface. The sewer will be jacked in a 48-inch casing at the I-94 and the BNSF Railroad crossings. The depth of the pipe will range from 20 to 45 feet. The excavated soil material will be stockpiled on-site and used to back fill the trenches. It is anticipated that temporary construction dewatering will occur and permits for this work will be obtained. This

dewatering is not anticipated to impact any wells nor will it disrupt the City's existing underground water reservoir located west of the proposed interceptor.

The project will disturb eight acres of land. The majority of the areas that will be disturbed for the construction of the interceptor are agricultural fields, commercial areas, or landscaped areas. The disturbed areas will be restored to the original ground elevation and seeded.

Construction is anticipated to start in May 2005 and be completed by October 2005.

c. Explain the project purpose; if the project will be carried out by a governmental unit, explain the need for the project and identify its beneficiaries.

The purpose of this project is to replace the existing Reservoir Lift Station and forcemain and construct a trunk sewer to provide service to the Southeast Service area in Monticello for existing and future development. The beneficiaries of the project are the owners of existing residences, the property owners who will be enabled to develop property, the business interests that will finance and develop those properties, and the future owners of residences and other properties in the community.

d. Are future stages of this development including development on any outlots planned or likely to happen? ☒Yes ☐No
If yes, briefly describe future stages, relationship to present project, timeline and plans for environmental review.

The construction of the Bondhus Segment of the interceptor is the subject of this EAW. However, it is anticipated that the interceptor will eventually be extended to the south to serve the areas to be annexed by the City. The Bondhus Segment is being constructed with this future growth anticipated. Phases of the future interceptor extension are anticipated to occur over the next 5 to 25 years, depending on development in the area. The City has indicated that environmental review, as required, will be undertaken as future phases are proposed.

Additionally, the construction of the interceptor itself will likely trigger development in the next 5 to 25 years. Private development that occurs in this area may require separate environmental review. Additionally, this growth is being addressed in the update to the City's Comprehensive Plan. Potential cumulative impacts are discussed in Item 29.

e. Is this project a subsequent stage of an earlier project? ☐ Yes ☒ No
If yes, briefly describe the past development, timeline and any past environmental review.

7. Project Magnitude Data

Total Project Area (acres) 8.0 acres or Length 4,430 feet
Number of Residential Units: Unattached _____ Attached _____ maximum units per building _____
Commercial/Industrial/Institutional Building Area (gross floor space): total square feet _____
Indicate area of specific uses (in square feet):

Office _____ Manufacturing _____
Retail _____ Other Industrial _____
Warehouse _____ Institutional _____
Light Industrial _____ Agricultural _____
Other Commercial (specify) _____
Building height _____ If over 2 stories, compare to heights of nearby buildings _____

8. Permits and approvals required. List all known local, state and federal permits, approvals and financial

assistance for the project. Include modifications of any existing permits, governmental review of plans, and all direct and indirect forms of public financial assistance including bond guarantees, Tax Increment Financing and infrastructure.

Unit of Government	Type of Application	Status
MPCA	National Pollutant Discharge Elimination System (NPDES) – General Stormwater Construction Permit	To be obtained
MPCA	Sanitary Sewer Extension	To be obtained
DNR	Temporary Water Appropriation	To be obtained
Minnesota Department of Transportation (MnDOT)	Work in Right-of-Way	To be obtained
MnDOT	Utility Crossing Permit	To be obtained
BNSF Railroad	Utility Crossing Permit	To be obtained

9. Land use. Describe current and recent past land use and development on the site and on adjacent lands. Discuss project compatibility with adjacent and nearby land uses. Indicate whether any potential conflicts involve environmental matters. Identify any potential environmental hazards due to past site uses, such as soil contamination or abandoned storage tanks, or proximity to nearby hazardous liquid or gas pipelines.

Land use in this area has been agricultural, light industrial, institutional (church) and road and railroad right-of-way. The BNSF Railroad, I-94, and CSAH 75 are within the project corridor. The trunk sewer project is compatible with the uses in this area.

Based on information from the MPCA's database, there are no known occurrences of potential soil or ground-water contamination in this area. The Monticello Retail Site (located between I-94 and the railroad tracks) contains a small area of petroleum contaminated soil and some underground storage tanks; however, these areas are not anticipated to be within the sewer easement. If any environmental hazards are encountered during construction, they will be addressed in conformance with State requirements.

10. Cover Types. Estimate the acreage of the site with each of the following cover types before and after development:

	Before	After		Before	After
Types 1-8 wetlands	0	0	Lawn/landscaping	5.95	7.85
Wooded/forest	0.4	0	Impervious Surfaces	0.15	0.15
Brush/grassland	0	0	Other (describe)	0	0
Cropland	1.5	0			
			TOTAL	8	8

There is a wooded area located between the BNSF Railroad and CSAH 75. Approximately 0.4 acres of trees will be removed as part of this project.

11. Fish, Wildlife, and Ecologically Sensitive Resources.

a. Identify fish and wildlife resources and habitats on or near the site and describe how they would be affected by the project. Describe any measures to be taken to minimize or avoid impacts.

The area within the project corridor consists of light industrial, right-of-way, institutional, and agricultural uses. The vegetated areas are frequently impacted by mowing or tilling. In general, these areas do not offer significant areas of habitat for wildlife. A patch of wooded area does exist between the railroad and CSAH 75. The species within the wooded area consist of Bur Oak and Basswood with a thick understory of Buckthorn. This wooded area is fragmented, does not function as a significant ecological corridor for wildlife, and likely offers habitat for species adapted to human presence.

While the Mississippi River is located approximately 1,500-2,500 feet to the north of the site, based on the land cover present, surrounding land uses, and the proximity of the railroad and I-94, this site is not anticipated to provide significant habitat or greenway corridors for wildlife. Therefore, no significant impact to wildlife is anticipated by this project.

b. Are any state (endangered or threatened) species, rare plant communities or other sensitive ecological resources such as native prairie habitat, colonial waterbird nesting colonies or regionally rare plant communities on or near the site? ☐ Yes ☒ No
If yes, describe the resource and how it would be affected by the project. Indicate if a site survey of the resources has been conducted and describe the results. If the DNR Natural Heritage and Nongame Research program has been contacted give the correspondence reference number. 20050521
Describe measures to minimize or avoid adverse impacts.

Based on the DNR Natural Heritage Database, there is one known occurrence of a natural community within a one-mile radius of the project. However, based on the nature and location of the proposed project, effects on any known occurrences of rare features are not expected from this project. The letter from the DNR is Figure 5.

12. Physical Impacts on Water Resources. Will the project involve the physical or hydrologic alteration (dredging, filling, stream diversion, outfall structure, diking, and impoundment) of any surface waters such as a lake, pond, wetland, stream or drainage ditch? ☐ Yes ☒ No
If yes, identify water resource affected. Describe alternatives considered and proposed mitigation measures to minimize impacts. Give the DNR Protected Waters Inventory (PWI) number(s) if the water resources affected are on the PWI.

No wetlands are located within the project corridor. A cooling water discharge area for an adjacent business discharges to this area. This project will temporarily disturb this area, but no permanent impacts are expected.

13. Water Use. Will the project involve installation or abandonment of any water wells, connection to or changes in any public water supply or appropriation of any ground or surface water (including dewatering)? ☒ Yes ☐ No
If yes, as applicable, give location and purpose of any new wells; public supply affected, changes to be made, and water quantities to be used; the source, duration, quantity and purpose of any appropriations; and unique well numbers and DNR appropriation permit numbers, if known. Identify any existing and new wells on the site map. If there are no wells known on site, explain methodology used to determine.

Temporary groundwater appropriation is anticipated to be necessary during construction to install the trunk sewer line. A permit from the DNR will be obtained for this work. This water is anticipated to be

clean and discharge into the City's storm sewer system. If water contains sediment, it will be treated prior to discharge in conformation with NPDES regulations.

14. Water-related land use management districts. Does any part of the project involve a shoreland zoning district, a delineated 100-year flood plain, or a state or federally designated wild or scenic river land use district? ☐ Yes ☒ No
If yes, identify the district and discuss project compatibility with district land use restrictions.

This site does not fall within the Federal Emergency Management Agency 100-year floodplain, the Shoreland Zoning District, or Wild and Scenic District of the Mississippi River.

15. Water Surface Use. Will the project change the number or type of watercraft on any water body? ☐ Yes ☒ No
If yes, indicate the current and projected watercraft usage and discuss any potential overcrowding or conflicts with other uses.

16. Erosion and Sedimentation. Give the acreage to be graded or excavated and the cubic yards of soil to be moved: 8 acres; 331,980 cubic yards. Describe any steep slopes or highly erodible soils and identify them on the site map. Describe any erosion and sedimentation control measures to be used during and after project construction.

The project will disturb eight acres of land. The majority of the areas that will be disturbed for the construction of the interceptor are agricultural fields, commercial areas, or landscaped areas. The disturbed areas will be restored to the original ground elevation and seeded.

This project will require a NPDES General Stormwater Permit for construction activity since the project will disturb more than one acre of land. This permit will require temporary and permanent erosion and sediment control measures to reduce and eliminate erosion and keep sediments on-site during and after construction. A Stormwater Pollution Prevention Plan (SWPPP) will also be required. The SWPPP will address erosion and sediment control within the project site prior to construction until final stabilization or turf is established on the site.

The Soil Survey of Wright County indicates that Soil 1377E: Dorset-Two Inlet Complex is a Highly Erodible Soil (see soils map, Figure 7). This soil is located near the railroad tracks and is in a small portion of this site. In this location, jacking the pipe will be the primary means of installing the pipe, thereby reducing the chances for erosion.

17. Water Quality – Surface-water Runoff.

a. Compare the quantity and quality of site runoff before and after the project. Describe permanent controls to manage or treat runoff. Describe any stormwater pollution prevention plans.

The construction of the sewer extension will not result in the addition of impervious surface, nor will it change existing runoff rates or patterns. Therefore, no change in the quality or quantity of runoff from the site is anticipated from the interceptor project. During construction, the disturbance of the soil will increase the chances of erosion and sedimentation. However, the project will comply with the City's erosion control requirements and the NPDES Construction Permit. The disturbed areas will be seeded and mulched as necessary to prevent erosion and sedimentation.

The construction of the interceptor will ultimately lead to additional development within the service area. The stormwater impacts associated with future development will need to be addressed by those future developments. The City has indicated that it is updating its Comprehensive Stormwater

Management Plan to address the future annexation area. The stormwater management policies within the Plan will address stormwater impacts from development in the area.

b. Identify routes and receiving water bodies for runoff from the site; include major downstream water bodies as well as the immediate receiving waters. Estimate impact runoff on the quality of receiving waters.

Stormwater in this area is generally directed to the Mississippi River via overland flow, storm ponds, and the City's storm sewer system. Stormwater runoff from the interceptor project will not have any significant impact on downstream waters as the disturbance to the area will be temporary in nature and not increase the amount or rate of runoff. Temporary erosion control measures will be used during construction to reduce erosion and the disturbed areas will be permanently stabilized upon completion of the project.

18. Water Quality – Wastewater.

a. Describe sources, composition and quantities of all sanitary, municipal, and industrial wastewater produced or treated at the site.

The new interceptor will convey wastewater to the City's WWTF, where it will be treated. The interceptor will have an ultimate average daily design flow of 3,120,480 GPD. The wastewater is anticipated to consist of normal domestic sewage, as well as, the sewage from the light industrial and commercial areas proposed in this location. These compositions are anticipated to be within the restrictions of the WWTF. The WWTF monitors its discharge for Total Suspended Solids and Biochemical Oxygen Demand (BOD) and is within the discharge composition limits allowed for the Mississippi River in this area, which is managed as an outstanding water resource. For uses that anticipate discharging wastewater that do not meet the restrictions of the WWTF, the discharges will be reviewed on a case-by-case basis to determine if they can be accepted.

b. Describe waste treatment methods or pollution prevention efforts and give estimates of composition after treatment. Identify receiving waters, including major downstream water bodies, and estimate the discharge impact on the quality of receiving waters. If the project involves on-site sewage systems, discuss the suitability of site conditions for such systems.

N/A.

c. If wastes will be discharged into a publicly owned treatment facility, identify the facility, describe any pretreatment provisions and discuss the facility's ability to handle the volume and composition of wastes, identifying any improvements necessary.

The sewage will be treated by Monticello's WWTF. The WWTF can be expanded to accommodate a maximum extended daily capacity of 5 MGD. The average daily capacity of the WWTF is currently 2.36 MGD. The treatment plant is currently operating at an average daily flow of 1.1 MGD. Since the Bondhus Segment will accommodate existing flows being conveyed to the WWTF, there will be no significant change in the amount of flows directed to the WWTF from the proposed

project. However, future extensions of the interceptor to the south and its future service area will eventually exceed the WWTF capacity. Therefore, the City is updating its Comprehensive Sanitary Sewer Plan and planning for upgrades to the WWTF that will be necessary in the future to accommodate the anticipated development.

d. If the project requires disposal of liquid animal manure, describe disposal technique and location and discuss capacity to handle the volume and composition of manure. Identify any improvements necessary. Describe any required setbacks for land disposal systems.

N/A.

19. Geologic hazards and soil conditions.

a. Approximate depth (in feet) to Ground water: 10+ minimum; 30-50 average.
Bedrock: 100 minimum; 200 average.

Describe any of the following geologic site hazards to ground water and also identify them on the site map: sinkholes, shallow limestone formations or karst conditions. Describe measures to avoid or minimize environmental problems due to any of these hazards.

Information was obtained from the Wright County Soil Survey and the Wright County Local Water Management Plan.

There are no known sink holes, shallow limestone formations, or karst conditions within the site.

b. Describe the soils on the site, giving SCS classifications, if known. Discuss soil granularity and potential for groundwater contamination from wastes or chemicals spread or spilled onto the soils. Discuss any mitigation measures to prevent such contamination.

Information from the Wright County Soil Survey indicates the following soil is present in the corridor: 260: Duelm loamy sand, 406: Dorset sandy loam, 1110: Isan sandy loam, 1377B and E: Dorset-Two Inlets Complex (Figure 7).

The soils located on this site are generally well drained. This area is rated as having a high susceptibility to groundwater contamination. The construction of the sanitary sewer in this location is not anticipated to generate chemicals or wastes that would contaminate groundwater. The sewer will be constructed using Hobas pipe. This type of pipe is resistant to corrosion and is leak proof, which will prevent introduction of sewage material into the surrounding ground as the pipe ages. During construction, machinery containing fuel will be present on the site. The contractor will be responsible for maintaining the equipment, providing a suitable area for fueling, and cleaning up any spills that occur on the site during construction.

20. Solid Wastes, Hazardous Wastes, Storage Tanks.

a. Describe types, amounts and compositions of solid or hazardous wastes, including solid animal manure, sludge and ash, produced during construction and operation. Identify method and location of disposal. For projects generating municipal solid waste, indicate if there is a source separation plan; describe how the project will be modified for recycling. If hazardous waste is generated, indicate if there is a hazardous waste minimization plan and routine hazardous waste reduction assessments.

No hazardous wastes are anticipated to be generated by the construction of the Bondhus Segment trunk sewer. Construction debris, including the removal of the existing lift station and sewer, will be disposed of properly.

b. Identify any toxic or hazardous materials to be used or present at the site and identify measures to be used to prevent them from contaminating groundwater. If the use of toxic or hazardous materials will lead to a regulated waste, discharge or emission, discuss any alternatives considered to minimize or eliminate the waste, discharge or emission.

During construction, machinery containing fuel will be present on the site. The contractor will be responsible for maintaining the equipment, providing a suitable area for fueling, and cleaning up any spills that may occur on the site during construction.

c. Indicate the number, location, size and use of any above or below ground tanks to store petroleum products or other materials, except water. Describe any emergency response containment plans.

This project will not involve the addition of above or below ground storage tanks. There are no known existing tanks within the corridor. Some tanks exist within the Monticello Retail Site to the east, but are not expected to be near the sewer project.

21. Traffic. Parking spaces added: N/A Existing spaces (if project involves expansion): N/A Estimated total average daily traffic generated: _____ Estimated maximum peak hour traffic generated (if known) and its timing: _____ Provide an estimate of the impact on traffic congestion affected roads and describe any traffic improvements necessary. If the project is within the Twin Cities metropolitan area, discuss its impact on the regional transportation system.

Construction of the interceptor at I-94 and the railroad will be done by jacking. Therefore, no temporary detours or road disturbance will be necessary to complete this work.

During construction, construction vehicles will use local roads. The only permanent increase in traffic resulting directly from the project may be infrequent trips necessary for inspection of the interceptor and structures. Such trips typically do not impact traffic congestion or require traffic improvements.

In the future, traffic in the vicinity of the project will likely increase with urbanized development. Residential, commercial, and other types of development may be enabled as a result of the project. It is the purpose of the project to provide wastewater collection and conveyance for the project service area. As a result of development of these areas in the future, vehicular traffic would increase. It will be necessary for MnDOT, Wright County, Monticello, and surrounding communities to plan and provide roadway improvements to mitigate traffic congestion.

22. Vehicle-related Air Emissions. Estimate the effect of the project's traffic generation on air quality, including carbon monoxide levels. Discuss the effect of traffic improvements or other mitigation measures on air quality impacts. Note: If the project involves 500 or more parking spaces, consult *EAW Guidelines* about whether a detailed air quality analysis is needed.

Vehicle emissions associated with the project will not have a significant effect on air quality. However, residential and other development enabled by the construction of wastewater conveyance capacity may result in measurable but not significant impacts. If traffic increases result locally in future deterioration of levels of service and/or air quality violations, mitigative measures are available. These include roadway improvements, signal installation, and provision of alternative transportation choices.

23. Stationary Source Air Emissions. Describe the type, sources, quantities and compositions of any emissions from stationary sources of air emissions such as boilers, exhaust stacks or fugitive dust sources. Include any hazardous air pollutants (consult *EAW Guidelines* for a listing), any greenhouse gases (such as carbon dioxide, methane, and nitrous oxides), and ozone-depleting chemicals (chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons or sulfur hexafluoride). Also describe any proposed pollution prevention techniques and proposed air pollution control devices. Describe the impacts on air quality.

The project will not generate stationary source air emissions.

24. Odors, noise and dust. Will the project generate odors, noise or dust during construction or during operation? ☒ Yes ☐ No

If yes, describe sources, characteristics, duration, quantities or intensity and any proposed measures to mitigate adverse impacts. Also identify locations of nearby sensitive receptors and estimate impacts on them. Discuss potential impacts on human health or quality of life. (Note: fugitive dust generated by operations may be discussed at item 23 instead of here.)

Noise

Noise from construction activity would be temporary. The hours of construction will be in conformance with the City's ordinances.

Dust

During construction, particulate emissions will temporarily increase due to the generation of fugitive dust. The following dust control measures will be undertaken as necessary:

- Minimize the period and extent of areas being exposed or graded at any one time.
- Spraying construction areas and haul roads with water, especially during periods of high wind or high levels of construction activity.
- Minimize the use of vehicles on unpaved surfaces.
- Covering or spraying material piles and truck loads.

Odors

The construction and/or operation of this project is not anticipated to involve any processes or materials that would generate any odors.

25. Nearby resources. Are any of the following resources on or in proximity to the site?

a. Archaeological, historical, or architectural resources? ☐ Yes ☒ No
b. Prime or unique farmlands or land within an agricultural preserve? ☐ Yes ☒ No
c. Designated parks, recreation areas, or trails? ☐ Yes ☒ No
d. Scenic views and vistas? ☐ Yes ☒ No
e. Other unique resources? ☐ Yes ☒ No

If yes, describe the resource and identify any project-related impacts on the resources. Describe any measures to minimize or avoid adverse impacts.

a. Based on a review the SHPO database, there are no recorded historical, archaeological, or architectural resources within this site. Based on the current land use, it is anticipated that these resources would not exist at this site. However, if these resources are encountered as part of construction activity, work will be stopped until the area can be investigated. The information from SHPO is included as Figure 6.

b. Farmland: Information from the National Resource Conservation Service indicates that the soils on the site are not prime farmland soils.

26. **Visual impacts**. Will the project create adverse visual impacts during construction or operation? Such as glare from intense lights, lights visible in wilderness areas and large visible plumes from cooling towers or exhaust stacks? ☐ Yes ☒ No
If yes, explain.

None identified.

27. **Compatibility with plans and land use regulations.** Is the project subject to an adopted local comprehensive plan, land use plan or regulation, or other applicable land use, water, or resource management plan of a local, regional, state or federal agency? ☒ Yes ☐ No
If yes, describe the plan, discuss its compatibility with the project and explain how any conflicts will be resolved. If no, explain.

This project is subject to the City's Comprehensive Sanitary Sewer Plan (Comprehensive Plan). The Reservoir Lift Station and forcemain have been in need of repair and/or replacement. This work will be accomplished as part of the Bondhus Segment sewer project. Additionally, the Bondhus Segment will be sized to accommodate the future growth anticipated in the annexation area. The City is updating this Comprehensive Plan to accommodate the annexation area and address upgrades that will be needed for the WWTF.

28. **Impact on infrastructure and public services.** Will new or expanded utilities, roads, other infrastructure or public services be required to serve the project? ☒ Yes ☐ No
If yes, describe the new or additional infrastructure or services needed. (Note: any infrastructure that is a connected action with respect to the project must be assessed in the EAW; see *EAW Guidelines* for details.)

The Bondhus Segment trunk sewer project is a public utility project. Based on the future planned expansion of the interceptor to the south, the WWTF will need upgrades to accommodate the additional flow. The City is currently analyzing the WWTF upgrade needs.

There are no other public utilities that need to be expanded to complete this project. However, the construction of this project is anticipated to lead to additional development within the 6,760-acre area that eventually will be served by the future interceptor extension. This development will require additional infrastructure that will need to be addressed as part of future environmental and plan reviews. The City has anticipated this type of growth in its Comprehensive Plan.

29. **Cumulative impacts.** Minn. R. 4410.1700, subp. 7, item B requires that the RGU consider the "cumulative potential effects of related or anticipated future projects" when determining the need for an environmental impact statement. Identify any past, present or reasonably foreseeable future projects that may interact with the project described in this EAW in such a way as to cause cumulative impacts. Describe the nature of the cumulative impacts and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to cumulative impacts (or discuss each cumulative impact under appropriate item(s) elsewhere on this form).

<u>Short Term</u>
The Southeast Interceptor/Bondhus Segment will initially collect the flows currently going to the Reservoir Lift Station. The Reservoir Lift Station serves an area of approximately 1,095 acres.

Additionally, the proposed Monticello Retail Development and the existing Dahlheimer Distribution warehouse will connect to the Southeast Interceptor. The Monticello Retail Development site was reviewed under a separate EAW in 2004.

The City is currently in the process of planning and designing an interchange modification for the existing CSAH 75 interchange with I-94, which is near the interceptor. The proposed interchange modification is planned for completion in 2007. This interchange work is being completed to address the projected traffic needs in this area. The cumulative impacts of the interchange will result in mitigated traffic for the area and region.

Long Term

It is anticipated that the Southeast Interceptor will be extended to the south in the future. The future extension will serve the areas proposed to be annexed by the City and serve a 6,760-acre area (see Figure 4). This extension is anticipated to occur in the next 5 to 25 years, depending on development in this area. The future development in this area may require a separate environmental assessment, either by site-by-site or via an Alternative Urban Areawide Review.

Impacts associated with general development in the area include increased stormwater runoff, increased water use and sanitary sewer flows, and conversion of mostly agricultural and fallow land to developed area. The increased sanitary sewer flows will be addressed by the extension of the interceptor, as well as future anticipated upgrades to the WWTF. To address these impacts, the City is updating its Comprehensive Plans to address planning issues in the annexation areas.

30. Other Potential Environmental Impacts. If the project may cause any adverse environmental impacts not addressed by items 1 to 28, identify and discuss them here, along with any proposed mitigation.

None identified.

31. Summary of issues. List any impacts and issues identified above that may require further investigation before the project is begun. Discuss any alternatives or mitigative measures that have been or may be considered for these impacts and issues, including those that have been or may be ordered as permit conditions.

RGU CERTIFICATION.

I hereby certify that:

- The information contained in this document is accurate and complete to the best of my knowledge.
- The EAW describes the complete project; there are no other projects, stages or components other than those described in this document, which are related to the project as connected actions or phased actions, as defined at Minn. R. 4410.0200, subps. 9b and 60, respectively.
- Copies of this EAW are being sent to the entire EQB distribution list.

Name and Title of Signer: **Beth G. Lockwood, Supervisor, Environmental Review Unit**
Environmental Review and Operations Section
Regional Division

Date:

The format of the Environmental Assessment Worksheet was prepared by the staff of the Environmental Quality Board at Minnesota Planning. For additional information, worksheets or for *EAW Guidelines*, contact: Environmental Quality Board, 658 Cedar St., St. Paul, MN 55155, 651-296-8253, or at their Web site http://www.eqb.state.mn.us/review.html.