



Attachment I: Supplemental Final EIS Errata Sheet

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Clarification Item Number	Supplemental Final EIS Reference	Published Text	Clarification	Reasoning
1	Executive Summary, page 25	Table ES-5 presents a summary of impacts and mitigation for the Build Alternative in comparison to the 2016 Alignment.	Table ES-5 <u>ES-1</u> presents a summary of impacts and mitigation for the Build Alternative in comparison to the 2016 Alignment.	Table ES-5 should reference Table ES-1. There is no Table ES-5 in the Executive Summary.
2	Chapter 2, page 2-12	W Broadway Ave would be reconstructed between Knox Ave N and the mid-block of Lyndale Ave N and 5th St N;	W Broadway Ave would be reconstructed between Knox Ave N and the mid-block of Lyndale Ave N and 5th St N <u>4th St N</u> ;	This is a typo in the Supplemental Final EIS and should state “4th St N” not “5th St N.”
3	Chapter 2, page 2-13	3rd St N, from 10th Ave N to the existing cul-de-sac	3rd St N, from 10th Ave N to <u>12th Ave N at the existing</u> cul-de-sac	Addition for clarification where cul-de-sac is.
4	Chapter 2, page 2-14	None	<u>8th Ave N to 7th St. N in the City of Minneapolis. A new roadway to extend 8th Ave N to 7th St. N with signalized intersections. It includes bi-directional traffic turn lanes in the eastbound and westbound direction, a bi-directional bikeway, and pedestrian sidewalks on both sides of the roadway.</u>	The extension of 8th Ave N to 7th St. N in the City of Minneapolis was not described.
5	Chapter 2, page 2-17, figure 2-6	None	Build Alternative Structures roadway and tracks over Basset Creek Tunnel were not included in the map but are structural elements of the Project in the City of Minneapolis.	Build Alternative Structures roadway and tracks over Basset Creek Tunnel were not included in the map.
6	Chapter 3, page 3-8, table 3-4	Lyndale 2023 Boardings – 175 Lyndale 2045 Boardings – 225 W Broadway 2023 Boardings – 725 W Broadway 2045 Boardings - 800	Lyndale 2023 Boardings: 175 725 Lyndale 2045 Boardings: 225 800 W Broadway 2023 Boardings: 725 -175 W Broadway 2045 Boardings: 800 225	The Project Weekday Daily Boardings by LRT Station boarding values for W Broadway and Lyndale station numbers are reversed in Table 3-4.
7	Chapter 3, page 3-27, table 3-20	None	<u>Route Segment: 2nd St No</u> <u>Facility: Sidewalk-level cycle tracks</u> <u>City: Minneapolis</u>	Initially shown only in the engineering drawings, this item is now incorporated into the table.
8	Chapter 3, page 3-40, table 3-34	Proposed Changes: The Grand Rounds Trail would be rerouted to provide access to the Lowry Ave Station platform and to create perpendicular trail crossings of the LRT guideway. This rerouting would lengthen the Grand Rounds Trail by one-tenth mile. Trail crossings of LRT tracks would be fitted with rubberized panels in wheel flange channels, bells, and lights to prevent conflicts between bicycles and trains. The Intersection of Grand Rounds Trail and Lowry Ave would be signalized to reduce cyclist-vehicle conflicts. Result: Improvement to safety and reduction in connectivity when trains are present	Proposed Changes: The existing multiuse path that makes up the Grand Rounds Trail would be rerouted to provide access to the Lowry Ave Station platform and to create perpendicular trail crossings of the LRT guideway. This rerouting would lengthen the Grand Rounds Trail by one-tenth mile. Trail crossings of LRT tracks would be fitted with rubberized panels in wheel flange channels, bells, and lights to prevent conflicts between bicycles and trains. The Intersection of Grand Rounds Trail and Lowry Ave would be signalized to reduce cyclist-vehicle conflicts. <u>The intersection of Lowry Ave with Theodore Wirth Pkwy would be removed, allowing cyclists to navigate the Grand Rounds Trail system without conflict from vehicles or LRT traffic.</u> Result: Improvement to safety and reduction in connectivity when trains are present connectivity	The description for the proposed changes to the Lowry Ave Station references an earlier design concept.
9	Chapter 4, page 4-21	The addition of a gate at this crossing is a safety feature that was requested by the community but it will impact community cohesion due to the gate increasing average crossing times at this intersection.	The addition of a gate at this crossing is a safety feature that was requested by the community but it will impact community cohesion due to the gate increasing average crossing times at this intersection.	This sentence references an earlier design concept at Lowry Ave Station that included a gated crossing as a safety feature requested by the community. Current design does not include a gate in the city of Minneapolis therefore there will not be an impact to community cohesion or an increased average crossing time at the intersection which is grade separated in the Project design.
10	Appendix CR, page 36	The LRT guideway at the interchange will include automatic gate arms to maximize safety for all modes, especially due to the limited sight lines approaching the crossings. A new traffic signal at Lowry Ave/Theodore Wirth Pkwy will also be installed in addition to the slip ramp from southbound CR 81.	The LRT guideway at the interchange will include automatic gate arms to maximize safety for all modes, especially due to the limited sight lines approaching the crossings. A new traffic signal at Lowry Ave/Theodore Wirth Pkwy will also be installed in addition to the slip ramp from southbound CR 81. Preemption will be provided for emergency response vehicles.	The current design does not include a gate because the Lowry Station area is grade separated from the parkway and LRT tracks.



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		Preemption will be provided for emergency response vehicles.		
11	Appendix CR, page 18	No modifications or expansion of the W Broadway Bridges are proposed as part of the Project	No modifications or expansion of the W Broadway Bridges are proposed as part of the Project. The current design for the Project does impact the existing bridges at Lowry Ave Station.	This is invalid and references a previous design concept.
12	Appendix CR, page 1	<ul style="list-style-type: none">■ Provides responses to most frequently received comments in Section A.1;■ Responds to comments received on the Supplemental Draft EIS grouped by them (e.g. Purpose and Need, Alternatives) in Section A.2; and■ Provides a record of agency letters and public hearing transcripts in A.4	<ul style="list-style-type: none">■ Provides responses to most frequently received comments in Section A.1 A.2;■ Responds to comments received on the Supplemental Draft EIS grouped by them (e.g. Purpose and Need, Alternatives) in Section A.2 <u>A.3</u> and■ Provides a record of agency letters and public hearing transcripts in A.4	The bullets were incorrectly numbered.
13	Appendix CR, page 41	Buses will use the street on a daily basis. The text has been updated in Chapter 3 of the Supplemental Final EIS.	<u>No</u> buses will use the street on a daily basis for <u>regular service</u> . The text has been updated in Chapter 3 of the Supplemental Final EIS.	References to buses on 10th Ave transit mall are from a previous concept.
14	Appendix A-5 Biological Technical Report, page 8	Summer habitat (forest remnants) for the tricolored bat is present in the northernmost portion of the study area and the southern part of the project area, where it is known to inhabit culverts/tunnels in Downtown Minneapolis and surrounding area.	Summer habitat (forest remnants) for the tricolored bat is present in the northernmost portion of the study area and the southern part of the project area, where it is known <u>to may</u> inhabit culverts/tunnels in Downtown Minneapolis and surrounding area.	Typo.